



CHRISTCHURCH CITY COUNCIL AGENDA

THURSDAY 12 JUNE 2008

9.30AM

COUNCIL CHAMBER, CIVIC OFFICES

AGENDA - OPEN



CHRISTCHURCH CITY COUNCIL

**Thursday 12 June 2008 at 9.30am
in the Council Chamber, Civic Offices**

Council: The Mayor, Bob Parker (Chairperson).
Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox, Yani Johanson,
Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells, Chrissie Williams and Norm Withers.

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12. 6. 2008

1. APOLOGIES

Nil.

2. DEPUTATIONS BY APPOINTMENT

Ralph Ross, Christchurch Combined Residents' Association – Queenspark Bus Priority Route

Speaking rights have been granted to Ralph Ross, President of the Christchurch Combined Residents' Association, relating to the report re Queenspark Bus Priority Route, clause 4 of the agenda.

3. PRESENTATION OF PETITIONS

Nil.

**JOINT REPORT BY THE CHAIRPERSONS OF THE
BURWOOD/PEGASUS, HAGLEY/FERRYMEAD, AND
THE SHIRLEY/PAPANUI COMMUNITY BOARDS**

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. QUEENSPARK BUS PRIORITY ROUTE

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Kirsten Mahoney, Consultation Leader – Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to proceed to detailed design, tender and construction for the Queenspark bus priority route, as shown in the plans for Council approval at **attachments 1 and 2**.

EXECUTIVE SUMMARY

2. The bus priority project is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This project is supported by key national and regional strategies that are developed through to local Council strategies and policies.
 3. Under the Citywide Public Transport Priority Plan, the third corridor listed for investigation and scheme design was Queenspark to/from the Exchange, via New Brighton Road. The Queenspark bus priority route operates between the central city and the suburb of Queenspark in north-east Christchurch. This corridor runs predominantly through residential areas. It passes through a minor shopping area at the corner of Hills Road and Shirley Road and the Palms Mall, a major shopping centre.
 4. In peak times, the Number 70 bus, and other bus routes that partially use this corridor, get held up by traffic congestion. Surveys along the corridor and real time bus travel time information show that the main areas where the bus gets held up are:
 - (a) Fitzgerald Avenue approach to Bealey Avenue (northbound)
 - (b) Hills Road approach to Shirley Road (northbound)
 - (c) Shirley Road approach to Hills Road (city-bound)
 - (d) Shirley Road approach to Marshland Road (outbound)
 - (e) New Brighton Road approach to Golf Links Road (city-bound)
 - (f) New Brighton Road approach to the Bassett Street roundabout (outbound).
 5. In addition, the rationalisation of the current bus stop locations has been included in the project, which aligns the bus stop spacing with current Council policy and further improves route efficiency.
 6. The Queenspark bus priority route is located across three Community Board areas. The corridor from the Central City to North Avon Road is within the jurisdiction of the Hagley/Ferrymead Community Board. The corridor along Hills Road from North Avon Road to the Warrington/Shirley intersection and along Shirley Road to Marshland Road falls within the jurisdiction of the Shirley/Papanui Community Board. The remainder of the Queenspark corridor along New Brighton Road out to Queenspark falls within the jurisdiction of the Burwood/Pegasus Community Board.
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1. Cont'd

7. Community consultation was undertaken on the Queenspark Route from 15 October 2007 – 17 December 2007. Of the 163 responses received, 107 (66 percent) were generally in support of the project, 45 (28 percent) were opposed to the project, and 11 (six percent) specified no preference. In addition there were four route specific seminars held, and one on-site meeting with residents regarding property purchase.
8. A summary of the issues raised during the consultation phase is shown at **attachment 3** to this report. The key issues raised were in relation to location of bus lanes; bus stop locations; cyclists; parking; road layout; schools – Burwood School, Shirley Primary School; bus lanes versus bus boarders; pedestrian crossing points; and footpath design.
9. Consultation has also been undertaken during the Hills Road bus boarder trial, which commenced on 19 July 2007 and continued until 19 April 2008. A total of 247 responses were received during the trial of which 163 (66 percent) were not in favour of the bus boarders, 43 (17.4 percent) were in support and 41 (16.6 percent) specified no preference. A summary of issues raised during the trial and concurrent consultation phase is shown at **attachment 4** to this report. The key issues raised were in relation to Bus Boarders and the access; pedestrian/cyclist interaction; design; emergency vehicles; environment; freight transport; motorist behaviour; one lane roads; parking; safety; stopping traffic; bus boarders versus bus lanes.
10. Based on the feedback received on the Queenspark Bus Priority Route, the project team has concluded that Option B is the preferred option to recommend to Council for the Hills Road section of this route both from a technical and community approval perspective. Option B involves the implementation of part-time bus lanes on the outbound route along Whitmore Street/Hills Road through to the Warrington/Shirley intersection, rather than bus boarders.
11. Further detailed information on the consultation, communication and marketing undertaken for these bus priority projects can be found in the document ***“Bus Priority Record of Consultation, Communication and Marketing – January 2008”***, which was distributed to all elected members in January 2008.
12. As a result of the feedback received during consultation, a concept design is shown at Attachment 1 to proceed to detailed design, tender and construction. The main bus priority measure used in the preferred option consists of 4.2 metre wide bus and cycle lanes. The bus lanes in both the inbound and outbound direction will operate as part-time bus lanes. Inbound bus lanes will operate between the hours of 7am-9am. Outbound bus lanes will operate between the hours of 3pm-6pm except in school zones, which will operate between the hours of 4pm-6pm. Outside the stated operating hours, the bus lanes will be utilised as on-street parking spaces, where this is possible.
13. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
14. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Queenspark route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

FINANCIAL IMPLICATIONS

15. The Queenspark bus priority route is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2009/2010 financial year. The estimated cost of this project is \$1,818,000, including fees and contingencies.

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

16. As above.

1. Cont'd

LEGAL CONSIDERATIONS

17. There are no protected buildings, places and objects in the City Plan and on the Council's Webmap system, which are located within the project corridor. There are a number of protected trees located in the Bealey Avenue central median, which will be in close proximity to some of the construction work. Resource consent will be required for any construction works in close proximity to these trees, as defined in the City Plan and outlined below.

"2.2.4 Definition of work covered by these rules

Updated 14 November 2005

For the purposes of these rules, any work affecting a protected tree (whether on the site or not) shall be deemed to include:

- (a) removal of any tree or;*
- (b) the construction of any building, or laying of overhead or underground services, any sealing, paving, soil compaction, or any alteration of more than 75 millimetres to the ground level existing prior to work commencing, any depositing of chemical or other substances harmful to the tree within 10 metres of the base of any protected tree;*
- (c) the fixing of any structure or object to any part of the tree, any operation which will wound the bark tissue of any part of the tree or;*
- (d) pruning at a height greater than one-third the total height of the tree, and also including any branches greater than 50 millimetre diameter below this level."*

"2.3.1 Development standards

Updated 14 November 2005

Any work defined by Clause 2.2.4 (b), (c) or (d) affecting a notable tree identified in Appendix 4, shall be a discretionary activity, with the exercise of the Council's discretion limited to the impact of the works on the tree.

2.3.2 Community standard

Updated 14 November 2005

Any work defined by Clause 2.2.4(a) affecting a notable tree identified in Appendix 4 shall be a discretionary activity."

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

18. Resource consent will be required to undertake any works within close proximity of the protected trees along Bealey Avenue. Council resolutions are required to approve the new traffic and parking restrictions, the removal of bus stops, the relocation of bus stops, as well as the cycle and bus lanes. The Land Transport Rules provide for the installation of parking restrictions, no stopping restrictions, relocation, removal and implementation of bus stops, cycle lanes and bus lanes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

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

20. As above.

1. Cont'd

ALIGNMENT WITH STRATEGIES

21. This project is consistent with the National Transport Strategy, as well as key regional and local Council strategies including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012, and the Greater Christchurch Urban Development Strategy.

Do the recommendations align with the Council's strategies?

22. As above.

CONSULTATION FULFILMENT

23. The scheme plans for the first three routes were presented to the relevant Community Boards and Council on the following dates:
- (a) Spreydon/Heathcote Community Board (Colombo Route) – 28 August 2007
 - (b) Fendalton/Waimairi Community Board (Papanui Route) – 4 September 2007
 - (c) Shirley/Papanui Community Board (Papanui Route) – 5 September 2007
 - (d) Burwood/Pegasus and Shirley/Papanui Community Boards (Queenspark Route) – 26 Sep 2007
 - (e) Council (All three routes) – 2 October 2007
 - (f) Hagley/Ferrymead Community Board (Queenspark Route) – 6 December 2007
24. Community consultation was undertaken on all three routes from 15 October 2007 – 17 December 2007. Approximately 40,000 households along the three routes and side streets (residents and absentee landowners), and other interested groups, were provided with information about the bus priority project and the three routes. 881 responses have been received in total (Colombo – 136, Papanui - 253, Queenspark - 163 (*Hills Road Bus Boarders Trial* – 247), Generic - 82).
25. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document ***“Bus Priority Record of Consultation, Communication and Marketing – January 2008”***, which was distributed to all elected members in January 2008.

Public Consultation Issues and Responses – Queenspark

26. Community consultation was undertaken on the Queenspark Route from 15 October 2007 – 17 December 2007. In addition, the Hills Road Bus Boarder trial was running for an initial three-month trial period (16 July 2007 – 26 October 2007). The trial was then extended for a further six months to coincide with the Queenspark route consultation and reporting phases.
27. The Queenspark route specific consultation brochure was distributed to approximately 3,770 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 17,000 route specific brochures were printed and distributed.
28. There were 163 responses received on the Queenspark route, through a variety of media, as follows:
- (a) Emails – four
 - (b) Feedback forms – 140
 - (c) Have Your Say – nine

1. Cont'd

- (d) Letters – seven
- (e) Phone calls – three.

29. In addition there were four route specific seminars held, and one on-site meeting with residents regarding property purchase.
30. The majority of respondents (66 percent) were in support of the proposals.

Support	Number of Responses	% of Total Responses
Support	107	66%
Oppose	45	28%
Not specified	11	6%
Total	163	100%

31. A total of 247 responses were received on the Hills Road bus boarder trial of which 163 (66 percent) were not in favour of the bus boarders, 43 (17.4 percent) were in support and 41 (16.6 percent) specified no preference. Responses were received through a variety of media, as follows:
- (a) Emails/Have Your Say – 116
 - (b) Feedback forms – 67
 - (c) Customer Service Requests – 13
 - (d) Phone calls – 51.

32. The total number of responses on the Queenspark route including the Hills Road bus boarder trial is as follows:

Support	Number of Responses	% of Total Responses
Support	150	37%
Oppose	208	51%
Not specified	52	12%
Total	410	100%

33. A summary of the issues raised during the consultation phase for the Queenspark route is shown at attachment 3 to this report. The key issues raised were in relation to:
- (a) Location of bus lanes
 - (b) Bus stop locations
 - (c) Cyclists
 - (d) Parking
 - (e) Road layout
 - (f) Schools – Burwood School, Shirley Primary School
 - (g) Bus lanes versus bus boarders
 - (h) Pedestrian crossing points
 - (i) Footpath design.
34. The issues raised during the trial and concurrent consultation phase is shown at Attachment 4 to this report. The key issues raised were in relation to Bus Boarders and the following:
- (a) Access
 - (b) Pedestrian/Cyclist Interaction

1. Cont'd

- (c) Design
- (d) Emergency Vehicles
- (e) Environment
- (F) Freight Transport
- (g) Motorist Behaviour
- (h) One Lane Roads
- (i) Parking
- (j) Safety
- (k) Stopping Traffic
- (l) Bus Boarders versus. Bus Lanes.

1. Cont'd

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Approve the Queenspark bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval at attachments 1 and 2.
- (b) Adopt and ratify the Agreement for Sale and Purchase of the fee simple property situated at 341 Bealey Avenue between the Council as purchaser and Patricia Ann Berryman as vendor dated 4 April 2008 .
- (c) Approve the following special vehicle lanes, specifically a “bus lane” which restricts the lane for use by buses, bicycles and motorcycles at the following locations:
 - (1) On the north side of New Brighton Road operating at any time, commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 132 metres.
 - (2) On the north side of New Brighton Road operating at any time, commencing at its intersection with Golf Links Road and extending in an easterly direction for a distance of 38.5 metres.
 - (3) On the north side of New Brighton Road operating between the hours of 4pm to 6pm, commencing at a point 9.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 229.5 metres.
 - (4) On the south side of New Brighton Road operating at any time, commencing at a point 18 metres west of its intersection with Creswell Avenue and extending in a westerly direction to a point 102 metres to the west of its intersection with Bampton Street.
 - (5) On the west side of Fitzgerald Avenue between the hours of 3pm to 6pm Monday to Friday commencing at a point 16 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 113 metres.
 - (6) On the west side of Fitzgerald Avenue operating at any time to the right of the left turn lane, commencing at a point 25 metres south of the signalised intersection with Bealey Avenue/London Street/Whitmore Street and proceeding in a northerly direction for a distance of 23 metres.
 - (7) On the west side of Whitmore Street operating at any time, commencing at a point 44.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 92.5 metres.
 - (8) On the west side of Whitmore Street and Hills Road between the hours of 3pm to 6pm Monday to Friday, commencing at a point 137 metres north of its intersection with Bealey Avenue and extending in a northerly direction to the end of Whitmore Street at its intersection with Hills Road.
 - (9) On the west side of Hills Road between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection with Whitmore Street and extending in a northerly direction to a point 228.5 metres north of its intersection with Edward Avenue.
 - (10) On the west side of Whitmore Street operating at any time, commencing at a point 44.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 92.5 metres.
 - (11) On the west side of Whitmore Street and Hills Road between the hours of 3pm to 6pm Monday to Friday, commencing at a point 137 metres north of its intersection with Bealey Avenue and extending in a northerly direction to the end of Whitmore Street at its intersection with Hills Road.

1. Cont'd

- (12) On the west side of Whitmore Street and Hills Road between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection with Whitmore Street and extending in a northerly direction to a point 228.5 metres north of its intersection with Edward Avenue.
 - (13) On the north side of Shirley Road operating at any time commencing at a point 73 metres west of its intersection with Quinns Road and extending in an easterly direction to its intersection with Quinns Road.
 - (14) On the north side of Shirley Road between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection with Quinns Road and extending in an easterly direction to a point 144.5 metres east of its intersection with Hope Street.
 - (15) On the north side of Shirley Road operating at any time to the right of the left turn lane commencing at a point 10.5 metres west of its signalised intersection with Marshland Road/New Brighton Road/North Parade and extending in an easterly direction for a distance of 9.5 metres.
- (d) Approve the following special vehicle lanes, specifically a "cycle lane" which restricts the lane for use by bicycles at the following locations:
- (1) Generally on the south side of New Brighton Road, adjacent to the kerb, commencing at a point 102 metres west of its intersection with Bampton Street and extending in a westerly direction for a distance of 14 metres.
 - (2) Generally on the south side of New Brighton Road, adjacent to the kerb, commencing at a point 133 metres west of its intersection with Bampton Street and extending in a westerly direction to its signalised intersection with Golf Links Road.
 - (3) Generally on the south side of New Brighton Road, adjacent to the kerb, commencing at its signalised intersection with Golf Links Road and extending in a westerly direction to its signalised intersection with Marshland Road/North Parade/Shirley Road.
 - (4) Generally on the north side of New Brighton Road, initially adjacent to the kerb commencing at a point 38.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 20.5 metres into the right of the parking lane.
 - (5) Generally on the north side of New Brighton Road, outside the parking lane commencing at a point 59 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 111.5 metres.
 - (6) Generally on the north side of New Brighton Road, initially adjacent to the parking lane commencing at a point 170.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 21 metres into the kerb side.
 - (7) Generally on the north side of New Brighton Road, adjacent to the kerb commencing at a point 191.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 52 metres.
 - (8) Generally on the north side of New Brighton Road, adjacent to the kerb commencing at a point 261.5 metres east of its intersection with Golf Links Road and extending in an easterly direction to its intersection with Horseshoe Lake Road.
 - (9) Generally on the north side of New Brighton Road, adjacent to the kerb commencing at its intersection with Horseshoe Lake Road and extending in an easterly direction for a distance of 100 metres.
 - (10) Generally on the north side of New Brighton Road, initially adjacent to the kerb commencing at a point 100 metres east of its intersection with Horseshoe Lake road and extending in an easterly direction for a distance of 29 metres into the right of the parking lane.

1. Cont'd

- (11) Generally on the west side of Fitzgerald Avenue commencing at its intersection with Kilmore Street and extending to its intersection with Cambridge Terrace be revoked.
- (12) Generally adjacent to the kerb on the west side of Fitzgerald Avenue commencing at its intersection with Kilmore Street and in a northerly direction for a distance of 50.5 metres.
- (13) Generally on the west side of Fitzgerald Avenue initially adjacent to the kerb commencing at a point 50.5 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 15 metres to the right of the parking lane.
- (14) Generally on the west side of Fitzgerald Avenue to the right of the parking lane commencing at a point 65.5 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 33.5 metres.
- (15) Generally on the west side of Fitzgerald Avenue, to the right of the bus stop commencing at a point 99 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 15 metres.
- (16) Generally on the west side of Fitzgerald Avenue initially adjacent to the right of the bus stop commencing at a point 114 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 9.5 metres.
- (17) Generally adjacent to the kerb on the west side of Fitzgerald Avenue commencing at a point 123.5 metres north of its intersection with Kilmore Street and extending in a northerly direction to its intersection with Cambridge Terrace.
- (18) On the west side of Fitzgerald Avenue, adjacent to the right of the kerb side part time bus lane commencing at its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 129 metres.
- (19) On the west side of Fitzgerald Avenue, adjacent to and to right of the left turn lane into Bealey Avenue commencing at a point 129 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 89 metres.
- (20) On the west side of Whitmore Street, generally to the east of the bus stop, commencing at a point 15.5 metres north of the signalised intersection of Bealey Avenue/Fitzgerald Avenue/London Street/Whitmore Street and extending in a northerly direction for 29 metres.
- (21) On the east side of Hills Road, adjacent to the kerb, commencing at a point 65.5 metres south of its intersection with Dudley Street and extending in a southerly direction generally to south of its intersection with North Avon Road for a distance of 70 metres.
- (22) Generally on the east side of Hills Road commencing at its intersection with Shirley Road and extending in a southerly direction to its intersection with Warden Street be revoked.
- (23) On the north side of Bealey Avenue, initially adjacent to the right of the parking lane commencing at a point 30 metres west of its intersection with Champion Street and extending generally on this straight alignment in an easterly direction to the signalised intersection of Bealey Avenue/Whitmore Street/Fitzgerald Avenue/London Street.
- (24) On the west side of Whitmore Street, generally to the east of the bus stop commencing at a point 15.5 metres north of the signalised intersection of Bealey Avenue/Whitmore Street/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 29 metres.
- (25) On the west side of Hills Road adjacent to the left of the through traffic lane commencing at a point 75.5 metres south of its intersection with Hills Road/Shirley Road/Warrington Street and extending in a northerly direction for a distance of 72 metres.

1. Cont'd

- (26) On the east side of Hills Road, adjacent to the kerb commencing at its intersection with the signalised intersection of Hills Road/Shirley Road/Warrington Street and extending in a southerly direction to a point 113.5 metres south of its intersection with Warden Street.
- (27) On the east side of Hills Road adjacent to the kerb commencing at a point 126.5 metres south of its intersection with Warden Street and extending in a southerly direction to a point 110 metres south of its intersection with Guild Street.
- (28) On the east side of Hills Road initially adjacent to the kerb commencing at a point 110 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 31.5 metres, ending adjacent to the right of the parking lane.
- (29) On the east side of Hills Road adjacent to the right of the parking lane commencing at a point 141.5 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 46 metres.
- (30) On the east side of Hills Road initially adjacent to the right of the parking lane commencing at a point 187.5 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 31 metres ending adjacent to the kerb at a point 10.5 metres south of its intersection with Dudley Street.
- (31) On the east side of Hills Road adjacent to the kerb commencing at a point 10.5 metres south of its intersection with Dudley Street and extending in a southerly direction for a distance of 40 metres.
- (32) On the east side of Hills Road adjacent to the kerb commencing at a point 65.5 metres south of its intersection with Dudley Street and extending in southerly direction generally to a point 70 metres to the south of its intersection with North Avon Road.
- (33) On the north side of Shirley Road adjacent to the kerb commencing at the signalised intersection of Hills Road/Shirley Road/Warrington Street and extending in an easterly direction for a distance of 63 metres.
- (34) On the north side of Shirley Road, initially adjacent to the kerb commencing at a point 63 metres east of the signalised intersection of Hills Road/Shirley Road/Warrington Street and extending in an easterly direction for a distance of 17 metres into the right of the parking lane.
- (35) On the north side of Shirley Road adjacent to the right of the parking lane commencing at a point 80 metres east of its signalised intersection with Hills Road and extending generally on this straight alignment in an easterly direction to a point 51 metres east of its intersection with Emmett Street.
- (36) On the north side of Shirley Road initially adjacent to the right of the parking lane commencing at a point 51 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 19 metres to the kerb side.
- (37) On the north side of Shirley Road, initially adjacent to the right of the parking lane commencing at a point 70 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 21.5 metres.
- (38) On the north side of Shirley Road initially adjacent to the kerb commencing at a point 144.5 metres east of its intersection with Hope Street and extending in an easterly direction for a distance of 24 metres ending adjacent to the right of the left turn lane into Marshland Road.
- (39) On the north side of Shirley Road adjacent to the right of the left turn through lane commencing at a point 168.5 metres east of its intersection with Hope Street and extending in an easterly direction for a distance of 53.5 metres.

1. Cont'd

- (40) Generally on the south side of Shirley Road adjacent to the right of the bus stop commencing at a point 32 metres east of its intersection with Slater Street and extending in a westerly direction for a distance of 22.5 metres.
 - (41) On the south side of Shirley Road, initially adjacent to the right of the bus stop, commencing at a point 9.5 metres east of its intersection with Slater Street and extending 17.5 metres in a westerly direction ending adjacent to the right of the left turn lane.
 - (42) On the south side of Shirley Road adjacent to the right of the left turn lane into Hills Road, commencing at its intersection with Slater Street and extending in a westerly direction to its signalised intersection with Hills Road/Warrington Street.
 - (43) On the south side of Shirley Road adjacent to the kerb commencing at its signalised intersection with Marshland Road/New Brighton Road/North Parade and extending in a westerly direction for a distance of 78 metres.
 - (44) On the south side of Shirley Road generally to the north of the bus stop commencing at a point 78 metres west of its signalised intersection with Marshland Road/New Brighton Road/North Parade and extending in a westerly direction to a point 19.5 metres the west of its intersection with Warden Street.
 - (45) On the south side of Shirley Road adjacent to the kerb commencing at a point 97.5 metres west of its signalised intersection with Marshland Road/New Brighton Road/North Parade and extending in a westerly direction to a point 38.5 metres west of Warden Street.
 - (46) On the south side of Shirley Road initially adjacent to the kerb commencing at a point 38.5 metres west of its intersection with Warden Street and extending 20.5 metres in a westerly direction ending adjacent to the right of the parking lane.
 - (47) On the south side of Shirley Road, adjacent to the right of the parking lane, commencing at a point 59 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 116 metres.
 - (48) On the south side of Shirley Road, adjacent to the right of the bus stop, commencing at a point 175 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 15 metres.
 - (49) On the south side of Shirley Road initially adjacent to the right of the bus stop commencing at a point 14 metres east of its intersection with Petrie Street and extending to a point seven metres west of its intersection with Petrie Street.
 - (50) On the south side of Shirley Road adjacent to the kerb commencing at a point seven metres west of its intersection with Petrie Street and extending in a westerly direction for a distance of 54 metres.
 - (51) On the south side of Shirley Road adjacent to the right of the parking lane commencing at a point 61 metres west of its intersection with Petrie Street and extending in a westerly direction west of Chancellor Street for a distance of 62 metres.
- (e) Approve the following no stopping restrictions:
- (1) That all the no stopping restrictions on New Brighton Road from its intersection with Marshland Road/North Parade/Shirley Road to its intersection with Creswell Avenue, be revoked.
 - (2) That all the no stopping restrictions on New Brighton Road from its intersection with Lake Terrace Road to its intersection with Bassett Street/Avondale Road, be revoked.

1. Cont'd

- (3) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 68.5 metres.
- (4) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 101 metres east of its intersection with Marshland Road and extending in an easterly direction to its intersection with Golf Links Road.
- (5) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection Golf Links Road and extending in an easterly direction for a distance of 64 metres.
- (6) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 170.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 73 metres.
- (7) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 261.5 metres east of its intersection with Golf Links Road and extending in an easterly direction to its intersection with Horseshoe Lake Road.
- (8) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 14 metres.
- (9) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on the north side of New Brighton Road, commencing at a point 14 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 40.5 metres.
- (10) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 119.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 14.5 metres.
- (11) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on the north side of New Brighton Road, commencing at a point 134 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 104.5 metres.
- (12) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 238.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction to its intersection with Bassett Street.
- (13) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Avondale Road and extending in an easterly direction for a distance of 113.5 metres.
- (14) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 128.5 metres west of its intersection with Avondale Road and extending in an westerly direction for a distance of 232.5 metres.
- (15) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Creswell Avenue and extending in an easterly direction for a distance of 145 metres.
- (16) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 160 metres west of its intersection with Creswell Avenue and extending in a westerly direction to its intersection with Bampton Street.
- (17) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Bampton Street and extending in a westerly direction for a distance of 116 metres.

1. Cont'd

- (18) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 133 metres west of its intersection with Bampton Street and extending in a westerly direction to its intersection with Ajax Street.
- (19) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Ajax Street and extending in a westerly direction to its intersection with North Parade.
- (20) That the stopping of vehicles be prohibited at any time on the west side of Bassett Street commencing at its intersection with New Brighton Road and extending in a northerly direction for a distance of 54.5 metres.
- (21) That the stopping of vehicles be prohibited at any time on the east side of Bassett Street commencing 72.5 metres north of its intersection with New Brighton Road and extending in a southerly direction to its intersection with New Brighton Road.
- (22) That the stopping of vehicles be prohibited at any time on the west side of Avondale Road commencing at a point 18 metres south of its intersection with Avonside Drive and extending in a northerly direction to its intersection with New Brighton Road.
- (23) That the stopping of vehicles be prohibited at any time on the east side of Avondale Road commencing at its intersection with New Brighton Road and extending in a southerly direction for a distance of 85 metres.
- (24) That all the no stopping restrictions on the west side of Fitzgerald Avenue commencing at its intersection with Kilmore Street and extending to its intersection with Cambridge Terrace be revoked.
- (25) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue, commencing at its intersection with Kilmore Street and extending in a northerly direction for a distance of 65.5 metres.
- (26) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue, commencing at a point 114 metres north of its intersection with Kilmore Street and extending to its intersection with Cambridge Terrace.
- (27) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue commencing at its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 25 metres.
- (28) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Fitzgerald Avenue commencing at a point 40 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 89 metres.
- (29) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue, commencing at a point 129 metres north of its intersection with Cambridge Terrace and extending in a northerly direction to its intersection with Bealey Avenue.
- (30) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 15.5 metres.
- (31) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at a point 35.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 111.5 metres.
- (32) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Whitmore Street, commencing at a point 137 metres north of its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 79.5 metres.

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- (33) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street commencing at a point 216.5 metres north of its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 22 metres.
- (34) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point eight metres from its intersection with Whitmore Street and extending in a northerly direction for a distance of 110.5 metres.
- (35) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with North Avon Road and extending in a southerly direction for a distance of 70 metres.
- (36) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 85.5 metres south of its intersection with North Avon Road and extending in a southerly direction to its intersection with Avalon Street.
- (37) That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Avalon Street and extending in a southerly direction to its intersection with Whitmore Street.
- (38) That the stopping of vehicles be prohibited at any time on the east side of Whitmore Street, commencing at its intersection with Hills Road and extending in a southerly direction for a distance of 106 metres.
- (39) That the stopping of vehicles be prohibited at any time on the east side of Whitmore Street, commencing at a point 150 metres south of its intersection with Hills Road and extending in a southerly direction to its intersection with London Street.
- (40) That all the no stopping restrictions on the north side of Bealey Avenue, commencing at its intersection with Champion Street and extending in a westerly direction to its intersection with Whitmore Street be revoked.
- (41) That all the no stopping restrictions on the south side of Shirley Road commencing at its intersection with Warden Street and extending in a westerly direction for a distance of 49.5 metres be revoked.
- (42) That all the no stopping restrictions on Hills Road commencing at its intersection with Whitmore Street and extending in a northerly direction to its intersection with Warrington Street/Shirley Road be revoked.
- (43) That all the no stopping restrictions on Shirley Road commencing at its intersection with Marshland Road/North Parade/New Brighton Road to its intersection with Hills Road/Warrington Street be revoked.
- (44) That the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue, commencing at its intersection with Champion Street and extending in a westerly direction to its intersection with Whitmore Street.
- (45) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 15.5 metres.
- (46) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at a point 35.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 101.5 metres.
- (47) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street commencing at a point 216.5 metres north of the intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 22 metres.

1. Cont'd

- (48) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point eight metres from its intersection with Whitmore Street and extending in a northerly direction for a distance of 110.5 metres.
- (49) That the stopping of vehicles be prohibited at any time on the west side of Hills Road commencing at a point 118.5 metres north of its intersection with Whitmore Street and extending in a northerly direction for a distance of 15.5 metres.
- (50) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 134 metres north of its intersection with Whitmore Street and extending in a northerly direction for a distance of 13 metres.
- (51) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 162 metres north of its intersection with Whitmore Street and extending in a northerly direction for a distance of 20 metres.
- (52) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 182 metres north of its intersection with Whitmore Street and extending in a northerly direction to its intersection with Gresford Street.
- (53) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Gresford Street and extending in a northerly direction for a distance of 22 metres.
- (54) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 22 metres north of its intersection with Gresford Street and extending in a northerly direction for a distance of 92 metres.
- (55) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 114 metres north of its intersection with Gresford Street and extending in a northerly direction to its intersection with Huggins Place.
- (56) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Huggins Place and extending in a northerly direction for a distance of 15 metres.
- (57) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 15 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 56.5 metres.
- (58) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 71.5 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 30 metres.
- (59) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 101.5 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 45 metres.
- (60) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 163 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 16 metres.
- (61) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 179 metres north of its intersection with Huggins Place and extending in a northerly direction to its intersection with Edgeware Road.
- (62) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Edgeware Road and extending in a northerly direction for a distance of 17 metres.

1. Cont'd

- (63) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 47 metres north of its intersection with Edgware Road and extending in a northerly direction for a distance of 58 metres.
- (64) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 105 metres north of its intersection with Edgware Road and extending in a northerly direction to its intersection with Hendon Street.
- (65) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Hendon Street and extending in a northerly direction for a distance of 12 metres.
- (66) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 12 metres north of its intersection with Hendon Street and extending in a northerly direction for a distance of 88.5 metres.
- (67) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 100.5 metres north of its intersection with Hendon Street and extending in a northerly direction to its intersection with Edward Avenue.
- (68) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Edward Avenue and extending in a northerly direction for a distance of 13.5 metres.
- (69) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 28.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 33 metres.
- (70) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 61.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 29 metres.
- (71) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 90.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 138 metres.
- (72) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 44.5 metres south of its intersection with Warrington Street and extending in a northerly direction to its intersection with Warrington Street.
- (73) That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Shirley Road and extending in a southerly direction to its intersection with Warden Street.
- (74) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Warden Street and extending in a southerly direction for a distance of 113.5 metres.
- (75) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 126.5 metres south of its intersection with Warden Street and extending in a southerly direction to its intersection with Guild Street.
- (76) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Guild Street and extending in a southerly direction for a distance of 141.5 metres.
- (77) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 187.5 metres south of its intersection with Guild Street and extending in a southerly direction to its intersection with Dudley Street.

1. Cont'd

- (78) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Dudley Street and extending in a southerly direction for a distance of 50.5 metres.
- (79) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 65.5 metres south of its intersection with Dudley Street and extending in a southerly direction to its intersection with North Avon Road.
- (80) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with North Avon Road and extending in a southerly direction for a distance of 70 metres.
- (81) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 85.5 metres south of its intersection with North Avon Road and extending in a southerly direction to its intersection with Avalon Street.
- (82) That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Avalon Street and extending in a southerly direction to its intersection with Whitmore Street.
- (83) That the stopping of vehicles be prohibited at any time on the east side of Whitmore Street commencing at its intersection with Hills Road and extending in a southerly direction for a distance of 106 metres.
- (84) That the stopping of vehicles be prohibited at any time on the east side of Whitmore Street, commencing at a point 150 metres south of its intersection with Hills Road and extending in a southerly direction to its intersection with London Street.
- (85) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 80 metres.
- (86) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at a point 123 metres west of its intersection with Quinns Road and extending in an easterly direction to its intersection with Quinns Road.
- (87) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road, commencing at its intersection with Quinns Road and extending in an easterly direction for a distance of 18.5 metres.
- (88) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the north side of Shirley Road, commencing at a point 18.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 20 metres.
- (89) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the north side of Shirley Road, commencing at a point 53.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 19 metres.
- (90) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road, commencing at a point 72.5 metres east of its intersection with Quinns Road and extending in an easterly direction to its intersection with Hope Street.
- (91) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road, commencing at its intersection with Hope Street and extending in an easterly direction for a distance of 17 metres.
- (92) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the north side of Shirley Road, commencing at a point 17 metres east of its intersection with Hope Street and extending in an easterly direction for a distance of 108 metres.

1. Cont'd

- (93) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at a point 125 metres east from its intersection with Hope Street and extending to its intersection with Marshland Road.
 - (94) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with North Parade and extending in a westerly direction for a distance of 78 metres.
 - (95) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at a point 97.5 metres west of its intersection with North Parade and extending in a westerly direction to its intersection with Warden Street.
 - (96) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with Warden Street and extending in a westerly direction for a distance of 59 metres.
 - (97) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with Petrie Street and extending in an easterly direction for a distance of 14 metres.
 - (98) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with Slater Street and extending in a westerly direction to its intersection with Hills Road.
- (f) Approve the following bus stops:
- (1) That the existing bus stop on the north side of New Brighton Road commencing at a point 56 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres be revoked.
 - (2) That the existing bus stop on the south side of New Brighton Road commencing at a point 116 metres west of its intersection with Bampton Street and extending in a westerly direction for a distance of 17 metres be revoked.
 - (3) That the existing bus stop on the south side of New Brighton Road commencing at a point 187.5 metres west of its intersection with Creswell Avenue and extending in a westerly direction for a distance of 13.5 metres be revoked.
 - (4) That the existing bus stop on the east side of Bassett Street at a point 61 metres north of its intersection with New Brighton Road be revoked.
 - (5) That the existing bus stop on the south side of New Brighton Road commencing at a point 37.5 metres west of its intersection with Locksley Avenue and extending in a westerly direction for a distance of 15 metres be revoked.
 - (6) That the existing bus stop on the west side of New Brighton Road commencing at a point 378.5 metres north of its intersection with Queensbury Street and extending in a westerly direction for a distance of 13 metres be revoked.
 - (7) That the existing bus stop on the north side of New Brighton Road commencing at a point 201 metres east of its intersection with Bassett Street and extending in an easterly direction for a distance of 14 metres be revoked.
 - (8) That the existing bus stop on the north side of New Brighton Road commencing at a point 49 metres east of its intersection with Bower Avenue and extending in an easterly direction for a distance of 17 metres be revoked.
 - (9) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 38 metres north of its intersection with New Brighton Road be revoked.

1. Cont'd

- (10) That the existing bus stop on the east side of Bower Avenue at a point (bus stop sign only) 29 metres north of its intersection with Thurso Place be revoked.
- (11) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 172 metres south of its intersection with Sandy Avenue be revoked.
- (12) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 95.5 metres south of its intersection with Travis Road be revoked.
- (13) That the existing bus stop on the east side of Bower Avenue at a point (bus stop sign only) 52 metres south of its intersection with Florance Place be revoked.
- (14) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 22 metres south of its intersection with Kirsten Place be revoked.
- (15) That the existing bus stop on the south side of Queenspark Drive at a point (bus stop sign only) 57 metres west of its intersection with Bower Avenue be revoked.
- (16) That the existing bus stop on the north side of Queenspark Drive at a point (bus stop sign only) 38 metres west of its intersection with Bower Avenue be revoked.
- (17) That the existing bus stop on the south side of Queenspark Drive at a point (bus stop sign only) 36 metres east of its intersection with Donnington Street be revoked.
- (18) That the existing bus stop on the north side of Queenspark Drive at a point (bus stop sign only) 43 metres west of its intersection with Lamorna Road be revoked.
- (19) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 135 metres south of its intersection with Radiata Avenue be revoked.
- (20) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 138.5 metres north of its intersection with Radiata Avenue be revoked.
- (21) That the existing bus stop on the north side of Broadhaven Avenue at a point (bus stop sign only) 124.5 metres east of its intersection with Queenspark Drive be revoked.
- (22) That the existing bus stop on the south side of Broadhaven Avenue at a point (bus stop sign only) 112 metres east of its intersection with Bottle Lake Drive be revoked.
- (23) That the existing bus stop on the north side of Broadhaven Avenue at a point (bus stop sign only) 16 metres west of its intersection with Forest Drive be revoked.
- (24) That a bus stop be installed on the north side of New Brighton Road commencing at a point 68.5 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 32.5 metres.
- (25) That a bus stop be installed on the north side of New Brighton Road commencing at a point 37 metres west of its intersection with Horseshoe Lake Road and extending in an easterly direction for a distance of 17 metres.
- (26) That a bus stop be installed on the north side of New Brighton Road commencing at a point 54.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres.
- (27) That a bus stop be installed on the south side of New Brighton Road commencing at a point 113.5 metres west of its intersection with Avondale Road and extending in a westerly direction for a distance of 15 metres.
- (28) That a bus stop be installed on the south side of New Brighton Road commencing at a point 145 metres west of its intersection with Creswell Avenue and extending in a westerly direction for a distance of 15 metres.

1. Cont'd

- (29) That a bus stop be installed on the south side of New Brighton Road commencing at a point 116 metres west of its intersection with Bampton Street and extending in a westerly direction for a distance of 17 metres.
- (30) That a bus stop be installed on the east side of Bassett Street commencing at a point 178 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 29 metres.
- (31) That a bus stop be installed on the north side of New Brighton Road commencing at a point 39.5 metres west of its intersection with Bower Avenue and extending in a westerly direction for a distance of 24.5 metres.
- (32) That a bus stop be installed on the west side of Bower Avenue commencing at a point 348 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 21 metres.
- (33) That a bus stop be installed on the east side of Bower Avenue commencing at a point 57 metres south of its intersection with Thurso Place and extending in a southerly direction for a distance of 21 metres.
- (34) That a bus stop be installed on the west side of Bower Avenue commencing at a point 48 metres north of its intersection with Kirsten Place and extending in a northerly direction for a distance of 22.5 metres.
- (35) That a bus stop be installed on the east side of Bower Avenue commencing at a point 55 metres north of its intersection with Florance Place and extending in a northerly direction for a distance of 27 metres.
- (36) That a bus stop be installed on the south side of Queenspark Drive commencing at a point 102 metres east of its intersection with Donnington Street and extending in an easterly direction for a distance of 19 metres.
- (37) That a bus stop be installed on the north side of Queenspark Drive commencing at a point 24 metres east of its intersection with Lamorna Road and extending in an easterly direction for a distance of 25.5 metres.
- (38) That a bus stop be installed on the east side of Queenspark Drive commencing at a point 22 metres south of its intersection with Radiata Avenue and extending in a southerly direction for a distance of 16 metres.
- (39) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 37 metres east of its intersection with Queenspark Drive and extending in an easterly direction for a distance of 21 metres.
- (40) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 58 metres east of its intersection with Forest Drive and extending in an easterly direction for a distance of 35.5 metres.
- (41) That the existing bus stop on the west side of Fitzgerald Avenue commencing at a point 38.5 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 15 metres be revoked.
- (42) That the existing bus stop on the west side of Whitmore Street commencing at a point 204.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 20 metres be revoked.
- (43) That the existing bus stop on the east side of Hills Road commencing at a point 70 metres south of its intersection with North Avon Road and extending in a southerly direction for a distance of 15.5 metres be revoked.

1. Cont'd

- (44) That the existing bus stop on the south side of Gloucester Street commencing at a point 139.5 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 12 metres be revoked.
- (45) That the existing bus stop on the east side of Fitzgerald Avenue commencing at a point 30 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 12 metres be revoked.
- (46) That the existing bus stop on the south side of Armagh Street commencing at a point 238 metres east of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 12 metres be revoked.
- (47) That the existing bus stop on the north side of Armagh Street commencing at a point 3 metres west of its intersection with Gilby Street and extending in a westerly direction for a distance of 12 metres be revoked.
- (48) That the existing bus stop on the east side of Fitzgerald Avenue commencing at a point 26.5 metres south of its intersection with Avonside Drive and extending in a southerly direction for a distance of 17 metres be revoked.
- (49) That a bus stop be installed on the west side of Fitzgerald Avenue commencing at a point 99 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 15 metres.
- (50) That a bus stop be installed on the west side of Fitzgerald Avenue commencing at a point 38.5 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 15 metres.
- (51) That a bus stop be installed on the west side of Whitmore Street commencing at a point 15.5 metres north of its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 20 metres.
- (52) That a bus stop be installed on the west side of Hills Road commencing at a point 29.5 metres south of its intersection with Gresford Street and extending in a southerly direction for a distance of 31 metres.
- (53) That a bus stop be installed on the east side of Hills Road commencing at a point 70 metres south of its intersection with North Avon Road and extending in a southerly direction for a distance of 15.5 metres.
- (54) That a bus stop be installed on the north side of Gloucester Street commencing at a point 99.5 metres west of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 22.5 metres.
- (55) That a bus stop be installed on the south side of Gloucester Street commencing at a point 80 metres west of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 25 metres.
- (56) That a bus stop be installed on the south side of Gloucester Street commencing at a point 80 metres west of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 22.5 metres.
- (57) That a bus stop be installed on the south side of Armagh Street commencing at a point 50 metres east of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 17.5 metres.
- (58) That a bus stop be installed on the east side of Fitzgerald Avenue commencing at a point 24 metres north of its intersection with Elm Grove and extending in a northerly direction for a distance of 25.5 metres.

1. Cont'd

- (59) That the existing bus stop on the west side of Whitmore Street commencing at a point 204.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 20 metres be revoked.
- (60) That the existing bus stop on the west side of Hills Road commencing at a point 151 metres north of its intersection with Gresford Street and extending in a northerly direction for a distance of 16.5 metres be revoked.
- (61) That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres be revoked.
- (62) That the existing bus stop on the west side of Hills Road commencing at a point 24 metres north of its intersection with Gresford Street and extending in a northerly direction for a distance of 17 metres be revoked.
- (63) That the existing bus stop on the west side of Hills Road commencing at a point 6.5 metres north of its intersection with Hendon Street and extending in a northerly direction for a distance of 12.5 metres be revoked.
- (64) That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.
- (65) That the existing bus stop on the east side of Hills Road commencing at a point 21.5 metres south of its intersection with Dudley Street and extending in a southerly direction for a distance of 14 metres be revoked.
- (66) That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres be revoked.
- (67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 22 metres be revoked.
- (68) That the existing bus stop on the north side of Shirley Road commencing at a point 38.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 15 metres be revoked.
- (69) That the existing bus stop on the south side of Shirley Road commencing at a point 59.5 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 14.5 metres be revoked.
- (70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres be revoked.
- (71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres be revoked.
- (72) That the existing bus stop on the south side of Shirley Road commencing at a point 27 metres west of its intersection with Stapletons Road and extending in a westerly direction for a distance of 11 metres be revoked.
- (73) That a bus stop be installed on the west side of Hills Road commencing at a point 147 metres north of its intersection with Whitmore Street and extending in a northerly direction for a distance of 15 metres.

1. Cont'd

- (74) That a bus stop be installed on the west side of Hills Road commencing at a point 146.5 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 16.5 metres.
 - (75) That a bus stop be installed on the west side of Hills Road commencing at a point 13.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres.
 - (76) That a bus stop be installed on the east side of Hills Road commencing at a point 113.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 13 metres.
 - (77) That a bus stop be installed on the east side of Hills Road commencing at a point 50.5 metres south of its intersection with Dudley Street and extending in a southerly direction for a distance of 15 metres.
 - (78) That a bus stop be installed on the north side of Shirley Road commencing at a point 127.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres.
 - (79) That a bus stop be installed on the north side of Shirley Road commencing at a point 38.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 15 metres.
 - (80) That a bus stop be installed on the south side of Shirley Road commencing at a point 175 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 15 metres.
- (g) Approve the following parking restrictions:
- (1) That the loading zone (goods vehicles only) time limit five minutes on the northern side of New Brighton Road commencing at a point 69.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 10 metres be revoked.
 - (2) That the loading zone (goods vehicles only) time limit five minutes on the northern side of New Brighton Road commencing at a point 86 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 33.5 metres be revoked.
 - (3) That the loading zone (goods vehicles only) time limit five minutes from 8am to 4pm Monday to Friday be created on the northern side of New Brighton Road commencing at a point 69.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 10 metres.
 - (4) That the loading zone (goods vehicles only) time limit five minutes from 8am to 4pm Monday to Friday be created on the northern side of New Brighton Road commencing at a point 86 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 33.5 metres.
 - (5) That the parking of vehicles restricted to a maximum period of five minutes on the northern side of Shirley Road commencing at a point 71.5 metres east of its (signalised) intersection with Hills Road and extending in an easterly direction for a distance of 20 metres be revoked.
 - (6) That the parking of vehicles be restricted to a maximum period of ten minutes on the northern side of Shirley Road commencing at a point 80 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 27.5 metres.
 - (7) That the parking of vehicles be restricted to a maximum period of thirty minutes between the hours of 8am to 3pm Monday to Friday on the western side of Hills Road commencing at a point 17 metres north of its intersection with Edgeware Road and extending in a northerly direction for a distance of 30 metres.

1. Cont'd

- (8) That the parking of vehicles be restricted to a maximum period of thirty minutes on the eastern side of Hills Road commencing at a point 141.5 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 46 metres.
- (9) That the loading zone (goods vehicles only) time limit five minutes on the northern side of Shirley Road commencing at a point 48 metres east of its (signalised) intersection with Hills Road and extending in an easterly direction for a distance of 15 metres be revoked.

BURWOOD/PEGASUS COMMUNITY BOARD RECOMMENDATION

That the staff recommendation be adopted with respect to those areas within its ward.

SHIRLEY/PAPANUI COMMUNITY BOARD RECOMMENDATION

That the staff recommendation be adopted with respect to those areas within its ward.

(Aaron Keown requested that his vote be recorded against the above decision).

HAGLEY/FERRYMEAD COMMUNITY BOARD RECOMMENDATION

That the staff recommendation be adopted with respect to those areas within its ward.

1. Cont'd

BACKGROUND (THE ISSUES)

35. Bus priority is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This bus priority project is driven by key national and regional strategies that are developed through in local Council strategies and policies. These include:
- (a) National Transport Strategy
 - (b) Regional Land Transport Strategy
 - (c) Regional Passenger Transport Strategy
 - (d) **Christchurch Public Passenger Transport Strategy**
 - (e) **Metro Strategy 2006-2012**
 - (f) Greater Christchurch Urban Development Strategy
 - (g) **Citywide Public Transport Priority Plan**
 - (h) Christchurch City Council Cycling Strategy
 - (i) Christchurch City Council Parking Strategy
 - (j) Christchurch City Council Pedestrian Strategy
 - (k) Christchurch City Council Road Safety Strategy
 - (l) **Christchurch Public Passenger Transport Strategy (1998).**
36. The Christchurch Public Passenger Transport Strategy (the Strategy), adopted in 1998 set targets for patronage growth and both Christchurch City Council and Environment Canterbury were set a range of improvements to implement. The joint strategy between the Councils highlighted the need to:
- (a) Increase the use of buses
 - (b) Contribute to other strategies such as walking and cycling
 - (c) Reduce the amount of car use e.g. modal shift
 - (d) Avoid, remedy or mitigate the undesirable effects of growing traffic congestion, for example, safety and pollution (atmospheric, noise and light) etc
 - (e) Identify a number of priority projects of which this is one.
37. A programme of improvements designed to dramatically improve public transport services included the introduction of:
- (a) Easy access, no step, kneeling buses (now represent 97 percent of buses at inter-peak times (Monday to Friday 9am-3pm, evenings after 6pm and weekends)
 - (b) 65 percent of buses at peak times (Monday to Friday 7-9am and 3-6pm)
 - (c) Award winning Orbiter that runs in an orbit every ten minutes through the suburbs connecting malls, schools and recreation centres
 - (d) Real Time Information (RTI) for passengers at bus stops
 - (e) Increased frequency on routes

1. Cont'd

- (f) Express and limited stop services
- (g) Metro brand applied to system as result of image review.

38. The vision adopted by the Public Transport Advisory Group in 1998 was that:

The public passenger transport system contributes to a healthy, sustainable Christchurch. It is attractive, convenient, safe, easy to use, and takes us where we want to go, providing a preferable alternative to many car trips.

Public passenger transport is environmentally friendly and so well used that it contributes to less congestion and pollution. It is an integrated system, allowing for flexible travel within and across the city and with other modes of transport.

Excellent use and community support means our system is affordable and economically sustainable. Our public passenger transport system helps us to enjoy our garden city and contributes towards keeping it a vibrant and fun place to live.

Our Future Our Choices (2003)

- 39. The updated Strategy was adopted by both Councils in July 2003, and is a constituent strategy of the Councils' long-term approach to transport planning. It also contributes to the aims of the Metropolitan Christchurch Transport Statement, which sets the recommended long-term direction for transport planning over the next twenty years.
- 40. The consultation undertaken in the development of the Strategy identified the goals of an attractive, convenient, integrated, efficient, and community focussed public transport system, and set a number of targets for both Councils to achieve to meet these goals. Two such targets for the City Council were the adoption of the Plan, and the development, introduction and enforcement of at least three public transport priority corridors by June 2006.
- 41. The success of the Strategy increasing patronage on public transport and raising public expectations has also created some challenges. For example:
 - (a) **Overcrowding on buses at peak times** is a growing issue on some routes and unless addressed will result in a loss of passengers
 - (b) **Rapid increases in patronage** is putting pressure on passenger waiting areas, both on and off street, at the Exchange
 - (c) **Congestion is leading to unreliable travel times and delays** which means public transport priority measures are urgently needed within the central city and on key corridors

Citywide Public Transport Priority Plan (2004)

- 42. The Citywide Public Transport Priority Plan (Dec 2004) (the Plan) was prepared in response to city-wide consultation during preparation of the Strategy update in 2003. The purpose of the Plan was to identify and prioritise transport corridors for public transport priority treatments. This was done against Council adopted criteria of unreliability and congestion issues that present problems to the greatest number of bus services and passengers, delay, benefit to others and other factors. This was in accordance with the targets set in the Strategy, adopted by the Councils in July 2003.
- 43. The corridors identified in the Plan by Environment Canterbury, bus operators, the Passenger Transport Advisory Group and through focus groups, present significant delays and unreliability to the people who use public transport and deter many more people from using "metro" public transport. Removing these constraints, in association with the provision of high quality infrastructure and services, will result in more people using public transport as their travel mode of choice. In addition, this will contribute to the City Council's multi-modal transport objectives of reducing traffic congestion and growth, improving road safety and achieving a transport system that supports a quality of life second to none.

1. Cont'd

44. Through studying the bus frequency, excess travel time, reliability and the potential to improve the level of service, the corridors were ranked in level of priority. The first three public transport priority corridors that were recommended for development were:
- (a) Belfast to/from Exchange, via Papanui Road
 - (b) Princess Margaret Hospital to/from Exchange, via Colombo Street
 - (c) Queenspark to/from Exchange, via New Brighton Road.
45. Following these first three corridors, a further five corridors were also recommended for development in the Plan. These are:
- (a) Hornby Mall to/from the Bus Exchange, via Riccarton Road
 - (b) New Brighton to/from the Bus Exchange, via Pages Road
 - (c) Sumner to/from the Bus Exchange, via Ferry Road
 - (d) Oaklands to/from the Bus Exchange, via Lincoln Road
 - (e) Main North Road to/from the Bus Exchange, via Cranford Street
46. In addition, the Plan recommended that the Council give approval in principle to plan for appropriate Council enforcement of any priority measures developed through the community participation process. Further details on the proposed enforcement and education campaign for implementation of the bus priority measures along the route are outlined in paragraphs 114-118.

Metro Strategy 2006-2012

47. The Metro Strategy 2006-2012 is the result of a second review of the Public Passenger Transport Strategy. The Metro Strategy notes that whilst significant improvements have been made and patronage has increased, traffic growth and congestion continue to increase the potential to seriously impact on the quality of life of metropolitan Christchurch residents. Three major factors contributing to this are:
- (a) The population in Greater Christchurch in 2006 was over 350,000. By 2021, the population is predicted to increase to 440,000. Every month, 400 more people make Christchurch their home, which is impacting on the City's infrastructure.
 - (b) Greater Christchurch has the highest rate of car ownership in New Zealand. In the 2001 census, 77 percent of us said we travelled to work in cars, four percent were passengers in cars with only four percent travelling by bus, seven percent by cycle and five percent walking.
 - (c) Traffic growth is continuing with a predicted further 20 percent increase in the next 15 years. This will equate to a 160 percent increase in congestion and with most of this additional traffic on arterial roads it will increase the existing 24 kilometres of road congestion to 78 kilometres per hour, making commuting times 26 percent longer. This means we won't be going anywhere very efficiently unless we change current trends.
48. The Orbiter and MetroStar were added to the list of bus priority routes in the Metro Strategy, resulting in 10 bus priority routes to be developed for implementation. The timeline given in the Metro Strategy for implementation of bus priority measures on all high demand passenger transport corridors is completion of three corridors in 2007/08, completion of a further three corridors in 2009/10 and completion of the four remaining corridors in 2011/12.

1. Cont'd

Queenspark Bus Priority Route

49. The Queenspark bus priority route operates between the central city and the suburb of Queenspark in north east Christchurch. This corridor runs predominantly through residential areas. It passes through a minor shopping area at the corner of Hills Road and Shirley Road and the Palms Mall, a major shopping centre at the corner of Shirley Road and Marshlands Road.
50. The Queenspark route along the corridor is operated by the Number 70 bus service. There are seven other bus services that operate along part of the corridor.
51. In peak times, the Number 70 bus, and other bus routes that partially use this corridor, get held up by traffic congestion. Surveys along the corridor and real time bus travel time information show that the main areas where the bus gets held up are:
 - (a) Fitzgerald Avenue approach to Bealey Avenue (northbound)
 - (b) Hills Road approach to Shirley Road (northbound)
 - (c) Shirley Road approach to Hills Road (city-bound)
 - (d) Shirley Road approach to Marshland Road (outbound)
 - (e) New Brighton Road approach to Golf Links Road (city-bound)
 - F() New Brighton Road approach to the Bassett Street roundabout (outbound).
52. In addition, the rationalisation of the current bus stop locations has been included in the project, which will align the bus stop spacing with current Council policy and further improve route efficiency.
53. The Queenspark bus priority route is located across three Community Board areas. The corridor from the Central City to North Avon Road is within the jurisdiction of the Hagley/Ferrymead Community Board. The corridor along Hills Road from North Avon Road to the Warrington/Shirley intersection and along Shirley Road to Marshland Road falls within the jurisdiction of the Shirley/Papanui Community Board. The remainder of the Queenspark corridor along New Brighton Road out to Queenspark falls within the jurisdiction of the Burwood/Pegasus Community Board.

THE OBJECTIVES

54. The primary objectives of the project are:
 - (a) Reduce the variation in the bus journey times along the route
 - (b) Reduce bus journey time to at least 125 percent that of a car
 - (c) Monthly average speeds of buses during the peak period should not be below 26 kilometres per hour on high passenger demand corridors.
55. Bus priority measures should also meet most of the secondary aims and objectives, which are as follows:
 - (a) Maintain or improve road safety for all road users with the bus priority projects
 - (b) Improve the disabled environment where possible
 - (c) Improve the pedestrian environment where possible
 - (d) Improve the cycling environment where possible
 - (e) Neutral or positive impact on businesses

1. Cont'd

- (f) Neutral or positive impact on residents
- (e) On road space for cyclists consistent with design guidelines including the provision of cycle lanes where appropriate
- (h) Standardised design concepts across all corridors
- (i) The effects on other transport, such as delivery vehicles, taxis, emergency services should be neutral or positive where possible.
- (j) Neutral impact on existing parking demand (using innovative parking solutions where required)
- (k) Rationalisation of bus stop locations
- (l) Where implemented, continuous bus lanes are to be continuous along the corridor for maximum effectiveness
- (m) Improve the corridor street amenity and environment
- (n) Increase bus passengers' sense of security and worth, and combat fear of crime.

THE OPTIONS

56. There are seven segments of the Queenspark corridor for which bus priority improvements were assessed, which are:
- (a) Bus stop rationalisation (over the entire route)
 - (b) Fitzgerald Avenue approaching Bealey Avenue
 - (c) Hills Road
 - (d) Shirley Road approaching Hills Road
 - (e) Shirley Road approaching Marshland Road
 - (f) New Brighton Road approaching Marshland Road
 - (g) Avondale Roundabout.
57. There were no bus priority issues identified along the corridor beyond the Avondale roundabout, apart from bus stop rationalisation. Bus priority within the four avenues of the Central Business District will be addressed as a separate project once the new Bus Exchange location has been determined.

Concept Design for Consultation

58. The concept design presented for consultation to the community consists of the following measures:
- (a) Bus stop rationalisation
 - (b) A bus lane (northbound direction) on Fitzgerald Avenue, between Cambridge Terrace and Bealey Avenue, including a lengthened left turn lane on Bealey Avenue
 - (c) Bus boarders on Hills Road (for travel in the northbound direction), OR alternatively a bus lane on the Whitmore/Hills Road link
 - (d) Extended left turning lane on the Shirley Road approach to the Hills Road intersection (city-bound)

1. Cont'd

- (e) Bus lanes at the approaches of Shirley Road to Marshland Road and New Brighton Road to the Golf Links Road intersections
 - (f) Part-time signals on the north approach to the Avondale Road/Bassett Street/New Brighton Road roundabout
 - (g) Signalised pedestrian mid-block crossing on Avondale Road.
59. The last two measures aim to control the flows going towards the roundabout. The above bus priority measures improve the bus travel times and reliability along the corridor of the Queenspark Route, between the Fitzgerald Ave/Cambridge Terrace intersection and the Avondale Road/Bassett Street/New Brighton Road roundabout. These measures have little effect on the car journey times.

Bus Stop Rationalisation

60. Bus stop rationalisation aimed to take an overview of the Queenspark bus priority route from Latimer Square in the Central Business District to its terminus at Queenspark, assessing a number of factors including:
- (a) Location of bus stops in relation to each other, trying to achieve compliance with the Council's "Bus Stop Location Policy" (CCC, 1999).
 - (b) Land uses along the route
 - (c) Accessibility to bus stops via side streets, parks and alleyways
 - (d) Operational requirements
 - (e) Existing bus stop infrastructure
 - (f) Bus routes that cross the Queenspark route or run on the same corridor
 - (g) Position of a bus stop in relation to an intersection – ideally, bus stops should be located after intersections.
 - (h) Position of a bus stop in relation to a pedestrian crossing – ideally, bus stops should be located after pedestrian crossings.
61. There are 46 bus stops currently located along the inbound route. The distance between bus stops varies considerably, with a minimum spacing of 90m and a maximum spacing of 650 metres. The average distance between bus stops along major trunk roads (Gloucester Street, Fitzgerald Avenue, Whitmore Street, Hills Road, Shirley Road and New Brighton Road) is 340 metres. In the suburban area (i.e. Bower Avenue, Queenspark Drive, Broadhaven Avenue) the average distance is 290 metres.
62. It is proposed that there would be 40 inbound bus stops after rationalisation, instead of the current 46. The distance between bus stops would vary from a minimum distance of 260 metres to a maximum distance of 650 metres. The average distance between bus stops along the major trunk roads would be 390 metres, while in suburban areas the average distance would be 330 metres. It is thus recommended that 12 new bus stops be implemented, 18 bus stops be removed and 28 existing bus stops be retained.
63. There are 45 bus stops currently located along the outbound route. The distance between bus stops varies a lot, with a minimum distance of 70 metres and a maximum distance of 660 metres. The average distance between bus stops along the major trunk roads is 360 metres, while in suburban areas the average distance is 280 metres.

1. Cont'd

64. It is proposed that there would be 41 outbound bus stops after rationalisation, instead of the current 45. The distance between bus stops would vary from a minimum distance of 230 metres to a maximum distance of 650 metres. The average distance between bus stops along the major trunk roads would be 380 metres, while in suburban areas the average distance would be 340 metres. It is thus recommended that 11 new bus stops be implemented, 15 bus stops be removed and 30 existing bus stops be retained.

Fitzgerald Avenue approaching Bealey Avenue

65. Seven options were developed for comparison for the Bealey Avenue/Fitzgerald Avenue intersection and three options for the Fitzgerald Avenue approach to the intersection. The preferred option for consultation included widening on the west side only, phasing changes and a permanent bus lane.
66. The widening on the west side only includes a proposed 4.2 metres wide shared bus and cycle lane on the Fitzgerald Avenue approach to the intersection, starting 50 metres south of the stop line. The pedestrian island in the southwest quadrant would be reduced in size to allow for the additional width required on the carriageway for the shared bus and cycle lanes.
67. The traffic lanes on the Bealey Avenue approach to the intersection would be realigned to include a proposed cycle lane. The existing three traffic lanes would be realigned and immediately east of Champion Street a 'left only' lane is proposed, thus making the third main traffic lane 'ahead only', with the proposed cycle lane running between the two. This proposal accommodates the very heavy left turn demand from Bealey Avenue into Whitmore Street.
68. The kerb and footpath on Bealey Avenue at the approach to the intersection would be realigned. This realignment would continue around to Whitmore Street just south of the existing bus stop. For this proposed realignment to be able to be constructed and an acceptable footpath width be maintained there will need to be some property purchase at 341 Bealey Avenue and new legal road boundary established.
69. An agreement has been reached with the current owners of the property at 341 Bealey Avenue, which is the subject of a separate report for Council approval.
70. There will be a raised zebra crossing provided across the Bealey Avenue approach slip lane. The purpose of this raised zebra crossing is to slow down left turning traffic into Whitmore Street. This is important as with the realignment of this corner the nearside lane in Whitmore Street will be used by buses and could therefore potentially have a greater likelihood of crashes, with drivers being unaware of the proposed facility.
71. The following additional measures are proposed:
- (a) Narrow the existing slip lane island on the Fitzgerald Avenue approach
 - (b) Provide a new slip lane island on the Bealey Avenue approach
 - (c) Alterations to the Bealey Avenue central median to accommodate a realigned pedestrian crosswalk
 - (d) Shortening of the central median on the Whitmore Street approach.
72. The phasing changes include a proposed change in the phasing operated at the intersection. Currently, when the southern pedestrian crosswalk is operated, the signals remain in the London Street phase. London Street is a minor approach with little traffic, and the pedestrian crossing distance is long resulting in an inefficient operation of the intersection.

1. Cont'd

73. It is proposed that the pedestrian crosswalk overlaps from the London Street phase to a new phase where only the right turn from the Whitmore Street approach is operated. As this right turn is one of the major movements, this would result in a significant efficiency gain whenever the southern crosswalk is operated.
74. The permanent bus lane includes realigning the cycle lane on Fitzgerald Avenue, in the northbound direction, between Cambridge Terrace and Bealey Avenue. This realignment is to incorporate a bus lane from Cambridge Terrace to 130 metres north of Cambridge Terrace. This bus lane would require the removal of 90 metres of kerbside parking space.

Hills Road

75. Eight options were considered for Hills Road; however, the preferred options for consultation included bus boarders or part-time bus lanes, as well as operational changes to the right turning phase at the Hills/Shirley/Warrington intersection.
76. Possible signal phase modifications at the Hills/Shirley/Warrington intersection means that traffic intending to turn right from Hills Road into Shirley Road is assisted with a separate right turning phase. This turning phase is currently operated in the morning phase only, and is brought in every third signal cycle only.
77. When PTIPS (Public Transport Information and Priority System) is introduced, it is envisaged that the right turning phase be called whenever a bus needs assistance with turning right. This may require that the phase be called outside of the morning peak; however, will not be called in the afternoon peak. As the intersection is at capacity during the morning peak, it is probably not feasible to increase the number of times the right turning phase is called. So if the right turning phase is brought in earlier than what would have happened without a bus present, then the signals would have to run through additional cycles where the right turn phase is not called, so that on average, only every third cycle allows for this additional phase.
78. Option A presented to the community for Hills Road included a third bus boarder along Hills Road in addition to the two existing for the Hills Road Bus Boarder Trial. The third bus boarder would be located just south of Gresford Street. This third bus boarder would be the same as those already existing and being trialled on Hills Road. There would be some kerbside parking lost on both sides of Hills Road with this option.
79. The current bus boarder trial has bus boarders located at Number 95 and Number 163 Hills Road. With this concept, the bus boarders extend much further into the carriageway, the traffic lanes are at a minimum width, and a double yellow line is separating opposing traffic in the vicinity of the stops. When a bus is stopped at the bus boarder layout, there is no room for motorists to overtake without fully going into the opposing traffic lane.
80. The layout does not allow for cyclists and traffic to pass the bus boarder simultaneously when there is no bus present, as the traffic lane is 3.1 metres wide only. A bypass for cyclists around the back of the bus boarders is provided instead. In a city-bound direction, a cycle lane adjacent to parking helps define a narrow southbound traffic lane.
81. Option B presented to the community for Hills Road includes a proposed 3.2 metre wide shared bus and cycle lane on Whitmore Street, which would extend from Bealey Avenue to just south of Avalon Street. At this point it would widen to a 4.2 metre wide shared bus and cycle lane and extend along Whitmore Street and Hills Road to just south of the intersection with Shirley Road.
82. The wide bus lane north of Avalon Street would need to be in operation during the afternoon peak only, as that is when queues form due to capacity restraints at the Hills/Shirley/Warrington intersection. The narrow bus lane south of Avalon Street would need to be a permanent bus lane, as it is too narrow to allow for both parking and safe provision for cyclists.
83. This option would require the relocation of all pedestrian islands on this link, as well as new traffic management. Parking would need to be removed on both sides of Whitmore Street and Hills Road to incorporate a flush median, but can be allowed on the west side north of Avalon Street outside the afternoon peak hours.

1. Cont'd

84. Both the bus boarders and part-time bus lane on Hills Road would provide improvements in terms of bus reliability and speed (i.e. journey time savings). The benefits would be greater with the bus lane rather than the bus boarders. The bus lane; however, would require significantly more parking to be removed along both Hills Road and Whitmore Street, and would therefore have a greater impact on the local community (i.e. both residents and shop owners).

Shirley Road approaching Hills Road

85. Four options were considered for comparison for this section of the route, with the preferred option for consultation recommending an exclusive left turn lane.
86. This section includes an exclusive cycle lane on the southern side of Shirley Road from the kea crossing build-out to the Hills Road intersection and an exclusive left turn lane on the left hand side of the through cycle lane. This will mean that the bus will not have to re-enter the through traffic stream and will instead just drive straight into the left turn lane. This will reduce the queue time delay for the bus at the approach to the Hills Road intersection.
87. There are changes in the alignment of the cycle lane on the northern side of Shirley Road and changes in kerbs of solid median and in the shape of flush median on Shirley Road. The existing bus stop on the northern side of Shirley Road will be moved 15 metres in an easterly direction. 'P5' signs on the northern side of Shirley Road will be relocated 40 metres in an easterly direction.
88. Parking will be removed on the southern side of Shirley Road, from the intersection with Slater Street, all the way to Hills Road. This will see the removal of six parking spaces.

Shirley Road approaching Marshland Road

89. Six options were considered for comparison for this section of the route, with the preferred option for consultation recommending a permanent bus lane with cycle lane.
90. This section includes a full-time permanent shared bus and cycle lane on the northern side of Shirley Road with the current exclusive cycle lane removed. The flush median is slightly reduced in width and the pedestrian island in front of No. 44 Shirley Road is relocated slightly south. The kerb along the south side of the left turn slip lane is relocated, reducing the island width. The cycle lane on the southern side of Shirley Road from No. 42 Shirley Road to Warden Street is relocated to the kerb line making room for the relocated median island.

New Brighton Road approaching Marshland Road

91. Only one option was developed for this section of the bus route which was presented to the community for consultation. This section has been split into three segments, which are:
- (a) New Brighton Road/Marshland Road intersection
 - (b) New Brighton Road/Golf Links Road/Ajax Street intersection
 - (c) New Brighton Road from Golf Links Road to Cresswell Avenue
92. On the New Brighton Road departure side from the intersection with Marshland Road, the option includes a proposed 4.2 metre wide shared bus and cycle lane. The build-out at the northeast corner of the intersection will be removed to enable the shared bus and cycle lane to be implemented.
93. A median is proposed opposite the access to The Palms shopping centre to reinforce the existing right turn movement ban to and from the access. The flush median and lane markings westbound to the intersection will be realigned. The existing cycle lane will widen towards the stop line.

1. Cont'd

94. The New Brighton Road/Golf Links Road/Ajax Street intersection includes the end of the eastbound shared bus and cycle lane, 40 metres prior to the intersection, to allow for a left turn lane. The shared bus and cycle lane eastbound continues at the exit of the intersection for 40 metres. At this point (i.e. 40 metres east of the intersection) the bus lane ends and the cycle lane transitions to a position where it is placed between the eastbound traffic lane and the existing kerbside parking.
95. A shared bus and cycle lane is proposed, westbound on New Brighton Road, which will stop 60 metres prior to the intersection, where the existing cycle lane will continue. The flush median and approach lane markings will be realigned. There will also be a B signal plus a leading left turn arrow at the eastbound approach to this intersection.
96. The New Brighton Road from Golf Links to Cresswell Avenue section includes a shared 4.2 metre wide bus and cycle lane from Cresswell Avenue to the New Brighton Road/Golf Links Road/Ajax Street intersection. To implement this, a large section of kerb side parking will be removed.
97. In the eastbound direction the cycle lane, on the outside of the parking bays, continues until 60 metres west of the existing bus stop (west of Horseshoe Lake Road) where it aligns with the kerb. The cycle lane then tapers away from the kerb to be outside the existing bus stop and along past Horseshoe Lake Road.

Avondale Roundabout

98. Three options were developed for the Bassett Street approach to the roundabout for comparison, and two schemes were developed for the Avondale Road approach. Metering signals on Bassett Street and a pedestrian crossing on Avondale Road were presented to the community for consultation.
99. Metering signals on Bassett Street includes two traffic islands, with traffic lights 15 metres north of the Avondale Roundabout, with an associated stop line and a flush median. A cycle lane is proposed at the approach to the proposed traffic lights, starting 40 metres back (i.e. north).
100. A signalised pedestrian crossing is proposed on Avondale Road at Avonside Drive. The purpose of the pedestrian signal is to be able to meter the flow going towards the roundabout during the afternoon peak, so that outbound traffic can enter the roundabout more easily when the traffic lights are red for northbound Avondale Road traffic.
101. This measure would also assist pedestrians and cyclists using the shared pathway along the south side of the Avon River with getting across Avondale Road.
102. In addition, a bus lane on New Brighton Road's eastbound approach was presented to the community for consultation. This includes a shared 4.2 metres wide bus and cycle lane on New Brighton Road, in the eastbound direction, approaching the Avondale roundabout. This option starts the shared bus and cycle lane at Lake Terrace Road and stops just west of the Avondale roundabout, and would require minor kerb realignment east of Lake Terrace Road. This includes a flush median.
103. The existing kea crossing on New Brighton Road opposite the school and the right turn lane into Lake Terrace Road would both remain. The kea crossing would require the removal of the existing kerbing on the north side of New Brighton Road.

THE PREFERRED OPTION

104. The preferred option has been developed following consultation of the scheme design described above with the community. The outcomes of consultation are described in paragraphs 23-34 above, and the key issues raised are outlined in attachments 3 and 4.

1. Cont'd

105. Based on the feedback received in consultation, the following changes were made to the scheme design:
- (a) Afternoon part-time bus lanes are recommended to run from 3pm – 6pm inclusive, except for outside schools which will run from 4pm – 6pm inclusive. This is to allow for the extra parking required as children are picked up from school between 3pm and 4pm.
 - (b) An interim option at the Bealey Avenue/Fitzgerald Avenue intersection until the preferred option involving property purchase is resolved.
 - (c) Part-time bus lanes on the outbound route along Hills Road, rather than the bus boarders currently being trialled.
 - (d) Parking restriction of 30 minutes (P30) just north of Dudley Street on the eastern side of Hills Road.
 - (e) Relocation of the bus stop further east on Shirley Road outside Shirley Primary School; however, this bus stop is to remain to the west of the Kea Crossing build-out.
 - (f) Shortening of the proposed median island outside The Palms shopping mall on New Brighton Road to allow right turns into The Palms from New Brighton Road whilst reinforcing the right turn ban from The Palms onto New Brighton Road.
 - (g) Retention of the two bus stops to the east of the Avondale Road/Bassett Street/New Brighton Road roundabout on the south (i.e. inbound) side and removal of the proposed bus stop in this vicinity.
106. Consequently the key features of the Queenspark bus priority route are:
- (a) Bus stop rationalisation, as shown in the plans at Attachment 2
 - (b) Bus lane (northbound direction) on Fitzgerald Avenue between Cambridge Terrace and Bealey Avenue, plus an extended left turn on Bealey Avenue
 - (c) A bus lane on the Whitmore St/Hills Road link
 - (d) Extended left turning lane on the Shirley Road approach to the Hills Road intersection
 - (e) Bus lane at the Shirley Road approach to Marshland Road
 - (f) Bus lanes on the New Brighton Road approaches to the Golf Links Road intersection
 - (g) Part time signals on the approach to the Bassett Street roundabout and an eastbound bus lane on the New Brighton road approach to the Avondale roundabout
 - (h) Signalised pedestrian mid-block crossing on Avondale Road.
107. The scheme design was designed in accordance with the relevant standards and guidelines to attempt to achieve the aims and objectives for the project, to meet the requirements of the residents and businesses and to maintain the existing flow of traffic with the minimum of additional delays. The aims and objectives set by the Council in 2006 were:
- (a) Bus journey times should be no more than 125 percent of that of a car journey
 - (b) 90 percent of trips within three minutes of the scheduled arrival time at timing points and 95 percent of trips within five minutes of the scheduled arrival time
 - (c) A target of 26 kilometres per hour average over all bus routes was set by Environment Canterbury, which should be achieved where possible.
108. The scheme was modelled using S-Paramics micro-simulation software. The existing route was surveyed and modelled using the software to replicate the current traffic situation. The option was then input into the model and the effects on the traffic flow analysed.
109. The analysis has shown that giving buses the ability to bypass congestion increases reliability, thereby meeting this primary objective, and the bus journey times are now within 125 percent of the car travel times. Therefore, the second objective has been met.

1 Cont'd

110. The majority of average bus speeds are shown to be above the 26 kilometre per hour target. The existing situation has bus travel speeds ranging from 20 to 36 kilometres per hour for the different modelling periods and options. The proposal models range from 22 to 38 kilometres per hour for the different modelling periods. The target, as set in ECan's public transport strategy, is not specific to individual routes, but applies to the public transport system overall. On some routes, it might be harder to achieve because the corridors are more congested than others. Presumably, the Queenspark corridor was chosen as one of the first three corridors to be treated because parts of the route are quite congested. As such, the proposal helps to meet the overall, city-wide target.
111. Additionally, the objective to achieve a modal shift from car to bus on all public transport corridors is addressed by the proposal by improving bus travel time reliability and bus travel time compared to car travel time. As such, the proposals included in the report will help contribute to achieve modal shift from car travel to bus travel. Therefore, this objective will be met, although it is outside of the scope of this report trying to quantify this effect.
112. It is thus recommended that the Council proceed with the preferred option, which meets the aims and objectives as best it can and provides the community and road users with an effective bus priority system.

Bus lane markings

113. The Standards for Special Vehicle Lanes, which were prepared for the Auckland Bus Priority Initiatives Steering Group has been used for the design of the pavement markings and signage for bus lane markings. Bus lanes are given a painted colour treatment to improve their visibility at the start and end of each bus lane, after a left turn from an intersection, 50 metres prior to a left turn into an intersection, and not more than 100 metres apart. The lanes are also marked with a longitudinal continuous white line and painted white text in the lane itself. Roadside signage is also installed at regular intervals not exceeding 100 metres and at each side street.

Enforcement

114. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
115. Enforcement of the bus lane and other bus priority measures is crucial due to the risk of non compliance by other road users. An occasional use of bus priority measures by private vehicles can initially have little effect on the performance of the measure; however, if the trend is allowed to continue it could quickly become a widespread problem and risk the functionality of the measure entirely.
116. All moving violations in Christchurch are currently the responsibility of the NZ Police. The Council's enforcement team is undertaking the process to obtain delegated powers from the Commissioner of Police to warrant local officers as "enforcement officers", which allows them to enforce moving vehicle offences.
117. The Council can and does enforce stationary vehicle offences such as parking in special vehicle lanes. Parking in special vehicle lanes could be a major issue along the entire route both in the inbound and outbound peaks. If vehicles remain parked in the bus lane during peak hours the bus will then have to rejoin the traffic flow while passing the vehicle. Parking in the bus lanes during the operational times should be visually enforced to give the public a clear indication that misuse of the priority measures will not be tolerated. Parked vehicles obstructing bus lanes will be towed to allow bus lanes to operate and to support zero tolerance for abuse of bus lanes.

Education Campaign

118. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Queenspark route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

12. 6. 2008

**FENDALTON/WAIMAIRI COMMUNITY BOARD
7 MAY 2008**

**A meeting of the Fendalton/Waimairi Community Board
was held on Wednesday 7 May 2008 at 8.25 am
in the Board Room, Fendalton Service Centre**

PRESENT: Val Carter (Chairperson), Faimeh Burke, Cheryl Colley, Jamie Gough,
Mike Wall and Andrew Yoon

APOLOGIES: An apology for absence was received and accepted from Sally Buck.

The Board reports that:

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

1. CONFIRMATION OF MEETING REPORT 15 APRIL 2008

The Board **resolved** that the report of the Board's ordinary meeting of 15 April 2008 (both open and public excluded sections) be confirmed as true and accurate records of that meeting.

The meeting concluded at 8.30 am

CONFIRMED THIS 20TH DAY OF MAY 2008

**VAL CARTER
CHAIRPERSON**

12. 6. 2008

**REPORT BY THE CHAIRPERSON OF THE
FENDALTON/WAIMAIRI COMMUNITY BOARD
20 MAY 2008**

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. AREA OF ROAD LAND OUTSIDE 173 CLYDE ROAD

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Weng Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. This report is a response to a request by the Board following the deputation at its meeting on 27 August 2007 by Mr Schwartzfeger for the purchase of a strip of legal road (see **attachments**).

EXECUTIVE SUMMARY

2. Mr Schwartzfeger made a deputation to the Board requesting the Board to recommend to the Council to declare this area of road land outside his property as surplus to the Council's requirements. This was as a result of staff advice that this area was not available for disposal.
3. The road land is 1.10 metres wide and 15.9 metres in length and is presently occupied by Mr Schwartzfeger.
4. Mr Schwartzfeger has indicated to the Board that a Right of Way (ROW) easement could be a condition of purchase of this parcel of road land.
5. This narrow strip of road land is adjacent to major infrastructures, in particular the 150 millimetres water main, and Wairarapa Stream. The access for maintenance purposes to water mains is critical and the impact on neighbouring properties of its failure renders the creation of an easement to private land most undesirable.
6. This parcel of road land will not be required for physical widening of the roadway but is required for network infrastructure operations and hence cannot be considered as surplus to Council's requirements.
7. It is more appropriate for the Council to resume ownership of this parcel of road land for infrastructure operations and increase the area of road landscape for the benefit of its residents.

FINANCIAL IMPLICATIONS

8. No.

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

9. Yes.

LEGAL CONSIDERATIONS

10. Yes, Sections 319 (h), 342 and 345 Local Government Act 1974
(General Powers of Council in respect to roads/road stopping and closing of roads and disposal of land not required for road).

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

11. Yes.
-

1. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. The staff recommendation is aligned to LTCCP page 124. To provide a network of parks, open spaces, waterways and wetlands that meet community and environmental needs.

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

13. Yes.

ALIGNMENT WITH STRATEGIES

14. The recommendation is consistent with Council's objectives and design practice enabling the public to view the city's natural resource.

Do the recommendations align with the Council's strategies?

15. Yes.

CONSULTATION FULFILMENT

16. Not applicable.

STAFF RECOMMENDATION

That the Board recommends to Council that:

- (a) The parcel of road land outside 173 Clyde Road not be declared surplus for disposal.
- (b) The existing fence be set back to the boundary.

The Board did not agree with the staff recommendation.

BOARD RECOMMENDATION

That the Council resolve:

- (a) That the land in question be declared surplus for disposal and to request that Council officers negotiate with the applicant regarding the purchase price.
- (b) That a fence be built, of suitable design which allows the daylighting of the Wairarapa Stream to be viewed from the road, and which is to be agreed in consultation with Council officers and the applicant.
- (c) That the offer made by the applicant of an additional easement in favour of the Council be agreed to in relation to existing services.

1. Cont'd

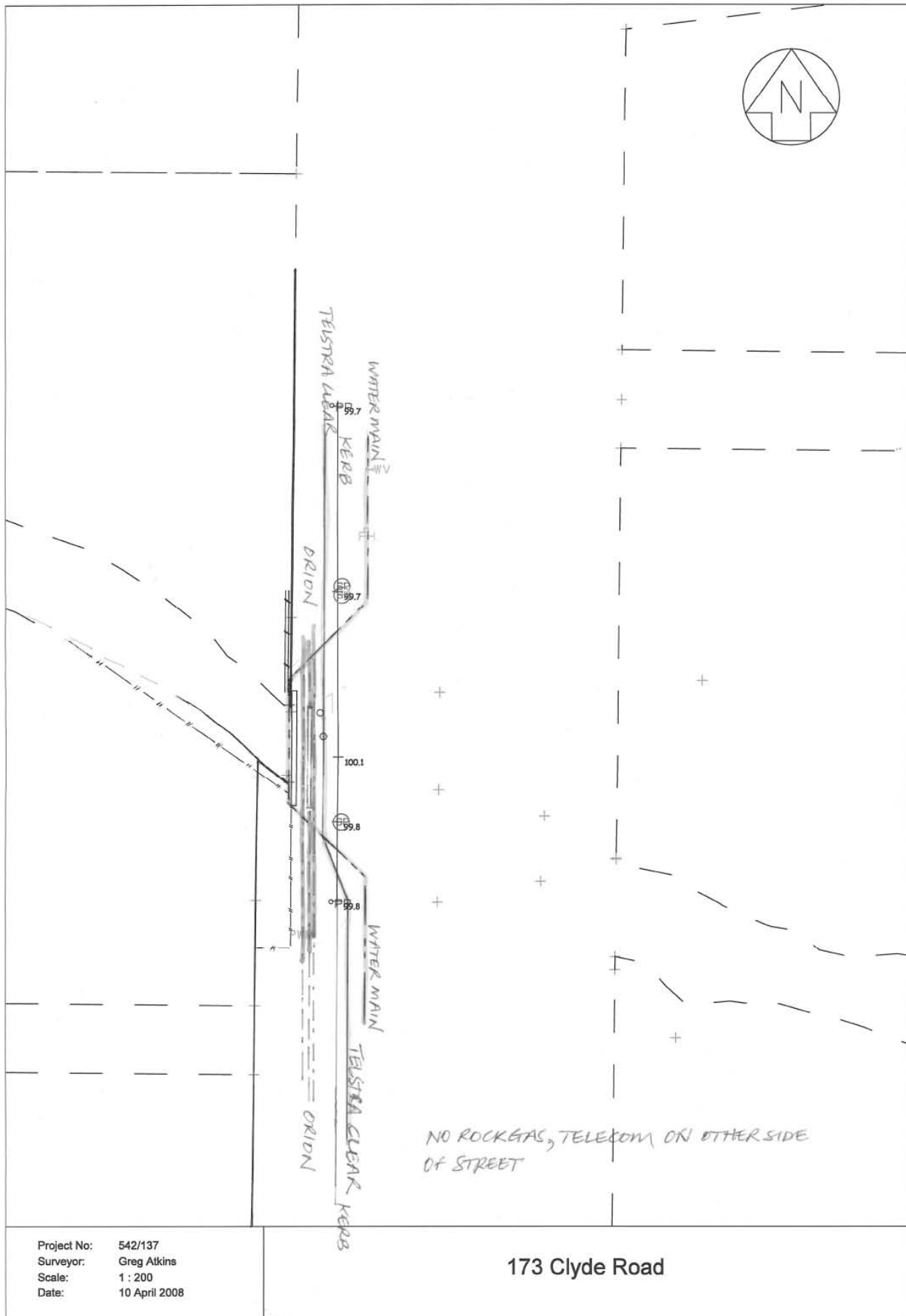
BACKGROUND (THE ISSUES)

17. Clyde Road was upgraded in 1990 and at the time of the upgrading the resumption of road land occupied by the previous owner was not addressed. This parcel of road land continued to be occupied to the benefit of the adjoining owner.
18. The parcel of land is adjacent to Wairarapa Stream and consists of lawn with a picket fence adjacent to the footpath and abuts to the headwall of the culvert across Clyde Road.
19. There are some significant infrastructures adjacent to this narrow strip (1.10 metre wide) of road land – 150 millimetre water main, Wairarapa Stream, Orion and Telco reticulations (see **attachment 2**). This road land is not considered surplus to Council's requirement when considering the need of road space required for the maintenance and installation of network services. Utility Network Operators have rights to be on road reserve and their rights are outlined in their respective utilities legislations.
20. The disposal of this strip of road land adjacent to a major waterway is not consistent to Council's objective of protecting the city's natural assets for the enjoyment of its residents.

**VAL CARTER
CHAIRPERSON**

12. 6. 2008

ATTACHMENT TO CLAUSE 1



**FENDALTON/WAIMAIRI COMMUNITY BOARD
7 MAY 2008**

**A meeting of the Fendalton/Waimairi Community Board
was held on Wednesday 7 May 2008 at 8.25am
in the Board Room, Fendalton Service Centre**

PRESENT: Val Carter (Chairperson), Faimeh Burke, Cheryl Colley, Jamie Gough,
Mike Wall and Andrew Yoon

APOLOGIES: An apology for absence was received and accepted from Sally Buck.

The Board reports that:

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

1. CONFIRMATION OF MEETING REPORT 15 APRIL 2008

The Board **resolved** that the report of the Board's ordinary meeting of 15 April 2008 (both open and public excluded sections) be confirmed as true and accurate records of that meeting.

The meeting concluded at 8.30 am

CONFIRMED THIS 20TH DAY OF MAY 2008

**VAL CARTER
CHAIRPERSON**

12. 6. 2008

**HAGLEY/FERRYMEAD COMMUNITY BOARD
16 APRIL 2008**

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 16 April 2008 at 3pm
in the Boardroom, Linwood Service Centre**

PRESENT: Bob Todd (Chairperson), John Freeman, Brenda Lowe-Johnson, Tim Carter, and Yani Johanson.

APOLOGIES: An apology for absence was received and accepted from Rod Cameron.

An apology for lateness was received and accepted from David Cox who arrived at 3.20 pm and was absent for Clause 2.1.

Brenda Lowe-Johnson retired temporarily and was absent for clause 12. John Freeman retired temporarily and was absent for part of Clause 8.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. MOBILITY PARKS ON TUAM STREET, HEREFORD STREET AND MONTREAL STREET

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to change four existing 'mobility' car parks within the central city to include the words "At Any Time".

EXECUTIVE SUMMARY

2. Parking in the central city is in demand at night throughout the week, due to the many activities people wish to attend. Parking restrictions operate from 8am to 6pm Monday to Sunday unless otherwise specified. This means that unless the words "At Any Time" are included on the sign, any vehicle can use the 'Mobility' space after 6pm. The Parking Enforcement Team receive numerous requests for 'Mobility' parking spaces after hours within the central city. The comment the Council has received is that people's disabilities exist beyond 6pm.
3. In 2004 the Council changed all the Mobility parking spaces that existed at that time to "At Any Time". However, since then, four have been installed without this feature.
4. It was not proposed in 2004 to change the suburban 'Mobility' parking spaces at that time, because a demand had not been established.
5. The majority of these 'Mobility' signs within the four avenues are attached to pay and display meter posts. This means that only vehicles displaying 'Operation Mobility' cards are allowed to use these pay and display meters. The pay and display meters operate at different times and these times are displayed on the meter housing. Adding the words "At Any Time" to the signs, means that these parking spaces can be used by vehicles displaying 'Operation Mobility cards' outside the displayed times free of charge and all other vehicles are excluded.

12. 6. 2008

Hagley/Ferrymead Community Board 16.4.2008

FINANCIAL IMPLICATIONS

6. The cost of this proposal is estimated to be \$1200.

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

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

LEGAL CONSIDERATIONS

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

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

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. 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?

11. This contributes to improve the level of service for parking and access for the mobility impaired.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. No consultation has been undertaken to include "At Any Time" on these Mobility Parking areas in the Central City. This proposal will mean all Mobility Parking spaces with the Central City will operate under the same conditions. It is not therefore necessary to consult.

STAFF RECOMMENDATION

That the Council approve:

That the existing parking spaces for vehicles displaying 'Operation Mobility Cards' at the following locations be amended to operate "At Any Time":

- (a) Tuam Street, north side, west of Manchester Street (2 spaces)
- (b) Hereford Street, north side, east of Colombo Street (1 spaces)
- (c) Montreal Street, east side, north of Worcester Street (1 space).

BOARD RECOMMENDATION

That the staff recommendation be adopted.

12. 6. 2008

Hagley/Ferrymead Community Board 16.4.2008

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 FERRYMEAD RESIDENTS' GROUP

Mr Phillip Wright spoke on behalf of the Ferrymead Residents' Group (Mr Swainson and Mrs Clark were unable to attend due to ill health). Mr Wright provided some history to his concerns about the ongoing use of the Ferrymead Reserve for the purpose of operating a tramway. Mr Wright believed the poles were unsightly and the rails a safety risk to other users. He expressed the view that the current use of the tram on the reserve area was inappropriate and not legal.

The Chairman thanked Mr Wright for his submission.

The Board **agreed** to request a report from Council staff regarding the legality of the rails and poles and the use of this particular part of the track in relation to the types of trams being used.

2.2 MR ROSS NORTON

Mr Ross Norton of Cannon Hill Crescent spoke to the Board in support of removing the trees from outside 42 Cannon Hill Crescent. Mr Norton was of the view that the trees were a health and safety hazard, and that the year round debris from the trees was a hazard and an annoyance.

In responding to questions from members, Mr Norton advised that he had the support of his neighbours to the removal of the trees. The Board also received a written statement from Mr Russell Murdoch, of Cannon Hill Crescent, which supported Mr Norton's request.

The Chairman thanked Mr Norton for his submission.

The deputation was considered as part of Clause 10.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICE OF MOTION

Nil.

5. CORRESPONDENCE

The Board **received** additional information from the Sumner-Redcliffs Historical Society with further information in support of its request to have the area known as Clifton Bay recognised as Sumner Coronation Reserve.

The Board **agreed** to request advice from staff to return to the Board as soon as practicable on whether the area known as Clifton Bay is a legal road and what the process is for making the area a reserve and for changing the name to Sumner Coronation Reserve.

6. BRIEFINGS

Nil.

12. 6. 2008

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7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and other relevant information, including two memoranda relating to petitions presented to the Board on Ruru Road and Waterman Place Ferry Road intersection.

Steve Hughes, Barry Cook and Mark Teesdale joined the meeting to provide an update on the requested Crime Prevention Through Environmental Design (CPTED) plan for Moorhouse Avenue. Mr Cook outlined recent work in the area, including lighting improvements, new signals and kerb buildouts.

The Board **agreed** to seek a report back from staff in early August 2008 on the impact of the parking restrictions in Moorhouse Avenue to assist decision making on whether there was still a need for a CPTED plan for the area.

The Community Board Adviser was requested to follow up with relevant staff to identify where funding for CPTED reports might be sourced.

8. MEMBER'S QUESTIONS

Nil.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING REPORT – 2 APRIL 2008

The Board **resolved** to confirm the report of its ordinary meeting of 2 April 2008 subject to an amendment to Clause 1, Board Recommendation should include reference to flooding issues.

**10. TREE REMOVAL RADBROOK STREET FRONTAGE OF PROPERTY ADDRESS
42 CANNON HILL CRESCENT**

The Board considered a report seeking approval to remove two Eucalyptus trees from the roadside berm at the front of number 42 Cannon Hill Crescent.

Concerns were raised by two members with respect to the lack of consultation with the relevant Residents' Association.

The Board **resolved** to:

- (a) Approve the application to remove the trees from the berm at the frontage of number 42 Cannon Hill Crescent.
- (b) Note that the applicant does not contribute to the cost of removal of the trees.
- (c) Note that the applicant does not contribute to the cost purchase and planting of the replacement trees.
- (d) Note that the trees are replaced either:
 - Within the same berm area; or
 - Within the same street; or
 - Within a park in the immediate vicinity.

Yani Johanson and John Freeman abstained from voting on this item and asked for this to be noted.

12. 6. 2008

Hagley/Ferrymead Community Board 16.4.2008

11. FRANCELLA RESERVE LANDSCAPE CONCEPT PLAN

The Board considered a report seeking approval of the landscape concept plan for the development of Francella Reserve following consultation with the local community.

The Board **resolved** to approve the Francella Reserve landscape plan (LP3018), and for the City Environment and Capital Programme Groups proceed to design, tender and construction.

12. SCOTT PARK TOILETS CONCEPT PLAN

The Board considered a report seeking approval of the concept plan for the provision of public toilets in Scott Park following consultation with the local community, and the occupation of legal road reserve by the replacement building.

Chris Freeman joined the meeting and provided an update on progress with Scott Park, noting that there were other issues which would be brought back to the Board at a later date and expressing the view that the other issues should not stop work on the toilets proceeding. He noted that there was some who objected to the construction of the toilet block.

The Board **resolved** to approve:

- (a) The proposed Scott Park public toilets concept plan.
- (b) The occupation of the legal road reserve at Scott Park (by the new public toilets building).
- (c) That the City Environment and Capital Programme Groups commence the design, tender and construction programme.

13. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – PAULA RUTH ENGLAND

The Board considered a report seeking approval for funding from the Board's Youth Development Scheme for Paula Ruth England in the amount of \$750.00.

Paula spoke briefly to the Board outlining her fund raising activities to date and information about her sailing and training schedule.

The Board **resolved** to approve the application and allocate \$750 from the 2007/08 Youth Development Scheme to Paula Ruth England to attend the 2008 Youth Squad Clinics with Yachting New Zealand and associated competitions.

14. 2007/08 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

The Board considered a report providing an update on the balance of its 2007/08 project funding allocations and progress on expenditure of those funds.

During discussion it was noted that the attachment to the report was incomplete. The report with full attachments will be submitted to the next meeting.

The meeting concluded at 5.15 pm.

CONFIRMED THIS 7TH DAY OF MAY 2008

**BOB TODD
CHAIRPERSON**

12. 6. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD

**An extraordinary meeting of the Hagley/Ferrymead Community Board
was held on Thursday 17 April 2008 at 1.30pm
in the Boardroom, Linwood Service Centre**

PRESENT: Bob Todd (Chairperson), John Freeman, Brenda Lowe-Johnson,
David Cox, Rod Cameron and Yani Johanson.

APOLOGIES: An apology for absence was received and accepted from
Tim Carter.

The Board reports that:

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

The Board discussed and prepared its submission to the Council on the Draft Annual Plan 2008/09 and Draft 2008 amendments to the Long Term Council Community Plan 2006-16. The submission has been submitted to the Council and separately circulated to members.

The meeting concluded at 3.40pm.

CONFIRMED THIS 7TH DAY OF MAY 2008

**BOB TODD
CHAIRPERSON**

12. 6. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD

**An extraordinary meeting of the Hagley/Ferrymead Community Board
was held on Thursday 17 April 2008 at 1.30pm
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The Board reports that:

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

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The meeting concluded at 3.40pm.

CONFIRMED THIS 7TH DAY OF MAY 2008

**BOB TODD
CHAIRPERSON**

12. 6. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 7 May 2008 at 3pm
in the Boardroom, Linwood Service Centre**

PRESENT: Bob Todd (Chairperson), John Freeman, Brenda Lowe-Johnson, Tim Carter, Rod Cameron, and Yani Johanson.

APOLOGIES: An apology for absence was received and accepted from David Cox.

Brenda Lowe-Johnson retired temporarily and was absent for part of clause 18. John Freeman retired temporarily and was absent for Clauses 1, 2 and 3.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CASHEL STREET BY CANTERBURY MAZDA – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval of the installation of a P5 Loading Zone (Goods Vehicle Only) in Cashel Street, east of Madras Street outside Canterbury Mazda and Blackwell Motors (**attachment 1** refers).

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time, however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the city's car yards and dealerships are existing loading zones

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which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.

6. Extending and relocating the existing on-street loading zones at each site may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street outside Canterbury Mazda. This will replace the existing 'P60' parking restriction. It will be positioned immediately downstream of the main vehicle entrance for improved access. The required minimum length of the loading zone is 26 metres. This will provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicles to unload/load.
8. The proposal will serve both Canterbury Mazda and Blackwell Motors dealerships for vehicle delivery purposes. Both dealerships are supportive of the initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

9. An estimate cost of this work is \$1000.

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

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

LEGAL CONSIDERATIONS

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

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

14. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Consultation has been carried out with Canterbury Mazda and Blackwell Motors. A meeting has been held with the Dealer Principal from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street to service their businesses.

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STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the 60 minutes parking restriction on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. MANCHESTER STREET BY COCKRAM NISSAN – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to extend an existing 'P5 Loading Zone (Goods Vehicle Only)' in Manchester Street, south of Mortimer Place outside Cockram Nissan (**attachment 1** refers).

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to extend the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside Cockram Nissan. Currently the car

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transporter is overhanging the marked loading zone box and infringing on the broken yellow "no stopping" lines. This will be achieved by removing a small portion of the existing no stopping lines that extend back from the Moorhouse Avenue intersection.

8. The extended 'P5 Loading Zone (Goods Vehicles Only)' will be vacant for most of the day due to its "Goods Vehicle Only" status hence there is no expected level of service reduction to traffic using the left turn traffic lane. It is noted that the length of each visit to the site by the car transporter is an average of 10 minutes. The extended loading zone is positioned immediately downstream of Mortimer Place to afford easy access to the loading zone.
9. The minimum length of the loading zone required is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading. In this instance, 26 metres is not achievable so, a 24 metres length loading zone is proposed. The manoeuvring area will take place at the Manchester Street/Mortimer Place intersection. Mortimer Place is a low volume cul de sac which provides access to Cockram Nissans service reception and vehicle storage areas.
10. Cockram Nissan is supportive of this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

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

LEGAL CONSIDERATIONS

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

16. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Cockram Nissan. A meeting has been held with a representative from the dealership to seek opinions and views to the needs of their business. Cockram Nissan supports the extension of the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside its dealership.

STAFF RECOMMENDATION

It is recommended that the Council approve:

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- (a) That the existing "P5 Loading Zone (Goods Vehicles Only)" on the east side of Manchester Street, commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 10.5 metres, be revoked.
- (b) That the existing stopping of vehicles be prohibited at all times, outside Cockram Nissan on the east side of Manchester Street commencing at a point 16.5 metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 13.5 metres, be revoked.
- (c) That a "Loading Zone (Goods Vehicles Only) for a maximum period of 5 minutes" be created on the east side of Manchester Street commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 24 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. MOORHOUSE AVENUE – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

- 1. The purpose of this report is to seek the Council's approval to install a 'P5 Loading Zone (Goods Vehicle Only)' in Moorhouse Avenue, east of Montreal Street, outside Paul's Cars and Transworld Motors.

EXECUTIVE SUMMARY

- 2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
- 3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
- 4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
- 5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
- 6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
- 7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Moorhouse Avenue outside Paul's Cars and Transworld Motors. This will replace the existing P60 parking restriction. It will be positioned immediately downstream of the vehicle entrance to Paul's Cars to afford easy access to the loading zone. The minimum length

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required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.

8. At this location, a shorter loading zone of only 24 metres can be achieved due to driveway locations, however, the area immediately west of the driveway to Paul's Cars is a bus stop where manoeuvring can take place if required. It must be noted that a 26 metre loading zone is required for the largest car transporter.
9. The proposal will serve both Paul's Cars and Transworld Motors car yards for vehicle delivery purposes. Both yards are supportive of this initiative to remove loading from the live traffic lane hence they support this proposal.
10. Concern has been expressed at the loss of kerb side parking for the car yards customers. Currently the existing P60 parking restriction outside Paul's Cars and Transworld Motors can accommodate up to four vehicles. This area is proposed to be replaced by the P5 Loading Zone (Goods Vehicles Only). Immediately to the west of Paul's Cars entrance is an existing bus stop of 26 metre in length. It is proposed to relocate this bus stop further to the west and adjacent to Montreal Street (**attachment 1** refers). This will allow three car parking spaces to be established in the position of the existing bus stop.
11. By relocating the bus stop and establishing car parking in its original position, will result in the loss of one on-street car parking space. Both car yards have good on site customer car parking facilities, therefore the loss of one on street car park is not seen as a significant issue.
12. Relocating of the bus stop west towards Montreal Street will provide better access to the stop for the bus. The proposed relocated bus stop will be 21.5 metres in length giving adequate manoeuvring space for the bus to pull in and out of the stop. Environment Canterbury (ECan) has been consulted and has agreed to this change.

FINANCIAL IMPLICATIONS

13. An estimate cost of this work is \$1000.

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

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

LEGAL CONSIDERATIONS

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

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

18. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

20. As above.

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CONSULTATION FULFILMENT

21. Consultation has been carried out with Paul's Cars and Transworld Motors car yards. A meeting has been held with a representative from each yard to seek opinions and views to the needs of their businesses. Both car yards support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)', the bus stop and car parking relocation on the northern side of Moorhouse Avenue to service their businesses. ECAN has been consulted and support the relocation of the bus stop.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) The existing 60 minute parking restriction on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres be revoked.
- (b) The existing stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (c) The existing 'Bus Stop' restriction on the north side of Moorhouse Avenue commencing at a point 25.5 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (d) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 15 metres.
- (f) That a 'Bus Stop' be installed on the north side of Moorhouse Avenue commencing at a point 15 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 21.5 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

4. ST ASAPH STREET BY EUROMARQUE CITROEN – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to install a 'P5 Loading Zone (Goods Vehicle Only)' in St Asaph Street, west of Durham Street, outside the Euromarque Citroen dealership (**attachment 1** refers).

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EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to install a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street outside the Euromarque Citroen dealership. The proposed loading zone will replace a length of existing 'P60' restricted parking. It will be positioned immediately downstream of their main vehicle entrance to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. A loading zone of 26 metres in length cannot be achieved in this location due to driveway access to businesses. However, a shorter length loading zone of 22 metres can be provided. The ramp deployment and a manoeuvring area will be partially over the entrance but access will still be available.
9. Cockram Group dealership, which owns Euromarque Citroen is supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

10. An estimate cost of this work is \$500.

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

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

LEGAL CONSIDERATIONS

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

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

13. As above.

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ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

15. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation has been carried out with the Cockram Group dealership. A meeting has been held with the Managing Director from the dealership to seek opinions and views to the needs of their business. Cockram Group supports the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street to service their business needs.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the existing 60 minute parking restriction on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres, be revoked.
- (b) That a 'Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes' be created on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

5. TUAM STREET BY ARCHIBALDS – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to install a 'P5 Loading Zone (Goods Vehicle Only)' on Tuam Street, east of Antigua Street outside Archibalds on Tuam (**attachment 1** refers).

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the

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traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.

4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. By installing and extending or relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street, east of Antigua Street, outside Archibalds on Tuam. This will replace a section of broken yellow "no stopping" lines extending back from the Antigua Street intersection. It will be positioned immediately downstream of Archibalds on Tuam's vehicle entrance to their service workshop to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. The existing broken yellow "no stopping" lines extend 85 metres back from the intersection of Antigua Street to allow for a left and through traffic lane. However, the left and through lane is seldom used to its full capacity. Currently the car transporter is unloading on the existing no stopping lines with no effect to traffic flow. This proposal formalises the current situation.
9. Due to kerb side length between existing driveways the maximum length of loading zone achievable is 23 metres. This is slightly less than desirable but no adverse effects are anticipated.
10. The proposal will serve both Archibalds on Tuam dealership and the neighbouring yard of Archibald Barr Motor Company for vehicle delivery purposes. Both dealerships are supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

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

LEGAL CONSIDERATIONS

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

16. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Archibalds on Tuam and Archibald Barr Motor Company. A meeting has been held with a representative from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street to service their businesses.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres, be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minute" be created on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

6. DEPUTATIONS BY APPOINTMENT

6.1 OLIVER CLIFFORD

Oliver Clifford, recipient of the Board's Youth Development Fund, spoke to the Board about his trip to the Hague International Model United Nations. Oliver thanked the Board for its assistance and provided examples of his experience and his learnings.

The Chairman thanked Oliver for his presentation.

6.2 REDCLIFFS RESIDENTS' ASSOCIATION

Alison Powell and Topsy Rule spoke to the Board on behalf of the Redcliffs Residents' Association, regarding Clause 15. They expressed concern at the content of the report and the lack of time for residents to consider its content. They asked that the Board defer consideration of the report to allow residents sufficient time to consider it properly.

The Chairman thanked Mrs Powell and Mrs Rule for their submission.

This deputation was considered as part of Clause 15.

6.3 KENDAL SMITH AND JAMES BECK OF ATTITUDE

Kendal Smith and James Beck of Attitude (Programmes for Schools) provided members with an overview of the Attitude programme. The Attitude programme targets young people and teenagers by going out to high schools and delivers seminars for students on issues such as mental health issues,

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sex, and relationships. In 2007, the programme went to 84 percent of high schools nationwide, and 100 percent of high schools in Christchurch. Ms Smith advised that an evaluation of the programme carried out in 2007 was positive with 91 percent of those surveyed rating the programme as 'worthwhile' or 'really worthwhile'.

The Chairperson thanked Ms Smith and Mr Beck for their submission.

7. PRESENTATION OF PETITIONS

Nil.

8. NOTICE OF MOTION

Nil.

9. CORRESPONDENCE

Nil.

10. BRIEFINGS

Nil.

11. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and other relevant information, including whether there was a need for microphones in the Boardroom.

The Board **agreed** to write a letter to the Chief Executive expressing its dissatisfaction at the delay of getting microphones for the Board room and request that funds be found from the operational budget to outfit the Board room.

12. MEMBER'S QUESTIONS

Bob Todd asked if the Board could be advised when remedial work in the Moa Caves, Redcliffs, would be complete and what the project costs to date were.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MEETING REPORT – 16 APRIL 2008 AND 17 APRIL 2008

The Board **resolved** to confirm the reports of its ordinary meeting of 16 April 2008 and extraordinary meeting of 17 April 2008 be accepted as a true and correct record.

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14. PROPOSED NAME CHANGE FOR VIA MARIS WAY

The Board considered a report seeking approval to change the name of Via Maris Way to Rapanui Ridge.

The Board **resolved** to approve the proposed name change of Via Maris Way to Rapanui Ridge.

15. MAIN ROAD REDCLIFFS PEDESTRIAN CROSSING – RELOCATION / UPGRADE

The Board considered a report which provided information on options in relation to the existing pedestrian crossing on Main Road at the Redcliffs shopping village.

The Board **resolved** to defer consideration of the report for three months to allow the Redcliffs Residents' Association to consider the report.

16. MOORHOUSE AVENUE BY INDY CARS – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

The Board considered a report seeking approval to install a P5 loading zone and convert an existing loading zone to 'P5 at any time' in Moorhouse Avenue, west of Pilgrim Place, outside Indy Cars.

The Board **resolved** to approve :

- (a) That the existing P5 Loading Zone on the south side of Moorhouse Avenue commencing at a point 66.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 7.5 metres be revoked.
- (b) That the existing P5 Loading Zone on the south side of Moorhouse Avenue commencing at a point 81.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 8 metres be revoked.
- (c) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the south side of Moorhouse Avenue commencing at a point 27 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 32 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Moorhouse Avenue commencing at a point 81.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 8 metres.

17. SELWYN STREET BY INTEGRITY SERVICE CENTRE – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

The Board considered a report seeking approval to install a P5 loading zone (Goods Vehicles Only) at number 480 Selwyn Street, north of Moorhouse Avenue, outside Integrity Service Centre.

The Board **resolved** to approve that a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the east side of Selwyn Street commencing at a 64 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 19 metres.

18. ST ASAPH STREET BY AUTO SELECT – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

The Board considered a report seeking approval to install a P5 loading zone (Goods Vehicles Only) in St Asaph Street, west of Montreal Street, outside Auto Select and a 'P30' parking restriction in St Asaph Street outside Home Leader Bathroom Centre.

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The Board **resolved** to approve:

- (a) That the existing 'P30' parking restriction on the south side of St Asaph Street commencing at a point 96 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 26 metres, be revoked.
- (b) That the existing 'P30 (vehicles displaying mobility cards at any time)' parking restriction on the south side of St Asaph Street commencing at a point 137 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 19 metres, be revoked.
- (c) That a 'Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes' be created on the south side of St Asaph Street commencing at a point 96 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 26 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of St Asaph Street commencing at a point 122 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 27 metres.

**19. TUAM STREET BY MILES CONTINENTAL – PROPOSED LOADING ZONE
(GOODS VEHICLES ONLY)**

The Board considered a report seeking approval to install a P5 Loading Zone (Goods Vehicles Only) on Tuam Street, west of Montreal Street, outside Miles Continental.

The Board **resolved** to approve, subject to staff to staff contacting Miles Continental regarding the option of placing the loading zone over one of their entrance areas:

- (a) That the existing pay and display parking restriction on the south side of Tuam Street commencing at a point 43 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 25 metres be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the south side of Tuam Street commencing at a point 43 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 25 metres.

20. 2007/08 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

The Board considered a report providing an update on the balance of its 2007/08 project funding allocations and progress on expenditure of those funds.

The Board **received** the report.

The meeting concluded at 5.05pm.

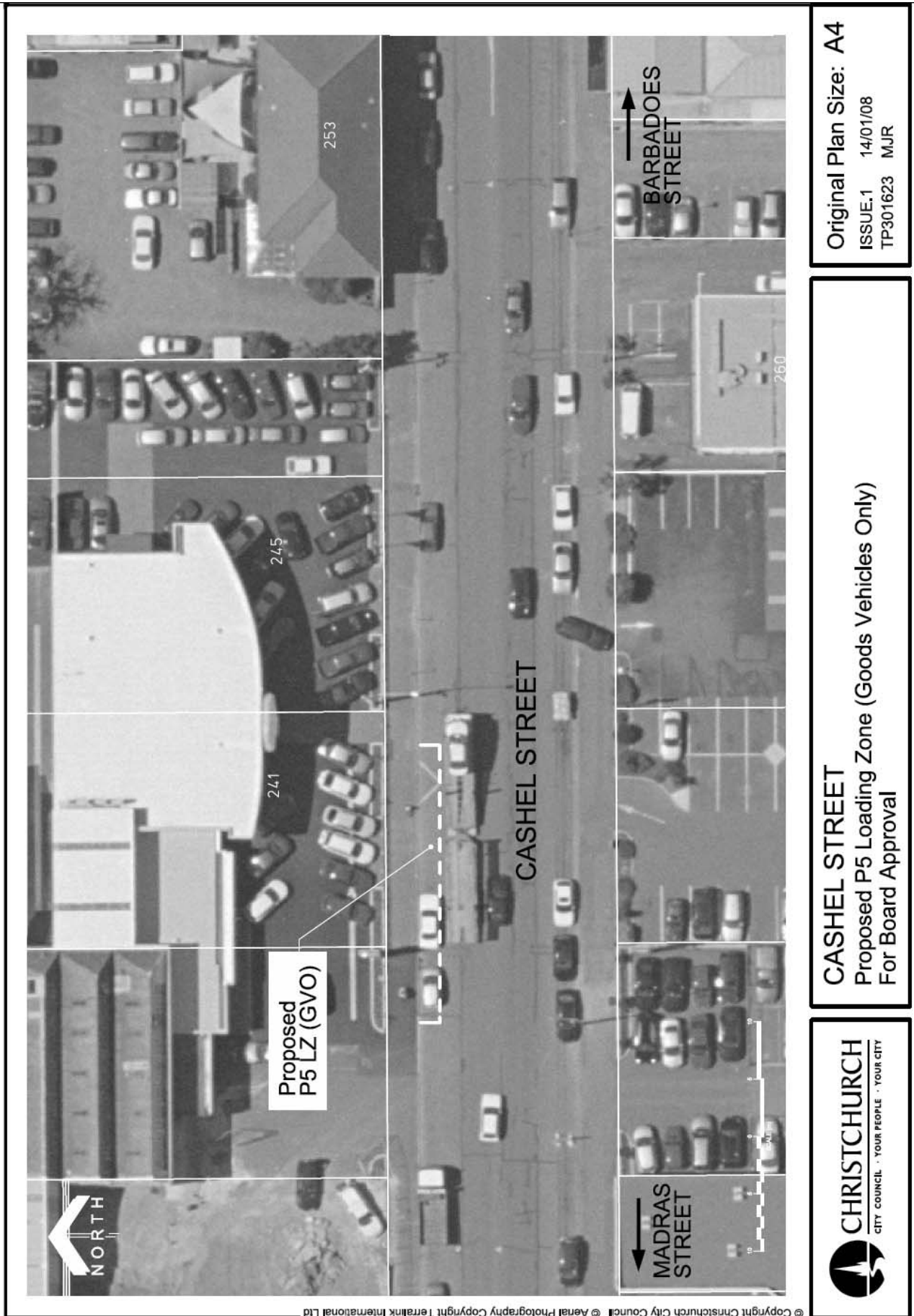
CONFIRMED THIS 21ST DAY OF MAY 2008

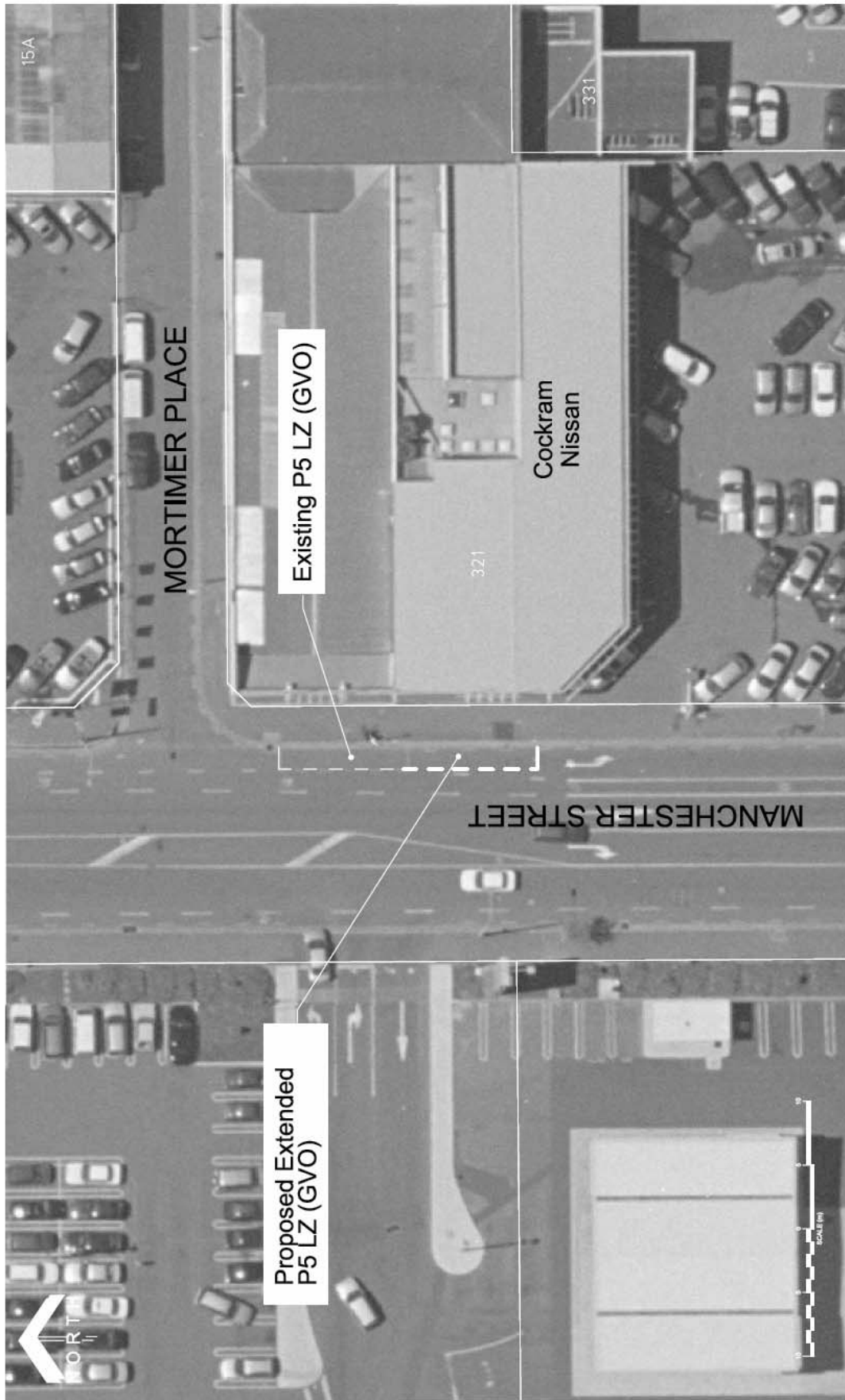
**BOB TODD
CHAIRPERSON**

12. 6. 2008

Hagley/Ferrymead Community Board 7.5.2008

Attachment to Clause 1.





Original Plan Size: A4

ISSUE.1 11/01/08

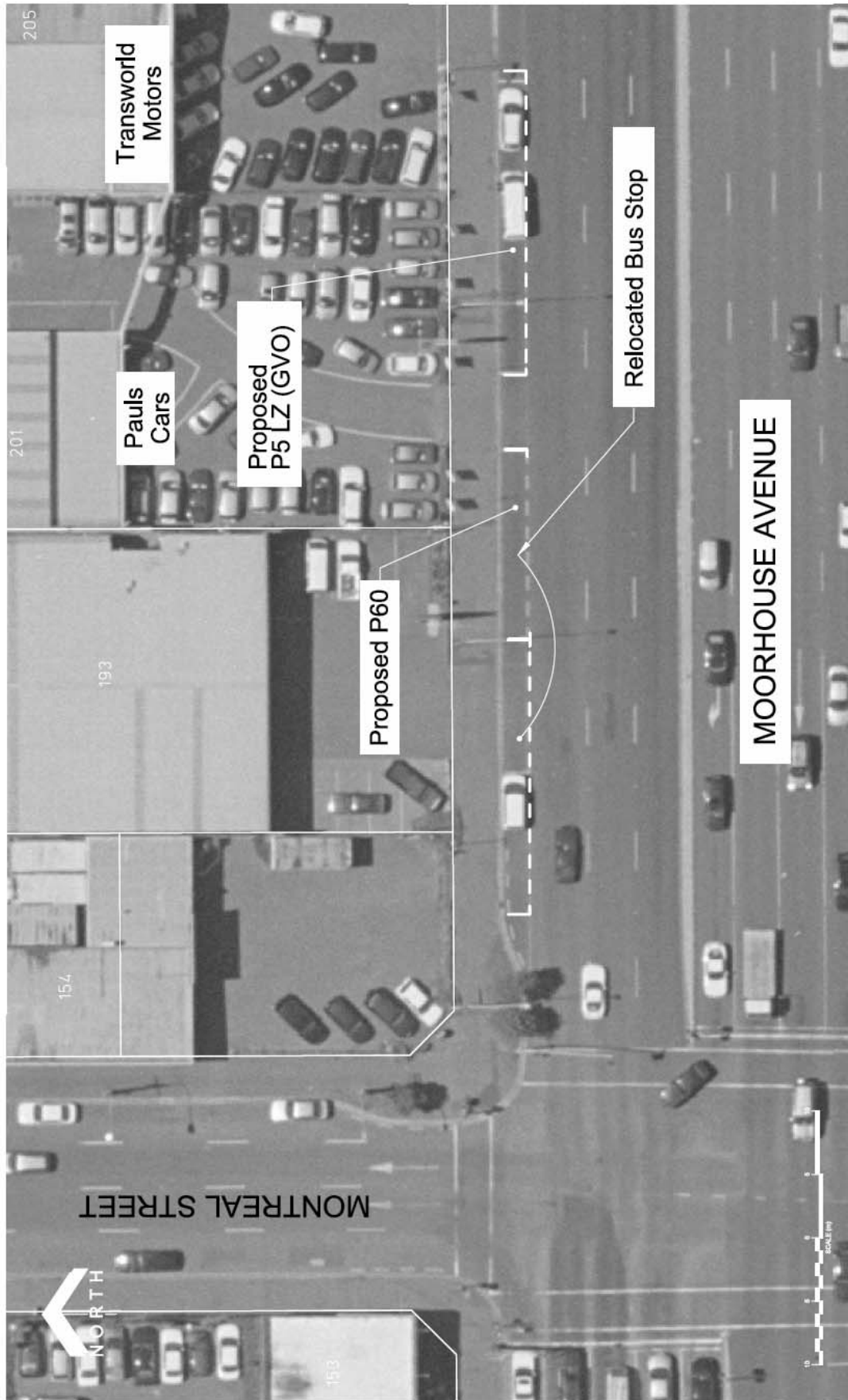
TP301622 MJR

MANCHESTER STREET

Proposed P5 Loading Zone Extension (Goods Vehicles Only)

For Board Approval

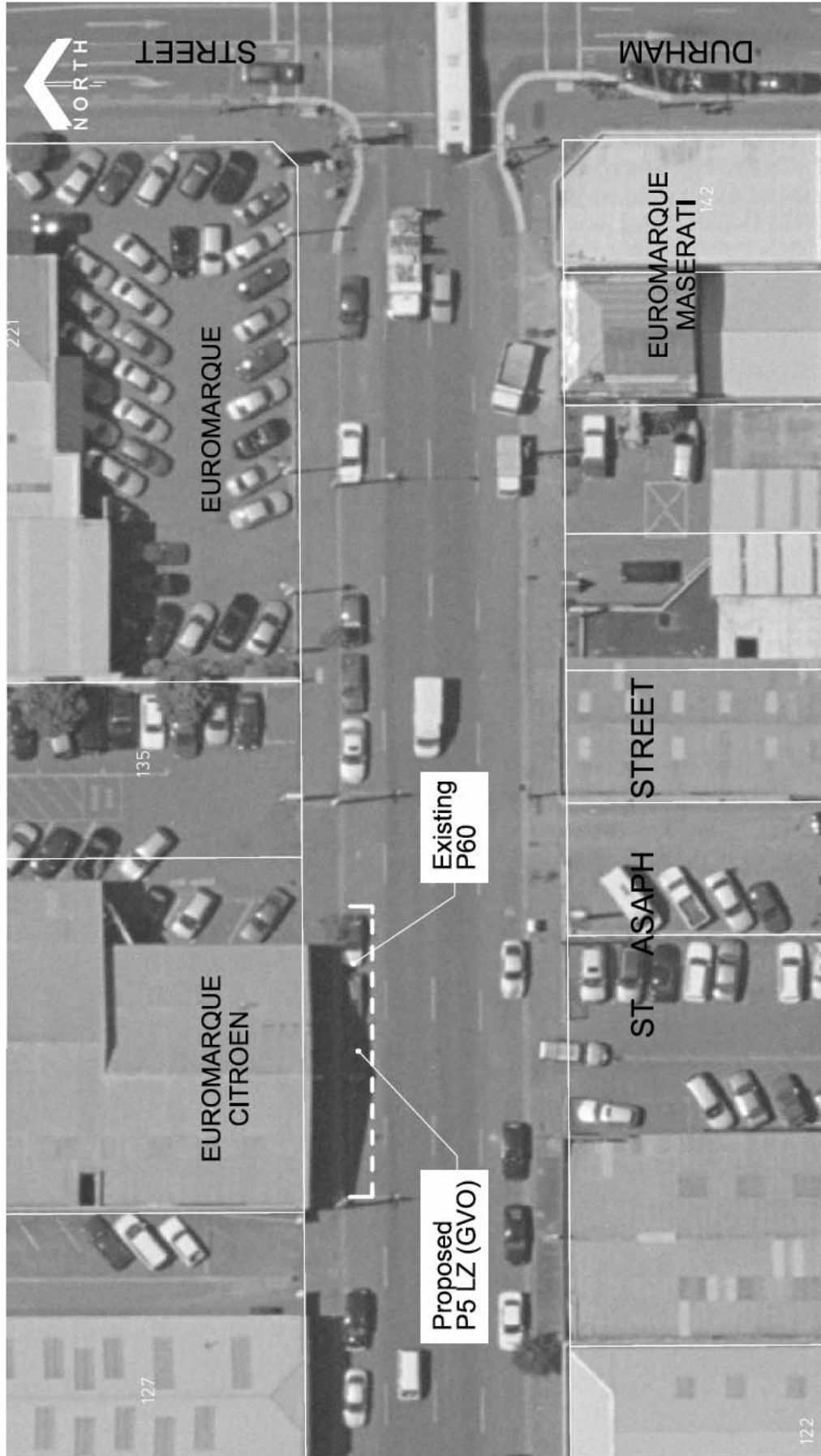




Original Plan Size: A4
ISSUE: 1 14/04/08
TP301625 MJR

MOORHOUSE AVENUE
Proposed P5 Loading Zone (Goods Vehicles Only)
For Board Approval





Original Plan Size: A4

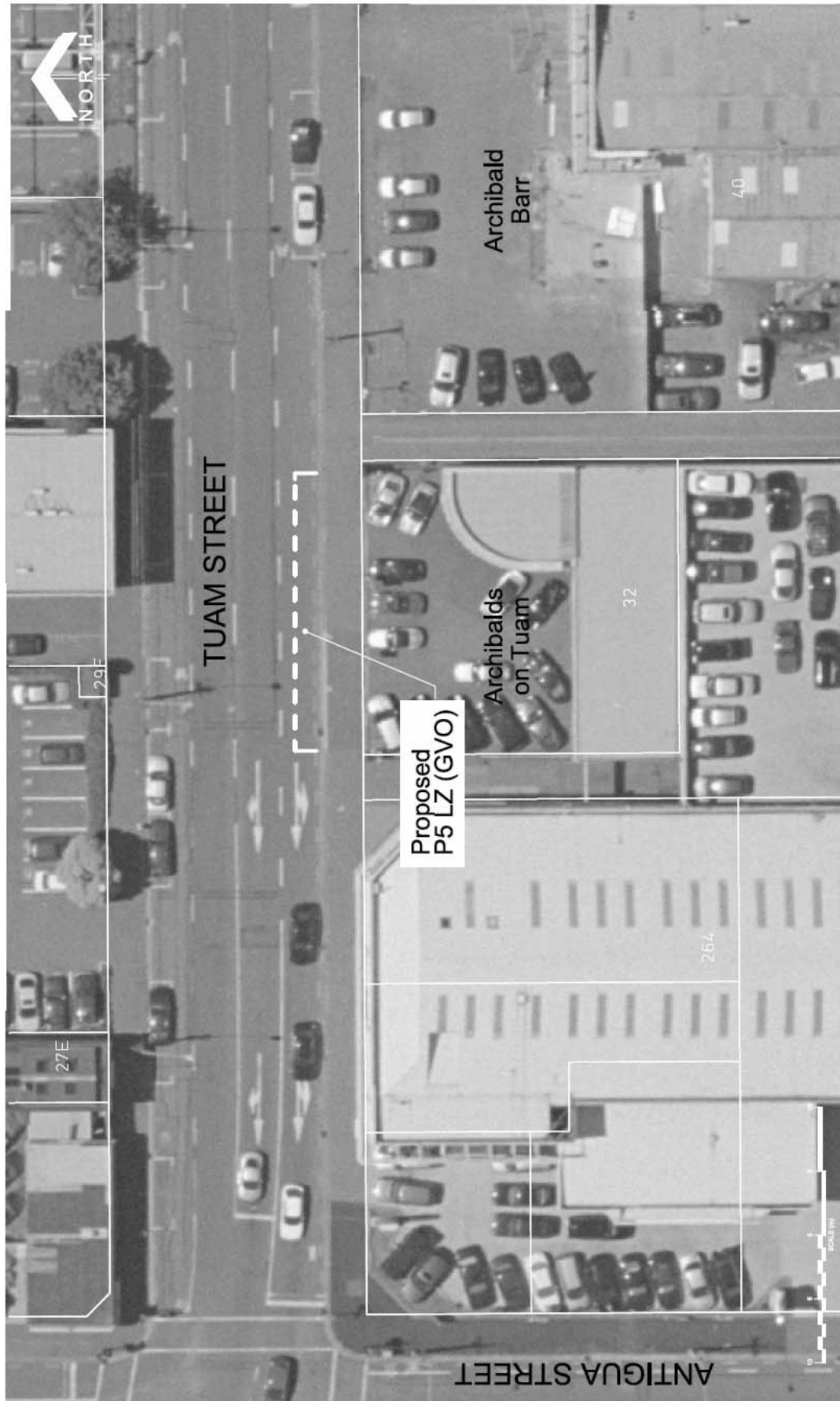
ISSUE.1 22/01/08

TP301627 MJR

ST ASAPH STREET

Proposed P5 Loading Zone (Goods Vehicles Only)
For Board Approval





Original Plan Size: A4

ISSUE:1 25/01/08

TP301626 MJR

TUAM STREET

Proposed P5 Loading Zone (Goods Vehicles Only)
For Board Approval



12. 6. 2008

**LYTTELTON-MT.HERBERT COMMUNITY BOARD
15 APRIL 2008**

**A meeting of the Lyttelton-Mt Herbert Community Board
was held on Tuesday 15 April 2008 at 9.30am**

PRESENT: Paula Smith (Chairperson), Jeremy Agar, Doug Couch, Ann Jolliffe,
Dawn Kottier and Claudia Reid.

APOLOGIES: Nil

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 Governors Bay Foreshore Project – Sally Tripp

Sally Tripp (Landcare Group) addressed the Board regarding the Governors Bay Foreshore Project. She was accompanied by Eric Hunter (Chairperson Governors Bay Community Association), Olga Weber (Foreshore resident & Landcare Group), Helen Chambers (Foreshore resident & Landcare Group) and Ray Vickers (Governors Bay Community Association & Landcare Group).

Ms Tripp explained the work of the Governors Bay Foreshore Group, which was primarily focused on the elimination of weeds and the planting of the foreshore. The target weed of the group was Old Mans Beard, which it was planned to remove over a 5-year period from 2006. Both Environment Canterbury and the Christchurch City Council had an involvement with the project and had provided funding.

The group had sought to keep the Governors Bay community informed through the Governors Bay Community Association newsletter and now wanted this project officially recognised by the Community Board.

Ms Chambers reported to the Board on a specific area of the foreshore that had been cleared and replanted. She explained the difficulties with erosion and the need to take care in the clearing so as to not exacerbate that problem.

The group tabled photographs and written information on its project and answered Board members questions.

Mr Vickers explained to the Board that he had mapped a great deal of reserve planting information, along with parking plans etc, on a mapping system previously supplied by Banks Peninsula District Council staff. He questioned whether he would be able to get access to a similar system through Christchurch City Council. Staff were asked to investigate.

Board members in later discussion agreed that the minutes of the groups meetings should be informally circulated to the Board and also suggested that the work of the group should be highlighted in *OnBoard*.

1.2 Lyttelton Police – Sergeant Phil Newton

Sergeant Phil Newton attended the meeting and updated the Board on a range of issues including recent crime statistics for the Lyttelton Harbour Basin.

1.3 Lyttelton Gymnastics Club – Anne Carne and Karen Farrell

Ms Carne spoke to the Board about the increase in rental for the Lyttelton Gymnastics Group to use the Lyttelton Recreation Centre, from \$11 to \$30 per session. She said the prices had been raised by the Council without in her opinion any consultation with users and the sharp increase now threatened the viability of the club which had a membership/attendance of 25-27 children.

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1 Cont'd

The Board suggested that the Club put a submission to Council's Annual Plan regarding the proposed fee increase and that it also discuss funding assistance with the Community Development Adviser.

2. LYTTTELTON HARBOUR ISSUES GROUP

The Board **received** a letter dated 19 March 2008 and notes from the Lyttelton Harbour Issues Group meeting held on 11 December 2008.

3. BRIEFINGS

3.1 Local Roothing Projects Update – David McNaughton, Asset Engineer

David McNaughton attended the meeting and updated the Board on local roading issues, including deadmans tests at Rapaki, Sumner Road gabions, Dyers Pass culverts and a seal extension for Camp Bay Road.

Mr McNaughton noted that inner harbour footpath improvements would require funding through the LTCCP before they could proceed.

Board members raised the following issues with Mr McNaughton:

- Ticehurst Terrace and Timeball Station – request for comment from staff on the parking suggestions for these locations to encourage walking between the two points.
- Directional Signage – request that staff talk to Transit New Zealand regarding improved signage directing people to Lyttelton, so as to avoid the current confusion.
- Deadmans Testing – questioned whether it could have possibly been carried out on a Urupa site. It was noted that staff should check with the correct authorities.
- Cycle Signs – members asked staff to comment on whether a trial of suitable signs could be arranged.

4. COMMUNITY BOARD ADVISERS UPDATE

The Community Board Adviser updated the Board on a range of issues.

- Godley House – the Facilities Management Team Leader had provided an update to the Board on the questions raised at the March Board meeting regarding maintenance issues at Godley House. Members asked that this update also be forwarded to the Diamond Harbour Community Association.
- Volunteering Canterbury – this organisation was calling for nominations for “Extra Special Volunteers”.

The Board **decided** to nominate John Cleaver and Don Cameron for an award under this scheme.

5. BOARD MEMBERS INFORMATION EXCHANGE

Members made specific mention of a range of issues including :

- Lyttelton Town Centre Zone – members briefly discussed options for providing additional protection for the existing historic character of the Lyttelton Town Centre, including seeking information from staff on heritage orders, Special Amenity Areas, the Urban Design Protocol and design advisory committee's.

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Members asked that staff arrange a seminar to focus on Lyttelton urban design. It was suggested that the Board's views from that seminar be forwarded to Council's Regulatory and Planning Committee.

- Morgans Gully Sewer Improvements/Upgrade – members asked staff to comment on progress with this project.
- Civil Defence Volunteers – it has been identified that there is a desperate need for more volunteers in certain areas. Members were asked to encourage people in the community to volunteer.
- Pest Liaison Committees – it was suggested that all of Banks Peninsula be incorporated into one Pest Liaison District, rather than the current two. Members agreed to consider this as part of the Board's submission to the Environment Canterbury Annual Plan.

PART C – DELEGATED DECISIONS

6. CONFIRMATION OF MEETING REPORT

The Board **resolved** that the report of the ordinary meeting held on Tuesday 18 March 2008 be confirmed, subject to the following amendments:

Clause 2.1, First paragraph Insert "on behalf"

*Gary Horan, **on behalf** of the Lyttelton Rotary Club.....*

Clause 4.2, First bullet point Amend "Bridal" to "Bridle"
 Amend "Hawkhurst" to Harmans Rd
 Add "Tce" after Ticehurst

***Bridle Path Road** – intersection of **Harmans Rd** and Ticehurst **Tce** whether.....*

7. LYTTELTON-MT. HERBERT COMMUNITY BOARD DISCRETIONARY FUNDING

The Board considered a report seeking decisions on funding for Board sponsored events and a recommendation to establish a funding committee.

The Board **resolved** to allocate \$1,920.00 from its 2007/08 Discretionary Fund for ANZAC Day Commemorative Services in Lyttelton and Diamond Harbour.

The Board **resolved to** allocate \$1,000 from the Discretionary Fund for a Small Grants Fund, with a sealing of \$200 per application, and that a funding sub-committee consisting of the Chairman or Deputy Chairman plus any two Board members, be appointed for the balance of the triennial term, with delegated authority to consider and approve urgent applications to the Discretionary Fund that cannot wait until the next Board meeting. Results of those considerations to be reported to the next following Board meeting.

The Board **resolved** to allocate \$281.25 towards the erection of Christmas lights at the Holy Trinity Church.

8. APPLICATIONS FOR BOARDS DISCRETIONARY FUND

The Board considered a report seeking decisions on funding applications to the Boards Discretionary Funding.

12. 6. 2008

Lyttelton/Mt Herbert Community Board 15.4.2008

8 Cont'd

The Board **resolved** to approve the following allocations for disbursement of the balance of the Board's 2007/08 discretionary funds, subject to noted conditions:

Recipient	Amount	Project	Conditions
Project Lyttelton	1,000.00	To market a community education programme	Accountability form to detail how many people attend each course as a direct result of this marketing.
Diamond Harbour Under 20 Trust	400.00	To purchase a printer	
Volcano Radio Incorporated	2,000.00	To boost the current transmitter to provide full coverage to harbour basin.	
Volcano Radio Incorporated	2,000.00	To develop a website.	Board to be recognised online as a sponsor of the website
Chalice Productions	2,500.00	To assist in the production of an historical documentary film.	Board to be acknowledged as a sponsor in the film.
Diamond Harbour Community Early Childhood Centre	2,500.00	To carry out a quantity survey to provide estimates for the cost of a childhood centre building.	

The meeting concluded at 12.35pm.

CONFIRMED THIS 20TH DAY OF MAY 2008

Paula Smith
CHAIRPERSON

**RICCARTON/WIGRAM COMMUNITY BOARD
15 APRIL 2008**

**Minutes of
a meeting of the Riccarton/Wigram Community Board
held on Tuesday 15 April 2008 at 4.30pm
in the Board Room, Sockburn Service Centre**

PRESENT: Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen, Judy Kirk,
Mike Mora, and Bob Shearing.

APOLOGIES: An apology was received and accepted from Beth Dunn.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

Nil.

5. BRIEFINGS

Nil.

6. BOARD MEMBERS' EXCHANGE

Board members were provided with an opportunity to share issues of concern and give a brief update on community activities.

Mike Mora discussed with the Board the opportunity for Board members to visit the Canterbury Speedway Association facilities at Ruapuna Park. He will arrange the visit.

12. 6. 2008

Riccarton/Wigram Community Board 15.4.2008

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE BOARD

7. CONFIRMATION OF BOARD MEETING REPORT – 1 APRIL 2008

The following amendments were agreed to:

- It was noted that the spelling of “Coleman Avenue” throughout the report needs to be corrected.
- Under Clause 2 the sentence should read “...a report from the **Chairperson** on this matter was submitted...”

The Board **resolved** that the report of its meeting (both open and public excluded) held on Tuesday 1 April 2008 be confirmed as a true and accurate record of that meeting subject to the amendments noted.

8. APPLICATION TO THE BOARD’S DISCRETIONARY FUNDING – RICCARTON HIGH SCHOOL JUBILEE HISTORICAL MAGAZINE

The Board considered a report seeking funding from the Board’s Discretionary Fund for a contribution towards the costs of a historical magazine to be printed for Riccarton High School’s 50th Jubilee.

The Board **resolved** to grant \$3,500 from its 2007/2008 Discretionary Fund for costs associated with the production of a historical magazine associated with the 50th Jubilee of Riccarton High School..

(**Note:** Bob Shearing declared an interest in this clause and took no part in the discussion or voting thereon.)

The meeting concluded at 5.05pm.

CONFIRMED THIS 6TH DAY OF MAY 2008

**PETER LALOLI
CHAIRPERSON**

12. 6. 2008

**RICCARTON/WIGRAM COMMUNITY BOARD
6 MAY 2008**

**A meeting of the Riccarton/Wigram Community Board
was held on Tuesday 6 May 2008 at 5pm
in the Board Room, Sockburn Service Centre**

PRESENT: Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn,
Judy Kirk, Mike Mora, and Bob Shearing.

APOLOGIES: Nil

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. BRODIE STREET – PROPOSED “STOP SIGN” CONTROL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer, Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council approval for the installation of a “Stop” control on Brodie Street at Yaldhurst Road, Upper Riccarton. (see **Attachment 1**).

EXECUTIVE SUMMARY

2. The Principal of the Villa Maria College has requested that the Council consider installing a “Stop” control on Brodie Street at its intersection with Yaldhurst Road, Upper Riccarton. Due to the restricted vision of approaching eastbound vehicles on Yaldhurst Road, a “Stop” control is considered more appropriate than a “Give Way” control. In addition, it meets the guidelines as outlined in the Manual of Traffic Signs and Markings.
3. Brodie Street is classified as a local street with an average daily traffic count of 1,540 vehicles, while Yaldhurst Road (SH 73) is a Transit NZ road classified as a “Major Arterial Road” and carries an average count of 23,370 vehicles per day.
4. There is a right turning bay provided in the solid median on Yaldhurst Road for vehicles turning into Brodie Street. The “Stop” control will remove any confusion between right turning vehicles and make the intersection safer.

FINANCIAL IMPLICATIONS

5. An estimated cost for this work is \$400

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

6. The installation of road signs and markings are within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

7. The Land Transport Rule provides for the installation of “Stop” controls.

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

8. As noted in paragraph 7.

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1 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Safety: By providing a safe transport system.

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

10. As noted in paragraph 9.

ALIGNMENT WITH STRATEGIES

11. The recommendation aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

12. As noted in paragraph 11.

CONSULTATION FULFILMENT

14. Transit NZ, supports the installation of a "Stop" control on Brodie Street at Yaldhurst Road (SH 73).

STAFF RECOMMENDATION

That the Council approve:

- (a) The installation of a "Stop" control be placed against Brodie Street at its intersection with Yaldhurst Road.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. HANSONS LANE STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Philippa Upton, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council approval of a special vehicle lane, namely a cycle lane on Hansons Lane.

EXECUTIVE SUMMARY

- 2 The Hansons Lane Kerb and Channel Renewal main project area extends from Riccarton Road to Suva Street. In addition, cycle lanes are proposed for the full length of the street, from Riccarton Road to Blenheim Road.

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2 Cont'd

3. The primary aim of the project is to replace the existing kerb and dish channel with kerb and flat channel between Riccarton Road and Suva Street. Associated objectives are to provide appropriate cycle and pedestrian facilities, as well as improving safety at intersections, and enhancing landscaping. Hansons Lane is a busy collector road, with adjacent schools, businesses, supermarket, church/conference centre, reserve, student accommodation and retirement village contributing to the suburban mix.
4. The preferred plan was developed from community and technical objectives. Proposed safety features and pedestrian/cyclist facilities include a right-turning bay into Countdown Supermarket, a new "Stop" sign out of the Hansons Lane Countdown supermarket exit, flush median, tactile pavers for the partially sighted, retention/upgrade of pedestrian islands and existing seating, and landscaped build-out at the reserve reducing pedestrian crossing distance. Haynes Avenue intersection will be narrowed as a traffic calming measure and to improve pedestrian safety. The new cycle lane extends both sides of the full length of the street and is defined with red coloured surfaces at intersections and to indicate when it leaves the kerbside, with advance stop boxes for increased safety at either end of the street.
5. Following the review of the feedback received, the preferred option for Hansons Lane comprises of the features outlined in paragraph four and is shown on the plan at (**Attachment 1** Plan for Board Approval). The delegated authority for approving the implementation of cycle lanes currently sits with the Council and this aspect of the project is covered in the report as a Part A item. There is a slight anomaly in the current delegations which allows Community Boards to approve broken yellow (No Stopping) lines within a cycle lane and this aspect of the project is covered in this report in clause 13.2 as a Part C item.

FINANCIAL IMPLICATIONS

6. The Kerb and Channel Renewal works for Hansons Lane are programmed in the LTCCP for implementation in the 2008/09 financial year. The Transport and Greenspace Unit has the following budget provision for this project.

2007/08 Hansons Lane Kerb and Channel \$75,302

2008/09 Hansons Lane Kerb and Channel \$604,822

The total available budget is \$680,134.

The estimated cost for all work on Hansons Lane (including cycle lanes) is estimated at \$698,300, which includes a 20% (\$139,000) contingency sum. The cost of cycle lanes between Suva Street and Blenheim Road is estimated at \$40,811, which is included in the overall estimate of \$698,300.

Staff believe the project can still be delivered within the allowable budget (\$680,134) due to the size of the contingency. The above funding proposal was considered and approved by the Transport Tactical Project Control Group on 25 March 2008. The cost assessment also includes allowance for full pavement reconstruction from Haynes Avenue to Riccarton Road.

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

7. As above.

LEGAL CONSIDERATIONS

8. There are no property issues associated with this project. There are no heritage or historic buildings places or objects shown in the city plan for this area. No consents are required for the work proposed.

2 Cont'd

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

9. There are no legal implications for this project. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

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

11. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Ten responses to an initial survey of Hansons Lane residents revealed moderate level concerns about through-traffic, speed, and cycle/pedestrian safety, as well as several serious concerns about drainage.
15. A seminar was held with the Riccarton/Wigram Community Board on 20 December 2007, prior to community and stake holder consultation.
16. The community was consulted on the consultation plan for Hansons Lane in January and February 2008. Approximately 580 consultation leaflets were delivered and sent to landowners, occupiers, and stakeholder groups. A public project evening was held at La Vida Conference Centre, Hansons Lane, on Thursday 7 February, 2008. Thirty seven consultation responses were received, of which 21 (56.8 percent) indicated full support, 15 (40.5 percent) indicated general support with suggestions for improvement, and one (2.7 percent) made a suggestion only.
17. The key concerns related to safety and access for cyclists, pedestrians, and drivers at the Countdown supermarket entrance and Riccarton Road intersection. To a lesser extent, traffic flow, speed, and parking concerns were raised for the rest of the street, including the Suva Street intersection, with several additional comments regarding landscaping.
18. A project team meeting was held on 23 February 2008 to discuss the feedback and agree on what changes (if any) were to be included in the scheme design. A summary of the consultation programme and of resulting changes is outlined at **Attachment 2** Summary of Consultation.

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2 Cont'd

STAFF RECOMMENDATION

That the Council approve the installation a special vehicle lane, specifically a “cycle lane “ which restricts the lane for use for bicycles on Hansons Lane in the following locations:

- (i) On the west side, adjacent to the kerb, commencing at its intersection with Blenheim Road and extending 83 metres in a northerly direction.
- (ii) On the west side, initially adjacent to the kerb, commencing at a point 83 metres north of its intersection with Blenheim Road and extending 30 metres in a northerly direction ending adjacent to the right of the parking lane.
- (iii) On the west side, adjacent to the right of the parking lane, commencing at a point 113 metres north of its intersection with Blenheim Road and extending generally on this straight alignment for 251 metres in a northerly direction.
- (iv) On the west side, adjacent to the kerb, commencing at a point 364 metres north of its intersection with Blenheim Road and extending generally on this straight alignment for 52 metres in a northerly direction.
- (v) On the west side, adjacent to the right of the parking lane, commencing at a point 416 metres north of its intersection with Blenheim Road and extending generally on this straight alignment 110 metres in a northerly direction.
- (vi) On the west side, adjacent to the kerb, commencing at a point 526 metres north of its intersection with Blenheim Road and extending 33 metres in a northerly direction.
- (vii) On the west side, adjacent to the right of the parking lane, commencing at a point 559 metres north of its intersection with Blenheim Road and extending generally on this straight alignment 91 metres in a northerly direction.
- (viii) On the west side, initially adjacent right of the parking lane, commencing at a point 650 metres north of its intersection with Blenheim Road and extending 23 metres in a northerly direction ending adjacent to the kerb.
- (ix) On the west side, adjacent to the kerb, commencing at a point 673 metres north of its intersection with Blenheim Rd, and extending 45 metres in a northerly direction.
- (x) On the west side, initially adjacent to the kerb, commencing at a point 718 metres north of its intersection with Blenheim Road and extending 20 metres in a northerly direction ending adjacent to the right of the commencement to the left turn lane into Riccarton Road.
- (xi) On the west side, adjacent to the right of the commencement to the left turn lane into Riccarton Road, commencing at a point 738 metres north of its intersection with Blenheim Road and extending 36 metres in a northerly direction.
- (xii) On the east side, adjacent to the kerb, commencing at its intersection with Riccarton Road and extending 90 metres in a southerly direction.
- (xiii) On the east side, initially adjacent to the kerb, commencing at a point 90 metres south of its intersection with Riccarton Road and extending 29 metres in a southerly direction ending adjacent to the right of the parking lane.
- (xiv) On the east side, adjacent to the right of the parking lane, commencing at a point 119 metres south of its intersection with Riccarton Road and extending 70 metres in a southerly direction.

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2 Cont'd

- (xv) On the east side, initially adjacent to the right of the parking lane, commencing at a point 189 metres south of its intersection with Riccarton Road and extending 24 metres in a southerly direction ending adjacent to the kerb.
- (xvi) On the east side, adjacent to kerb, commencing at a point 213 metres south of its intersection with Riccarton Road and extending 197 metres in a southerly direction.
- (xvii) On the east side, initially adjacent to the kerb, commencing at a point 410 metres south of its intersection with Riccarton Road and extending 39 metres in a southerly direction ending adjacent to the right of the parking lane.
- (xviii) On the east side, adjacent to the right of the parking lane, commencing at a point 449 metres south of its intersection with Riccarton Road and extending generally on this straight alignment 264 metres in a southerly direction.
- (xix) On the east side, initially adjacent to the parking lane, commencing at a point 713 metres south of its intersection with Riccarton Road and extending 36 metres in a southerly direction ending adjacent to the right of the commencement to the left turn lane into Blenheim Road.
- (xx) On the east side, initially adjacent to the right of the commencement to the left turn lane into Blenheim Road, commencing at a point 749 metres south of its intersection with Riccarton Road and extending 21 metres in a southerly direction.

BOARD RECOMMENDATION

That the staff recommendation be adopted with the inclusion of the following additional clause:

- (b) That the Board request the Council approve delegated authority be given to Community Boards to approve the installation of cycle lanes on local roads.

BACKGROUND (THE ISSUES)

- 19. The primary purpose of this project is to replace the existing kerb and deep channel with kerb and flat channel in Hansons Lane from Suva Street to Riccarton Road. The remaining length of Hansons Lane from Suva Street to Blenheim Road already has kerb and flat channel.
- 20. Hansons Lane is a busy collector road containing Rannerdale Village for War Veteran's Retirement Home, North West new Life Church and Conference Centre, with adjacent schools (Middleton Grange, Riccarton High, Lady May Kids First preschool. The southern end of the street contains a student village and MG Marketing, while the northern end services Countdown Supermarket and the House and Garden cluster of café, garden centre and landscape architects, with Church Corner and Bush Inn shopping centres situated further north. Hansons Lane is however predominantly residential, and includes a relatively high proportion of rental properties.
- 21. Secondary objectives for the project have arisen from the need to balance the busy collector status of the road with the needs of a wide range of residents and users, from frail pedestrians, to school and university students, cyclists, church-goers and shoppers. Drainage is recognised as a fundamental issue in this area, and initial issues consultation with residents raised pedestrian and cycle safety, and traffic issues relating to speed and volume as a concern. Parking was a minor issue for most, and landscaping even less so.
- 22. Consultation with the proposed plan, while gaining strong general support, reinforced the need to address issues relating to cycle, pedestrian and vehicle safety and flow, particularly in relation to the Countdown entrance and Riccarton Road corner.

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23. The following changes to the plan were made as a result of project team review of each issue raised through consultation:
- (a) The grass berm has been removed from outside the full length of the Countdown site.
 - (b) Advanced stop boxes will be provided at the Riccarton Road and Blenheim Road intersections.
 - (c) A minor adjustment to the cycle lane at the Riccarton Road intersection means that cyclists are moved out between the left and right turning lanes earlier to provide more queuing space for left-turners.
 - (d) No Stopping lines will now be included for all kerb side cycle lanes.
 - (e) The No Stopping lines on the eastern side of Hansons Lane opposite Countdown have been extended to match the existing length of No Stopping to allow for the entrance to the Countdown loading area. This No Stopping allows vehicles to manoeuvre around any trucks waiting to turn right into the loading area.
 - (f) Red surfacing has been included where cyclists are moved out from the kerb to outside the parking space, highlighting the shift to motorists.
 - (g) Minor changes have been made to the paint marking and No Stopping at the Arthur Street intersection, but this has not resulted in any change to the number of parking spaces lost.

THE OBJECTIVES

24. The primary (must do) objectives for the project are as follows:
- (a) Replace existing deep dish kerb and channel with flat kerb and channel.
 - (b) Maintain a road environment suitable for existing collector status/classification of the road.
25. The secondary (would like to do, but add cost) objectives for the project are as follows in order of priority:
- (a) Provide appropriate cycle facilities, including the section from Suva St to Blenheim Road.
 - (b) Improve facilities for pedestrians.
 - (c) Improve safety at intersections (Riccarton, Countdown, Haynes, Suva).
 - (d) Enhance landscaping.

THE OPTIONS

26. Three options were considered for Hansons Lane, including a third Do Nothing Option, which did not meet any project requirements. Option 1 and 2 included sub-options.
- (a) Option 1 was considered because it removed or relocated none of the existing assets.
 - (b) Less car parking spaces were removed than in Option 2, with only two spaces lost.

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- (c) Option 1 met the project objectives but differed from Option 2 in that the proposed 0.8 flush median provided limited room for vehicles turning right into driveways on the eastern side of Hansons Lane. This may have blocked traffic and forced vehicles to use the cycle lane to manoeuvre around turning traffic.
 - (d) Option 1a included retaining the existing No Stopping area at the retirement home, providing three less parking spaces than Option 1, with five spaces lost.
27. Option 2 is similar to Option 1, with the following differences:
- (a) Relocation of the existing flush median and central islands, providing 2.0 m on-street parking space on the western side plus some parking on the eastern side of Hansons Lane, 1.8 cycle lanes on both sides of the carriageway, and a 3.3 m and 3.5 m wide traffic lane on the street. This requires the existing flush median and the existing central islands to move approximately 0.5 m to the east.
 - (b) Option 2 does not remove the existing on-street parking space on the eastern side of Hansons Lane except near the Suva Street intersection. A total of 39 parking spaces are provided with this option (six less than existing).
 - (c) Option 2a is similar to Option 2 with the following difference: the new flush median extends to the proposed right turn bay near the countdown entrance. This removes the existing on-street parking spaces on the eastern side of Hansons Lane, providing approximately 23 on-street parking spaces (22 less than existing). However, this option provides a straight lane on Hansons Lane ie no deviation that occurs in Option 2 near the central island south of Haynes Avenue and no parking in front of the retirement home.
 - (d) Option 2a has not been selected as the preferred option, as it removes a significant number of on-street parking spaces, resulting in 16 less than Option 2.
 - (e) Option 2 has been further developed to result in the preferred option (See below).

THE PREFERRED OPTION

28. The preferred option (including changes made as a result of consultation), meets the project aims and objectives in the following ways:
- (a) **Primary Objective 1: Replacement of existing kerb and deep dish channel with kerb and flat channel**
 - (i) This option incorporates the replacement of kerb and dish channel with kerb and flat channel on both sides of Hansons Lane between Riccarton Road and Suva Street. The new kerb line will merge with the existing kerb and flat channel on Riccarton Road. The existing kerb and flat channel at the Suva Street intersection will not be replaced.
 - (b) **Primary Objective 2: Maintain a road environment suitable for existing collector status/classification of the road**
 - (i) No speed bumps or road narrowing have been included on Hansons Lane
 - (ii) The relocation of the flush median improves traffic flow.

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- (c) **Secondary Objective 1: Provision of adequate cycle facilities, including the section of Hanson Lane from Suva Street to Blenheim Road**
- (i) New cycle lanes 1.8 m wide (1.6m wide for a short section from Suva Street to 27 Hansons Lane, where the cycle lane is against the kerb) will be provided on both sides of Hansons Lane between Blenheim Road and Riccarton Road.
 - (ii) Cycle lane treatments including advance cycle stop boxes will be installed at the Riccarton Road and Blenheim Road intersections.
 - (iii) Red surfacing will be installed at the intersections between Riccarton Road and Blenheim as well as these two key intersections.
 - (iv) As an additional safety measure, red surfacing will also indicate when the cycle lane leaves the kerb and continues outside the parking space, highlighting the shift to motorists.
- (d) **Secondary Objective 2: Improve facilities for pedestrians**
- (i) A 30m long, 2m wide build-out is proposed at the existing central pedestrian island near Hansons Reserve on the western side of the carriageway. This will reduce the crossing distance for pedestrians crossing in this location.
 - (ii) The crossing distance is also reduced at Haynes Ave owing to the change in kerb radii.
 - (iii) No specific pedestrian improvements are proposed at the Countdown entrance owing to limited space. However providing the right turning bay is expected to provide some pedestrian safety benefits as a driver may concentrate more on pedestrians rather than vehicles coming from behind on Hansons Lane.
 - (iv) Pedestrian facilities will also be improved by narrowing the crossing width in front of Hansons Reserve and at Haynes Avenue intersection, replacing footpaths, and improving street lighting.
 - (v) To assist the partially sighted tactile pavers will be provided at all intersections and crossing points.
 - (vi) The existing seat outside the Middleton Grange playing fields will remain.
- (e) **Secondary Objective 3: Improve safety at intersections**
- (i) This option provides a 2.5 m wide right turning bay at the Countdown supermarket entrance to cater for the high right turning flow into the countdown entrance.
 - (ii) A Stop sign will replace the Give Way sign at the countdown exit, to encourage drivers to check for pedestrians and cyclists before moving out on to the road.
 - (iii) The proposed kerb and flat channel will extend to Haynes Ave reducing the carriageway width at the intersection from 30m to 14 m by reducing the kerb radii. It is expected that the narrowing of the Haynes Avenue intersection will reduce the speed of vehicles turning into and out of Haynes Avenue.
 - (iv) A minor adjustment to the cycle lane at the Riccarton Road intersection means that cyclists are moved out between the left and right turning lanes earlier to provide more queuing space for left-turners.

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- (v) The No Stopping lines on the eastern side of Hansons Lane opposite Countdown have been extended to match the existing length of No Stopping to allow for the entrance to the Countdown loading area. This No Stopping allows vehicles to manoeuvre around any trucks waiting to turn right into the loading area.
- (f) **Secondary Objective 4: Landscape enhancement**
 - (i) The proposed build-out at Hansons Reserve will be landscaped
 - (ii) The grass berm outside the reserve is currently in poor condition owing to lack of sunlight and will be replaced with a wider footpath. White landscape roses will be considered for the landscaped area outside the reserve.
 - (iii) The grass berm will be removed for the length of the countdown site, and replace with asphalt.
 - (iv) In addition to, and as a result of meeting the above objectives, the following additional improvements/changes are proposed:

RELOCATION OF THE EXISTING FLUSH MEDIAN AND CENTRAL ISLANDS

- 29. This preferred option provides street parking on the western side plus some parking on the eastern side of Hansons Lane, 1.8 m cycle lanes on both sides of the carriageway (except for the short section on the east side from Suva Street to No 27, where the cycle lane is 1.6m wide), and 3.5m wide traffic lanes on Hansons Lane (except for the section of Hansons Lane north of Haynes Avenue where the north bound traffic lane reduces in width to 3.3m). This requires the existing 2.0m flush median and the existing central islands to move approximately 0.5 further to the east.

NO STOPPING AREAS

- 30. Most of the existing 'No Stopping' areas will remain except on the eastern side of Hansons Lane at the retirement home where the cycle lane will be located against the kerb. New 'No Stopping' will be provided at the following locations:
 - (a) On the Western side of Hansons Lane outside North West New Life Church and Conference Centre, and 36 Hansons Lane. This will improve the sight distance for vehicles exiting the driveway at the Northwest New Life Church.
 - (b) Haynes Avenue intersection for the extent of the kerb and flat channel.
 - (c) Near the Blenheim Road intersection (opposite Arthur Street) to provide space for the cycle lanes.
 - (d) When the cycle lane is against the kerb.
 - (e) No Stopping lines will now be included for all kerb-side cycle lanes, to remind motorists that the space is designated No Stopping.
 - (f) Minor changes have been made to the marking and No Stopping at the Arthur Street intersection, with no change to the parking spaces available.

ON-STREET PARKING SPACES

- 31. Currently Hansons Lane near Countdown supermarket has high parking demand throughout the day. This option sees the removal of eight on-street parking spaces from the eastern side of Hansons Lane and at the kerb build-out in front of Hansons Reserve.

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32. Full pavement reconstruction will occur from Haynes Avenue to Riccarton Road, with shoulder reconstruction only from Suva Street to Riccarton Road.

PART B – REPORTS FOR INFORMATION

3. DEPUTATIONS BY APPOINTMENT

3.1 The Workers' Foodbar – Haytons Road

Marilyn and Bevan Mason, owners of The Workers Foodbar, Haytons Road, discussed with the Board the recent difficulties their food shop has had with the current kerb and channel works.

Ross Herrett, Acting Transport and Greenspace Manager, advised the Board that the Council wished to work with the Masons in relation to their highlighted issues. A report will be forwarded to the Riccarton Wigram Transport and Roding Committee 23 May 2008 meeting.

3.2 Hornby Netball

Janine Weir and Lynley Willen discussed with the Board their intentions to revitalise the Hornby Netball Club. The Board advised Ms Weir and Willen to liaise with the Riccarton Wigram Community Recreation Advisor on how to implement their plans.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

The Board **received** correspondence from the following:

- (a) Christchurch City Council acknowledging receipt of the Board's submission on the 2008/2009 Draft Annual Plan.
- (b) Halswell Residents' Association, New Zealand Historic Places Trust, Canterbury Historic Places Trust, Christchurch Civic Trust and Christchurch Heritage Trust submission to the Board on the retention of the Aidanfield Heritage Farm Buildings.
- (c) Dave Hawke, survey on the need for a skateboarding facility in the Halswell area. The Board **requested** that staff provide a report to the Board's Environment Committee.

7. BRIEFINGS

Nil.

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8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update from the Community Board Adviser on Board related activities, projects within the ward, upcoming community events and the Board's Funding Report.

The Board **agreed** to meet on 13 May 2008 to formulate the Board's submission on the Council's Draft Metropolitan Sports Facilities Plan.

The Board **agreed** to meet on 24 May 2008 to review the Board's objectives and discuss what the Board wishes to achieve during its current term.

9. ELECTED MEMBERS' INFORMATION EXCHANGE

Board members were provided with an opportunity to share issues of concern and give a brief update on community activities.

Discussion was held on the future of cycling facilities within the Riccarton Wigram ward. The Cycling Club at Denton Park have advised that they will be making a submission to the Draft Metropolitan Sports Facilities Plan.

Mike Mora discussed the issue of including a clause on consultation documents advising that information given would be publicly available. He believes that the inclusion of the clause would stymie the consultation process. The Board requested that staff keep members updated on the proposed clause.

Mike Mora requested that staff provided an update on the Board's recommendation to the Council on proposed options on placing a memorial to Sir Edmund Hillary and Tensing within Hillary Crescent and Tensing Place.

The Board discussed the Council's decision not to purchase the Aidanfield Heritage Farm Buildings and the Halswell Residents' Association, New Zealand Historic Places Trust, Canterbury Historic Places Trust, Christchurch Civic Trust and Christchurch Heritage Trust submission to the Board. The Board were advised that there has been an appeal made to the Environment Court against the demolition order. Helen Broughton will work on the matter and report back to the Board.

10. GOOD NEWS STORIES

Mike Mora discussed with the Board the amount of funding the Board had distributed within the Riccarton Wigram Community and the "good news" stories that were contained in the Six Month Accountability Report within the Board agenda papers.

Beth Dunn advised the Board that the Riccarton High School Jubilee Committee thanked the Board for their financial contribution to print the school's Jubilee Book. All copies were sold and a reprint is currently being arranged.

Jimmy Chen and Judy Kirk outlined to the Board their recent visit to the China Showcase celebrating the Beijing Olympics and the Free Trade Agreement. Jimmy Chen and Judy Kirk also attended the Tai Chi book launch written by a Westmoreland resident.

11. 2007/2008 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

The Board **received** a report on the six month update on the balance of the Board's Project and Discretionary Funding allocations and the progress on the expenditure of those funds.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE BOARD

12. CONFIRMATION OF BOARD MEETING REPORT – 15 APRIL 2008

The Board **resolved** that the report of its meeting held on Tuesday 15 April 2008 be confirmed as a true and accurate record of that meeting.

13. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE - REPORT OF 18 APRIL 2008 MEETING

The Board received the report of the Transport and Road Committee meeting of 14 March 2008 and **resolved**:

13.1 ARANUI NO. 51 BUS ROUTE EXTENSION TO TOWER JUNCTION – BUS STOPS

That bus stops be installed in the following locations:

- (a) On the north side of Foster Street near the corner of Picton Avenue, commencing at a point 14 metres west from its intersection with the western boundary of Picton Avenue and extending in an westerly direction for a distance of 18 metres, retaining one car park to the east of the bus stop area.
- (b) On the south side of Foster Street commencing at a point 51 metres west from its intersection with the eastern boundary of Picton Avenue and extending in an easterly direction for a distance of 18 metres.
- (c) On the eastern side of Clarence Street South (sometimes referred to as Troup Drive), commencing at a point 53m south of the intersection (at the roundabout) with Troup Drive, and extending in a northerly direction for a distance of 18m.
- (d) On the western side of Clarence Street South (sometimes referred to as Troup Drive), commencing at a point 35m south of the intersection (at the roundabout) with Troup Drive, and extending in a southerly direction for a distance of 18m.

13.2 HANSONS LANE STREET RENEWAL PROJECT

The Board's recommendation on the approval of a cycle lane on Hansons Lane is recorded within the Part A report – Hansons Lane Street Renewal Project Clause 2 of the Board's 6 May 2008 Report.

To:

- (a) Approve the proposal shown on **Attachment 1** for detailed design tender and construction
- (b) Revoke the following current stopping prohibitions:
 - (i) That all existing no stopping resolutions on both the eastern and western sides of Hansons Lane from Riccarton Road to Blenheim Road be revoked.
- (c) Approve the following new No Stopping restrictions, subject to the Council approving the cycle lane:
 - (i) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Riccarton Road and extending 127 metres in a southerly direction.

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- (ii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Riccarton Road and extending 133 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Suva Street and extending 189 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Suva Street and extending 60 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Arthur Street and extending 23 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Arthur Street and extending 9 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Blenheim Road and extending 69 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Blenheim Road and extending 120 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at a point 32 metres north of its intersection with Arthur Street and extending 14 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Roche Avenue and extending 19 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Roche Avenue and extending 21 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Suva Street and extending 27 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Suva Street and extending 22 metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at a point 100 metres north of its intersection with Suva Street and extending 29 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Haynes Avenue and extending 18 metres in a southerly direction.

13 Cont'd

- (xvi) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Haynes Avenue and extending 17 metres in a northerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the southern side of Haynes Avenue commencing at its intersection with Hansons Lane and extending 15 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Haynes Avenue commencing at its intersection with Hansons Lane and extending 15 metres in a westerly direction.

13.3 BRODIE STREET PARKING STUDY

STAFF RECOMMENDATION

That the Board approve that the existing restriction, of a maximum period of 120 minutes, from 8am to 4pm, school days, on the west side of Brodie Street commencing at a point 29.5 metres from its intersection with Yaldhurst Road and extending in a north-easterly direction for a distance of 461.5 metres, be retained.

BOARD RECOMMENDATION

To replace the existing 120 minute parking restriction with a 30 minute parking restriction with restriction from 8am to 4pm on school days on the west side of Brodie Street between the two speed humps and installation of parking ticks be included on the west side of Brodie Street between the two speed humps

13.4 BRODIE STREET PROPOSED "STOP" CONTROL

The Board's recommendation on this matter is recorded within the Part A report – Brodie Street Proposed "Stop" Control Clause 1 of the Board's 6 May 2008 report.

13.5 CHURCH CORNER CLUSTER – KERB AND CHANNEL RENEWAL PROJECT

That:

- (a) The Church Corner Cluster project to proceed to detailed design, tender and construction, as shown on the plans for Board approval at Attachment 1.
- (b) The following traffic and parking restrictions:

Angela Street

- (i) That the no stopping be removed from the west side of Angela Street at its present position commencing at the intersection with Yaldhurst Road and extending 54 metres in a northerly direction.
- (ii) That the no stopping be removed from the west side of Angela Street at its present position commencing at the intersection with Bowen Street and extending 9 metres in a southerly direction.
- (iii) That the no stopping be removed from the east side of Angela Street at its present position commencing at the intersection with Bowen Street and extending 9 metres in a southerly direction.

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- (iv) That the stopping of vehicles be prohibited at any time on the east side of Angela Street commencing at its intersection with Yaldhurst Road and extending for 64 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Angela Street commencing at its intersection with Bowen Street and extending for 9 metres in a southerly direction.

Bowen Street

- (i) That the existing parking restriction P15 in Bowen Street between Fletcher Place and Waimairi Road be removed.
- (ii) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Peer Street and extending for 7 metres in an easterly direction.
- (iii) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Fletcher Place and extending for 35 metres in a westerly direction.
- (iv) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Fletcher Place and extending for 11 metres in an easterly direction.
- (v) That the no stopping be removed from the south side of Bowen Street at its present position commencing at 127 metres west of the intersection with Waimairi Road and extending for 28 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Peer Street and extending for 25 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Peer Street and extending for 11 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at 82 metres east of its intersection with Peer Street and extending 30 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Angela Street and extending for 14 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Angela Street and extending for 11 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Brake Street and extending for 9 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Fletcher Place and extending for 52 metres in a westerly direction.

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- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Fletcher Place and extending for 10 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at 122 metres from its intersection with Waimairi Road and extending for 50 metres in a westerly direction.

Brake Street

- (i) That the no stopping be removed from the east side of Brake Street at its present position commencing at the intersection with Leslie Street and extending 9 metres in a southerly direction.
- (ii) That the no stopping be removed from the east side of Brake Street at its present position commencing at the intersection with Leslie Street and extending 13 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Brake Street commencing at 95 metres from its intersection with Yaldhurst Road and extending for 36 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Leslie Street and extending for 10 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Leslie Street and extending for 11 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Brake Street commencing at its intersection with Bowen Street and extending for 14 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Bowen Street and extending for 14 metres in a southerly direction.

Leslie Street

- (i) That the no stopping be removed from the north side of Leslie Street at its present position commencing at the intersection with Brake Street and extending 9 metres in an easterly direction.
- (ii) That the no stopping be removed from the south side of Leslie Street at its present position commencing at the intersection with Brake Street and extending 9 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Leslie Street commencing at its intersection with Brake Street and extending for 12 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Leslie Street commencing at its intersection with Brake Street and extending for 12 metres in an easterly direction.

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- (v) That the stopping of vehicles be prohibited at any time on the north side of Leslie Street commencing at 53 metres north east of its intersection with Brake Street and extending for 30 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Leslie Street commencing at 53 metres north east of its intersection with Brake Street and extending for 13 metres in an easterly direction.

13.6 SPEED REVIEW – CASHMERE ROAD

That the Board request that staff include Cashmere Road between Oderings Nurseries and Hendersons Road in the speed review.

13.7 HYNDHOPE ROAD – PROPOSED “NO STOPPING” RESTRICTION

To approve:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 30 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 25 metres.
- (c) That a turning bay be installed near the western end of Hyndhope Road as shown in Attachment 1 of the report.

14. APPROVAL OF THE RICCARTON/WIGRAM COMMUNITY BOARD SUBMISSIONS TO THE 2008/2009 DRAFT ANNUAL PLAN AND THE TRAFFIC AND PARKING BYLAW REVIEW 2008

The Board **resolved** to approve the submissions to 2008/2009 Draft Annual Plan and the Traffic and Parking Bylaw Review 2008 as circulated.

15. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE - REPORT OF 15 APRIL MEETING

The Board received the report of the Community Services Committee meeting of 15 April 2008 and **resolved**:

- 15.1 To write to the Southern Area Commander, Inspector Johnstone, with a copy to the District Commander Superintendent Cliff outlining the problems which are occurring during weekend nights in the vicinity of Upper Riccarton Domain, and request that the police report back to the Board in two months time.
- 15.2 To allocate \$800 from the Board's Youth Development Scheme to Fiona Henderson as a contribution towards the costs for her to attend the 2008 Geography Olympiad in Tunisia.
- 15.3 To allocate \$500 from the Board's 2007/2008 Youth Development Scheme to James Benjamin Johnston as a contribution towards his travel expenses to attend the Softball Australia Friendship Games.
- 15.4 To allocate \$600 to Hornby Toastmasters for establishment costs from the 2007/2008 Board Initiatives Fund.

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- 15.5 To allocate from its Board Initiatives Fund \$4,125 for salary costs for the Youth Workers at the Hornby Presbyterian Church 24/7 Youth programme for the period 1 July 2008 – 15 September 2008.
- 15.6 To approve the reallocation of \$1,000 previously allocated under the Riccarton/Wigram Board's 2006/2007 Community Development Scheme to the Hornby Presbyterian Community Trust for the expenditure in the 2008 calendar year for costs associated with their Creative Arts School.

16. QUESTIONS UNDER STANDING ORDERS

Nil.

The meeting concluded at 7.12pm.

CONFIRMED THIS 20th DAY OF MAY 2008.

**PETER LALOLI
CHAIRPERSON**



BRODIE STREET
Proposed 'Stop' Control
For Board Approval

Original Plan Size: A4
ISSUE 1 12/03/08
TG034820 MCD

Section 1.01 Hansons Lane Kerb and Channel Renewal Consultation Programme

ARTICLE II. INITIAL ISSUES CONSULTATION

Initial issues survey 6-31 July 2007. Sent to all businesses and residents of Hansons Lane, from Suva St to Riccarton Road Summary of Hansons Lane Initial Issues Survey.

ARTICLE III. COMMUNITY BOARD CONSULTATION

20/12//07 Seminar with Riccarton/Wigram Community Board.

ARTICLE IV. EXTERNAL CONSULTATION JULY 2007

10 Responses to initial survey of residents and stakeholders survey:

6 were moderately concerned about traffic speed,

5 about cycle and pedestrian safety, and

4 about through traffic.

4 survey responses indicated serious concern about drainage. Drainage has also been identified as an issue by the Council. \$230,000 to \$320,000 has been set aside for this street, specifically for drainage.

6 respondents were happy with landscaping.

See above for comments and suggestions.

(a) Main findings of Council Internal Consultation process

Volume of through traffic needs to be managed not limited, as this is a collector Road.

Collector road function must be maintained.

ARTICLE V. CONSULTATION NEWSLETTER

Approximately 480 copies delivered and mailed Jan 27 2008 to owners/occupiers/stakeholders. Distribution area: all of Hansons Lane, both sides of Riccarton Road between Brake and Newman Streets. Haynes Avenue as far as Ballantyne. Suva between Renfrew and Ballantyne. Roche and Homer. Roche as far as Middleton Grange School.

ARTICLE VI. PROJECT INFORMATION EVENING

Thursday 7 Feb 2008 6-8.30 at la Vida Conference Centre 34A Hansons Lane.

ARTICLE VII. RESPONSE RATE

A total of 37 responses were received (including project evening, email, phone and internal feedback).

Some issues were raised and comments made in relation to the consultation plan. These have been grouped together according to location or subject, and are shown below. The bracketed number following each response is a reference number which identifies its original source. Hard copies are filed, feedback summarised and recorded below.

Community consultation on the preferred option was undertaken January and February 2008. Approximately 580 households in Hansons Lane, Riccarton Road between Brake and Newnham Streets, Haynes Ave as far as Ballantyne Street. Suva Street between Renfrew and Ballantyne, Roche and Homer Streets, Arthur Street as far as Middleton Grange, absentee landowners and other interested groups, were consulted, of which 37 responded. The majority of respondents (97%) were in support of the proposal.

Support	Number of Responses	% of Total Responses
Generally Support	21	56.8%
Generally Support (with suggestion)	15	40.5%
Does Not Support	nil	0%
Suggestion only	1	2.7%
Total	37	100%

The following pages contain a list of all consultation feedback for Hansons Lane, grouped according to topic. Each comment was considered by the project team. Responses/Action points are recorded in the right hand column.

General	Feedback	Team Response
	Liaison with businesses during construction will be critical. Need to understand when we can do the work best – eg La Vida, - liaise to fit around functions/church services; Countdown; House and Garden and any others? Will need to arrange a meeting with Countdown management if we don't have any feedback from them by the end of the consultation period. Cutdown required for alleyway to street (PE anon) Need tactiles to indicate crossing points at Suva Street as a way from intersection to encourage crossing at refuge islands, also at intersection for crossing alignment.	Yes
Pedestrians	If the entrance to Countdown is being treated as a road then you need tactiles, otherwise ensure that cars are required to stop and check, particularly as there are a number of older and frail residents in this area.(1)	Team to approach Countdown to ask if sign can change to Stop sign if it is not already. Scheme designer to check whether trees are impeding vision and if so advise Network Operations to raise RFS to trim.
Pedestrians	Can another seated area be incorporated into the grassed area? . Many older residents currently sit on fence or do not venture as far as the shops, or require breaks. (phone call follow up clarified that frail ambulant would benefit from another seat set in grass berm closer to Riccarton Road corner – set in grass, not footpath, so that mobility scooters etc are not limited (1)	Consultation Leader to approach no 17, 19 & 21 to see if they are OK to put seat and associated sealed area in front of their section.
	As most houses are rentals and empty for long periods I suggest green berms are not needed from Suva Street to Countdown. These paths are well used by pedestrians and would appreciate the extra width to get around the rubbish left on Rubbish day (15)	Grass berms to remain as per consultation plan except outside Countdown. Team considered that it is desirable to retain as much green as possible. Only one request for this. Wide footpaths are included.
	Footpaths on both sides of the road need doing even more than the kerb and channel. Many people have tripped or fallen on the appalling state of these paths(16) Should make cycleway near 25 Haynes Ave narrower. At certain times of the day that area is the busiest area at Hansons lane due to incoming goods delivered by HUGE Trucks at Countdown.(24)	Acknowledged, no action required. Cycleway is as per Council standards.

Pedestrians	Feedback	
	<p>Check gateway from Rannerdale. Also check the gateway from the Middleton Grange playing fields – shown on plan as being opposite the pedestrian islands. Photo shows well worn track going to a gate at the south end, adjacent to Rannerdale.(PE2)</p> <p>Pedestrian crossing at Suva St corner?(26)</p> <p>Is there a good reason that the footpath (and vice versa the berm) is adjacent to the carriageway on one side and not the other?</p> <p>Thank you for the cycle lanes marked red which improve safety in Hansons Lane. Slowly cycling can come back to Christchurch. Well done(6)</p> <p>I have reservations re cyclists. I am an elderly one, and the cycle lane is going to be a death trap from someone. Is there no other way cycles could be separated? That is, the choice of Left and Right plus straight ahead is a recipe for disaster. But, best of luck, I am sure someone has deliberated over this proposal.(13)</p> <p>As cost saver could have blobs of red instead of whole lane (cycle log in each), across the intersections.</p>	<p>Team Response</p> <p>No action required</p> <p>Doesn't meet warrant. No action required.</p> <p>No, layout is as it currently is. There are benefits either way. No action required.</p> <p>Scheme designer to include advance stop boxes at each end.</p> <p>No, not Council standard.</p>
Cyclists	Does the change of lane from kerb to outside the parking area need to be in red?	<p>Scheme designer to include.</p>
	<p>Cross section A – cycle lane could be 1.9 , reduce the Western side of the carriageway to 3.3 , to match the eastern side? Cross section B: change western cycleway to 1.9, carriageway to 3.4. Eastern side carriageway to 3.4, cycleway to 1.7?(29)</p> <p>Following meeting to look at cycle policy, it was raised that there are issues with people parking in the no-stopping areas inside the cycle lanes. Recommend putting BYLS (no stopping lines, dotted yellow), back in all kerb-side cycle lanes(29)</p> <p>Landscaping on corners of Suva Street and Haynes Avenue/Roche Avenue=carpet roses(15)</p>	<p>No action required, cycle lanes as per Council standard.</p> <p>Scheme designer to install broken yellow no stopping lines in cycle lanes where they are adjacent to the kerb (as per instruction from cycle planner).</p> <p>No project action at Suva St intersection, Haynes is grass due narrow strips</p>
Landscaping	Suggest landscaping not just grass at intersection of Suva on western side of Hansons (issue with maintenance?)(PE2)	<p>No project action at Suva St intersection</p>

	Feedback	Team Response	
		No action required, not within project scope	
On-street Parking	Improvement should include cutting down of some the fluffy trees around our areas. The spill out cotton-like stuff around Christmas that messes up our whole neighbourhood (24)		
	Please pull up some of the trees along Hansons Reserve or at least do some trimmings with some of the big trees (25)	Consultation Leader to raise RFS to get arborists to review.	
	Cycle boxes at Blenheim and Richardton corners – improves cycle safety and visibility (30)	as above	
	Limitations on parking in Arthur Street vicinity would reduce availability and further clog the lane and/or Arthur Street (14)	Scheme designer to review and ensure parking reduction is minimised	
	La Vida would prefer to have additional vision rather than park to the left of La Vida entrance(PE 2)	Noted, no action required.	
	La Vida has resource consent to use 174 car parks on the road. Countdown employees encroach and push people further down the street.	No action required	
	I am pleased to see that most of the on-street parking is retained near private houses (23)	No action required	
	Should be no parking outside 25 Haynes Ave and 20 Hansons Lane because of trucks parking outside Countdown. In addition our areas should have limited parking as do other parking areas in and around Christchurch. Why not?(14)	Already removing parking, do not want to remove parking unnecessarily.	
	What parking status outside 111 – No stopping – should be lines? 105-103 - Two driveways close to Arthur Street - No Stopping should extend to 103? Taper could go back to there as well(30)	Scheme designer to review.	
	Be aware Middleton Grange School bus in Arthur Street (PE 1)	No action required	
Traffic	Access from Hansons Lane to Countdown should be minimised. Suggest shifting Riccarton/Road Countdown entrance closer to Hansons Lane (15 metres from corner) and relocating bus stop further up the road. Could control the right turn off Riccarton Road with signals, especially if the island to the north on Riccarton Road was enlarged. There is a problem with congestion and truck access/parking outside and into the Countdown entrance, including trucks parking on the wrong side of the road, and reversing out from Countdown. Countdown wants to do something about this (?)	Countdown has approval for current configuration, cannot easily change. No action required.	
Traffic	Issue also with right hand turn from Hansons Lane coming from Blenheim Road end into the garden centre/landscaping businesses. – How do cars and cyclists get across the right-turning lane into Countdown? Could just have a painted median and no lane (31)	There is no restriction on turning across right turning lane. No action required	

Feedback	Team Response
<p>Further improvements needed for the Hansons Lane/Countdown entrance and exit. It is NOT good practice for cars to be sitting over the footpath because they have no line of sight. Cars give no consideration to pedestrians and cyclists using the footpath and road edge. This entrance/exit is a pedestrian/cyclist death trap. Check accident data – there's been PLENTY of accidents at this particular spot (17).</p>	<p>Countdown has approval for current configuration, cannot easily change. Plenty of vehicle accidents (3) but no pedestrian accidents. Scheme designer to review amount of stacking length for LH lane.</p>
<p>The changes proposed in the vicinity of Arthur Street would appear to limit traffic flow to Blenheim Road. Certainly the changes would make access at my address difficult (trailer involved).(14)</p>	<p>Cycle lane will provide additional space for trailer manoeuvring. No changes to kerbline.</p>
<p>The existing traffic-calming measure at Suva Street/Hansons Lane has no benefit in slowing traffic because traffic must stop at the stop sign in any case. The benefit of the short crossing distance for pedestrians could be achieved by installing a centre pedestrian island instead. This would enable the addition of a left turn lane for Suva St traffic. Then right-turning and through Suva Street traffic would not block left turning Suva St traffic at this intersection (left-turning Suva St traffic gives way to only one lane of Hansons Lane traffic but through and right-turning traffic gives way to both lanes of Hansons Lane traffic. (23-includes diagram over page)</p>	<p>Project does not have funds to alter Suva Street. No action required.</p>
<p>It's really sensible to put a Stop sign at Suva St intersection (25)</p> <p>Enlarge the entrance of Suva Street between nos 51 and 52, and make it a two lane stop junction. See diagram (25)</p> <p>Slow the traffic down please. Trucks cause most noise and damage. Surface is in poor condition. Need traffic slowed and made safer for school children walking and biking(26)</p> <p>It's tricky coming out of the Garden Centre trying to turn right into Riccarton Road – quite often turn left into Haynes Ave and back!(27)</p>	<p>No action required.</p> <p>Do not want to encourage additional traffic onto Suva St. No action required.</p> <p>This is scheme's intention. No action required.</p> <p>Agreed, it will be difficult with 10,000 vpd. No action possible.</p>
<p>Council put in the continuity lines and double lanes at the Countdown corner (Western side, leading to Riccarton) because there had been accidents with cars coming from the south to turn left,, indicating early and being hit by cars turning right into Countdown. This accident rate has gone right down – but could rise again because the cycle lane takes away the definition?(30)</p> <p>Please consider more speed signs. Some cars tend to come off Blenheim Road at 60 km and carry on at that speed down Hanson Lane – a constant problem</p>	<p>Scheme designer to review but consider that edge of cycleway provides similar definition.</p> <p>Scheme designer to check that signage complies with current LTNZ requirements.</p>
<p>Request to prune pear trees in Hanson Reserve as walking becomes difficult in the park</p>	<p>RFS raised.</p>

Outside scope of project

12. 6. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
16 APRIL 2008**

**A meeting of the Shirley/Papanui Community Board
was held on Wednesday 16 April 2008 at 4pm
in the Boardroom, Papanui Service Centre**

PRESENT: Megan Evans (Chairperson), Ngaire Button, Pauline Cotter, Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers.

APOLOGIES: An apology for lateness was received and accepted from Norm Withers who joined the meeting at 5.06pm and was absent for clause 14 and part of clause 2.1. Ngaire Button left the meeting at 9.16pm and was absent for part of clause 15.2.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. VESTING OF COASTAL CONSERVATION LAND

General Manager responsible:	General Manager City Environment DDI 941 8608
Officer responsible:	Acting Transport and Greenspace Unit Manager
Author:	Kay Holder, Regional Parks Team Manager, Lewis Burn, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council to accept a vesting from the Department of Conservation (the department) of a strip of conservation land on the coast adjacent to Bottle Lake and Spencer Park, as recreation reserve.

EXECUTIVE SUMMARY

2. Situated between Beach Road and Heyders Road is a narrow strip (approx 30m wide 2.7m long) of coastal land outside the marine foreshore which is presently held by DOC as conservation estate. For the most part this land adjoins Bottle Lake Forest (Refer **Attachment 1 and 2**).
3. Discussions have been held with the department on the Department's and Council's responsibility for management in this area. The Department proposes that this land be vested in Council, a solution which staff see as sensible for administration reasons to rationalising recreation and ecological management of this area. This land has in effect been managed by the Council for many years as part of its coastal operations.
4. The department's offer is to vest this land in Council free of charge as a recreation reserve and if accepted by Council, department staff will seek the consent of the Minister of Conservation to the vesting of the land and arrange for the notification in the New Zealand Gazette.

FINANCIAL IMPLICATIONS

5. There are little financial implications with supporting this vesting. The vesting is at no land cost. The department will be meeting most of the administration costs for this process with the Regional Park budget picking up minimal cost. Maintenance costs for tracks etc are already covered in the Regional Park Coastal area budget.

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

6. Yes.

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1. Cont'd

LEGAL CONSIDERATIONS

7. The Board does not have delegated authority to authorise acceptance of the proposed vesting; such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council.
8. The land is currently a conservation area subject to the Conservation Act 1987. Section 8 of that Act provides that the Minister of Conservation may by notice in the Gazette declare any conservation area to be a reserve under the Reserves Act 1977 and have a classification under that Act. Upon becoming a reserve the land ceases to be a conservation area and may be vested by the Minister in a Local Authority and used for the purpose of the given classification.
9. The classification as a recreation reserve aligns with the activities and amenities that are currently on this land and the way in which it has and will continue to be managed.

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

10. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Not applicable.

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

12. This fits within the Regional Parks context.

ALIGNMENT WITH STRATEGIES

13. Not applicable.

Do the recommendations align with the Council's strategies?

14. Yes - Coastal Parks management.

CONSULTATION FULFILMENT

15. None appropriate by the Council. The department will carry out consultation with the iwi rununga as part of the process to vest the land.

STAFF RECOMMENDATION

It is recommended that the Council accept a free vesting of the coastal conservation area within the Shirley/Papanui ward, the subject of this report, as recreation reserve under the Reserves Act 1977 with the Council and the Department of Conservation to meet their own legal and process costs.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 JASON DEAN – FLOCKTON STREET SPEED HUMPS

Jason Dean spoke to his previously-circulated material which outlined his concerns at the effect on his house and family of traffic vibration which he believes is exacerbated by the stick-on modular rubber speed cushion outside his property. A detailed history of the project was provided which included reference to the speed cushion being a trial only. A post-construction survey was undertaken in June 2007 and resulted in complaints from three residents of their houses shaking. He asked that alternatives be considered.

Members advised Mr Dean to catalogue the house damage and also to approach his insurer. Mr Dean advised he had not noted any improvement in driver behaviour as a result of the calming measures.

2.2 GLEN WALKER – FLOCKTON STREET SPEED HUMPS

Glen Walker tabled his written deputation. This established that house shaking as a result of heavy vehicles passing was evident in August 2005. The speed cushions have not, in his observation, changed drive behaviour. He reported that vehicle noise has increased. Photographs of damage to his house were in his written statement. Mr Walker requested that the cushions be removed at the end of the assessment period and alternatives looked at.

The Acting Team Leader Project Management, Clarrie Pearce, provided information to the Board.

The Board **decided** to ask staff for a full report to be presented at the Board meeting in June in relation to Flockton Street and the impact of the speed cushions, and that Mr Dean and Mr Walker be informed when the report is on the agenda.

2.3 NICOLA BENFELL – BUS PRIORITY ROUTE

Nicola Benfell spoke about her opposition to not having designated resident-only on-street parking under the Bus priority proposal. Although resident in the Fendalton/Waimairi ward, she had been unable to arrange to attend that Board's meeting on the previous evening. The staff proposal was for P120 parking for two spaces Monday to Friday.

The Board acknowledged that while the issue was one for the Fendalton/Waimairi Board to address, it **decided** to ask staff to comment during the Bus Priority agenda item and that staff would inform her of the outcome. A decision is recorded in clause 11 of the report.

2.4 INSPECTOR ANDY MCGREGOR – NEW ZEALAND POLICE

Inspector McGregor gave the Board a briefing on recent developments in the ward.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

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5. CORRESPONDENCE

The Board **received** the following correspondence:

5.1 Jo Wall

Copies of emails from Jo Wall, Lianne Dalziel MP and the Transport Planner regarding safe cycle access over the Main North Road bridge.

The Board **decided** to ask staff to respond to the questions raised and enquire of Land Transport New Zealand about their plans for the bridge.

5.2 Robin and Jan England

A response from the Mayor to a request from Robin and Jan England to name the Groynes Dog Park in memory of the late Graham Condon.

The Board **decided** that staff respond to Robin and Jan England that the naming of the Graham Condon Leisure Centre is seen by the Board as a more appropriate recognition of his life-long passion.

5.3 Peter Tucker

A copy of an email to the Mayor's Secretary regarding traffic concerns in Northfield Road.

The Board **decided** that a public meeting with Mr Tucker and other residents of Northfield Road be held to listen to community concerns.

5.4 Leslie Griffiths

A letter requesting the Greenspace Traffic Works Committee to investigate a give-way sign and markings at the intersection of Spencerville and Lower Styx Roads.

The Board **decided** that staff be asked to comment on the feasibility of the suggestion.

5.5 Redwood Styx Spinning Group

The Redwood Styx Spinning Group expressed concern at recent two-hour parking restrictions in the Redwood Library and Redwood Tennis Club area. This presented parking difficulties for the elderly members who meet in the Tennis Club for four hours twice a month.

The Board **decided** to ask staff to investigate and report back on the rationale of the restriction.

5.6 St Albans Community Centre

An email to the community expressing concern that a liquor store would be opening on the Edgeware/Colombo Street corner.

6. BRIEFINGS

Nil.

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7. COMMUNITY SERVICES AND EVENTS COMMITTEE MEETING – REPORT OF 11 MARCH 2008

The Board received for information the confirmed meeting report of the Community Services and Events Committee for 11 March 2008 and noted the following decisions had been made under delegated authority:

7.1 Megan Evans was elected Deputy Chairperson of the Community Services and Events Committee.

7.2 Shirley Rugby Football Club

The Committee approved a grant to the Shirley Rugby Football League Club of \$800 to cover coaching courses and managers courses and that further information be provided on the type of whiteboard requested before funding for that item could be considered.

8. GREENSPACE COMMITTEE MEETING – REPORT OF 17 MARCH 2008

The Board received for information the confirmed meeting report of the Greenspace Committee for 17 March 2008 and noted the following decisions had been made under delegated authority:

8.1 Megan Evans was elected Deputy Chairperson of the Greenspace Committee.

9. TRAFFIC WORKS COMMITTEE MEETING – REPORT OF 17 MARCH 2008

The Board received for information the confirmed meeting report of the Traffic Works Committee for 17 March 2008 and noted the following decisions had been made under delegated authority:

9.2 Matt Morris was elected Deputy Chairperson of the Traffic Works Committee

9.3 Morrison Avenue Proposed Installation Of 60 Minute And 15 Minute Parking Restrictions

The Committee approved the installation of 60 minute and 15 minute restricted parking in the shopping area of Morrison Avenue near the intersection of Langdons Road as follows:

- (a) That the parking of vehicles be restricted to a maximum period of 15 minutes on the south east side of Morrison Avenue commencing at a point 12.5 metres from the intersection with Langdons Road (at the end of the no stopping lines), and extending in a north easterly direction to a point 39.5 metres away directly opposite the end of the shops.
- (b) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north-west side of Morrison Avenue commencing at a point 12.5 metres from the intersection with Langdons Road (at the end of the no stopping lines) and extending for 40.5 metres in a north-easterly direction to a point directly outside the end of the shops.

10. UPDATE FROM COMMUNITY BOARD ADVISER

The Board **received** updates from the Community Board Adviser on forthcoming Board related activities and projects over the coming weeks and on the status of the Board's funds. This included the opportunities available for the Board to consider making submissions to the Council on a range of consultation documents and reviews.

In reference to the explanatory memorandum on the history of the Morrison Avenue Bowling Club signage, the Board **decided** that Ngaire Button, Megan Evans and Yvonne Palmer, with support from Deputy Mayor Norm Withers, meet with the Acting Unit Manager of Transport and Greenspace, Mr Herrett, to discuss the Morrison Avenue Bowling Club signage issue with regard to existing use rights and to further discuss the matter with the Chief Executive Officer if necessary.

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10. Cont'd

The Board considered and **adopted** the schedule of Board Objectives as attached to the agenda.

The Board **decided** that the question of non-notified resource consent applications would be raised by the Chairperson at a joint Staff Board Chairpersons forum.

11. PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY ROUTE

The purpose of this report was to seek the Board's recommendation to the Council to proceed to detailed design, tender and construction for the Papanui Road/Main North Road bus priority route.

It was noted that this Bus Priority Route also covered part of the Fendalton/Waimairi ward and that the sections relevant to that Community Board had been presented to them on the previous evening seeking a recommendation to the Council.

Staff member Kirsten Mahoney responded to the deputation from Nicola Benfell. There were three spaces available on the property, servicing four units. Parking in this area is covered by the Merivale Parking Strategy and two P120 on-road parks was seen as suitable. The P120 applied to week-days only. The Board noted this was a matter that the Fendalton/Waimairi Community Board needed to consider.

The report was considered. It was acknowledged that while the agenda had been received within the required timeframe, the issue to be considered was a complex one and as a result, there was some discomfort that not enough time had been allowed to sufficiently consider the matter.

Members noted that at least two clauses related solely to the Fendalton/Waimairi Ward.

The Board **decided** to let the matter lie on the table and that an extraordinary meeting be held on Tuesday 22nd April at 12 noon to further consider the report.

12. ELECTED MEMBERS INFORMATION EXCHANGE

- **Childcare Centres:** It was noted that St Albans Edu-Care Centre and the Redwood Playcentre did not feature on the Community Facilities Review matrix. It was decided staff be asked to clarify this omission.
- **Papanui Liquor Ban:** It was proposed to raise the matter of a liquor ban for the central business district of Papanui at a Council meeting. Members noted Council had a general policy on this topic, which was also being considered by the Regulatory Working party, and recognised the need to work jointly with the Council on the matter.
- **Public Access to Board Meetings:** members noted that in general, the public door to the rear of the Service Centre was kept locked during meetings with an electronic bell for access. Members agreed this was not providing adequate public access to meetings and decided that staff be requested to look at improving that access.
- **Council Housing Rent Review:** The Board decided to propose the topic of Council Housing Rent Process for a combined Community Board seminar topic; and, undertake a tour of Council housing units within the ward.
- **2008 Youth Environment Forum:** A Shirley Boys High School pupil has been selected for this forum. The Board decided that the school's principal be asked to provide feedback.
- **Spokes Canterbury Cyclists Association:** The Association is arranging a bike tour and has invited the Board members to participate. Contact details have been supplied to the Community Board Adviser.
- **Marble Wood Drive:** The Board decided that staff be asked to provide details of a recent planning decision at this location.
- **Chairpersons Report:** The Chairperson tabled a schedule of her recent Board related activities. This included the meeting reports of the Board Chairpersons' and Staff forum held on 15 February 2008 and the 2009 Community Board Conference Organising Committee meeting held on 17 March 2008.

12. 6. 2008

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12. Cont'd

- One-Stop-Shop: Advice received from the Housing Corporation was that their withdrawal of services from this Acheson Avenue facility was based on lack of community demand.
- Funding: The Board noted some recent funding recipients have yet to uplift their grants. Yvonne Palmer indicated her opposition to a previous decision to transfer some discretionary money to the Youth Development fund.

13. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

14. CONFIRMATION OF REPORT

The Board **resolved** that the report of the ordinary meeting of the Board held on Wednesday 19 March 2008 be confirmed, noting that the following amendments to clause 15 were needed:

Replace "*that the St Albans Pavilion and Pool needs to provide a letter of guarantee*" with "*St Albans Pavilion and Pool needs to provide letters of guarantee.*" and remove the word "*substantive*".

15. SUBMISSIONS ON CHRISTCHURCH CITY COUNCIL AND ENVIRONMENT CANTERBURY DRAFT ANNUAL PLANS

15.1 Environment Canterbury Draft Annual Plan

In discussion with the Environment Canterbury Councillors Carole Evans and Jane Demeter, the Board identified a range of topics for inclusion in a submission on Environment Canterbury's Draft. Annual Plan. The Board **resolved** to adopt the submission.

15.2 Draft Christchurch City Council Annual Plan 2008/09

The Board identified a range of topics to make a submissions on. The Board **resolved** to adopt the submission.

16 RESOLUTION TO EXCLUDE THE PUBLIC

The Board resolved, to exclude the public from a briefing from Inspector Andy McGregor from the New Zealand Police under section 48 (1) (a) and section 7 (2) (a) of the Local Government Official Information and Meetings Act 1987.

The meeting concluded at 9.36 pm.

CONFIRMED THIS 21ST DAY OF MAY 2008

**MEGAN EVANS
CHAIRPERSON**

12. 6. 2008

Shirley/Papanui Community Board 16.4.2008



12. 6. 2008

Shirley/Papanui Community Board 16.4.2008



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12. 6. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
22 APRIL 2008**

**An extraordinary meeting of the Shirley/Papanui Community Board
was held on Tuesday 22 April 2008 at 12 noon
in the Boardroom, Papanui Service Centre**

PRESENT: Megan Evans (Chairperson), Ngaire Button, Aaron Keown, Matt Morris,
Yvonne Palmer and Norm Withers.

APOLOGIES: An apology was received and accepted from Pauline Cotter.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. PAPANUI/MAIN NORTH ROAD BUS PRIORITY ROUTE

This matter was reported to the Council on 15 May 2008 as the subject of a joint Chairpersons' report from the Fendalton/Waimairi and Shirley/Papanui Community Boards.

The meeting concluded at 1.10pm.

CONFIRMED THIS 21ST DAY OF MAY 2008

**MEGAN EVANS
CHAIRPERSON**

**SPREYDON/HEATHCOTE COMMUNITY BOARD
15 APRIL 2008**

**A meeting of the Spreydon/Heathcote Community Board
was held on Tuesday 15 April 2008 at 4.30pm
in the Boardroom, Beckenham Service Centre**

PRESENT: Phil Clearwater (Chairperson), Barry Corbett, Chris Mene,
Karolin Potter and Sue Wells

APOLOGIES: An apology for lateness was received and accepted from
Chris Mene who arrived at 4.42pm and was absent for
clause 10 and part of clause 15.
Apologies for absence were received and accepted from
Tim Scandrett and Oscar Alpers.

The Board reports that

PART B – REPORTS FOR INFORMATION

1. COLOMBO STREET / CITY SOUTH BUS PRIORITY ROUTE

This item was forwarded to the 15 May 2008 Council meeting by way of a chairperson's report.

2. DEPUTATIONS BY APPOINTMENT

2.1 ANTHONY DUNCRAFT OWNER OF CYCLONE CYCLES & MOWERS, COLOMBO STREET

Anthony Duncraft spoke about his concern that the prohibiting of vehicles stopping at any time on Colombo Street, particularly outside his business located at 245-247 Colombo Street would have adverse outcomes for his business.

The Board **decided** to request a Council staff memorandum to be provided prior to the 9 May 2008 Board meeting on the following matter:

- (a) An investigation into a solution regarding parking arrangements and the possibility of incorporating a combined parking bay/pedestrian way outside the businesses situated at numbers 245-247 Colombo Street.

2.2 MERRET SMITH, A BICYCLE RIDER AND REGULAR USER OF COLOMBO STREET

Merret Smith raised his concerns regarding general safety for cyclists, the problems with having buses and bicycles sharing one lane, whether or not there will still be cycle lanes at non peak times and the lack of enforcement of the traffic rules in his opinion in relation to bicycle lanes. The Board discussed these matters.

2.3 DAVE JOHNSON A BICYCLE RIDER AND REGULAR USER OF COLOMBO STREET

Dave Johnson raised general traffic safety concerns for cyclists which in his opinion discourage people from riding bicycles on City streets, problems with buses and cyclists sharing the same lane, the need for a separate and safe place for cyclists to ride which would increase the number of people using bicycles. Mr Johnson suggested that there is a need for more off road cycle connection routes especially around the river areas.

Correspondence on the matter was received from Mike Thorley, bicycle rider and regular user of Colombo Street.

The Board **decided** to include Mr Johnson's suggested routes for off road cycle connection routes in its submission on the Draft Annual Plan 2008/09.

Spreydon/Heathcote Community Board 15.4.2008

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S UPDATE

The board **received** updates from the community board adviser on forthcoming board related activity over the coming weeks and a memorandum from staff containing information regarding the Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection (part c, clause 16 refers).

8. BOARD MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- International Association of Public Participation training programme to be held in Christchurch on 9/10 September 2008.
- Community Engagement Books available for information.
- There are differences of opinion regarding the analysis of statistics in relation to Council Housing.

9. MEMORANDUM FROM PETER MITCHELL GENERAL MANAGER REGULATION AND DEMOCRACY SERVICES GROUP

This matter was **received** and held over for discussion until the board meeting scheduled for 17 June 2008.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING REPORT – 4 APRIL 2008

The board **resolved** that the report of its ordinary meeting of 4 April 2008, be confirmed.

11. RUSKIN STREET – PROPOSED NO STOPPING RESTRICTION

The board considered a report from staff recommending the installation of a “no stopping” restriction on Ruskin street.

The board **resolved**:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at the Selwyn Street intersection and extending in an easterly direction for a distance of 25 metres be revoked.

Spreydon/Heathcote Community Board 15.4.2008

11 Cont'd

- (b) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 36 metres from its intersection with Selwyn Street and extending in a easterly direction for a distance of 15 metres be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at the Selwyn Street intersection and extending in a easterly direction for a distance of 51 metres.

12. SPARKS ROAD / HOON HAY ROAD PEDESTRIAN CROSSING FACILITIES

The board considered a report from staff recommending that the board approve the Sparks Road school patrol pedestrian crossing facility project and the Hoon Hay Road kea crossing facility proceeding to final design, tender and construction.

The board **resolved** to:

- (a) Approve the Sparks Road School Patrol Pedestrian Crossing facility project to proceed to final design, tender and construction, as shown on the scheme plan.
- (b) Approve the Hoon Hay Road Kea Crossing facility project to proceed to final design, tender and construction, as shown on the scheme plan.
- (c) Approve the following new "no stopping" restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the east side of Rydal Street and extending 20 metres in a easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the west side of Rydal Street and extending 18 metres in a westerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the west side of Rydal Street commencing at its intersection with the south side of Sparks Road and extending 15 metres in a southerly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the east side of Rydal Street commencing at its intersection with the south side of Sparks Road and extending 15 metres in a southerly direction.
 - (v) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at a point 35 metres west of its intersection with the west side of Rydal Street and extending 27 metres in a westerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at a point 42 metres west of its intersection with the west side of Rydal Street and extending 26.5 metres in a westerly direction.
 - (vii) That the stopping of vehicles be prohibited at any time on the west side of Hoon Hay Road commencing at a point 82.5 metres north of its intersection with the north side of Sparks Road and extending 13 metres in a northerly direction.
 - (viii) That the stopping of vehicles be prohibited at any time on the east side of Hoon Hay Road commencing at a point 80.0 metres north of its intersection with the north side of Sparks Road and extending 19 metres in a northerly direction.
- (d) Approve the following new priority control:
 - (i) That a "Give Way" sign be placed against Rydal Street at its intersection with Sparks Road.

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13. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD 2007/2008 YOUTH ACHIEVEMENT SCHEME

The Board considered a report from the community recreation and sport adviser seeking funding for Febbie Sangkop, a 17 year old student who lives in the Hoon Hay area to attend the Students Against Drink Driving South Island Conference in Christchurch from 22-24 April 2008.

The Board **resolved** to make a grant of \$150 from the 2007/2008 Youth Achievement Scheme to Febbie Sangkop to attend the Students Against Drink Driving South Island Conference in Christchurch from 22-24 April 2008.

14. CASHMERE PLAYGROUND UPGRADE AND LANDSCAPE ENHANCEMENT

The Board considered a report from staff seeking approval for the final landscape plan for the Cashmere playground upgrade and landscape enhancement, and to proceed to detailed design and construction, following public consultation.

The Board **resolved** to approve the final plan for Cashmere playground upgrade and landscape enhancement and to proceed to detailed design and construction.

15. REQUEST FOR FUNDING: SPREYDON/HEATHCOTE COMMUNITY BOARD DISCRETIONARY FUND

The Board considered a report from staff containing requests from community groups for funding from the 2007/2008 Board discretionary funds.

The Board **resolved** to:

- (a) Approve a grant of \$3,000 to Addington.Net towards rent/lease costs for July and August 2008.
- (b) Approve a grant of \$7,000 to Cashmere Residents Association to support the second stage of the Cashmere Visioning Project.
- (c) Approve a grant of \$6,072 to Rowley OSCAR to support the shortfall in salary and operating costs for July and August 2008.
- (d) Approve a grant of \$4,000 to SHARP Out of School Care towards staff and volunteer costs for the holiday programme for July and August 2008.
- (e) Approve a grant of \$6,000 to the Spreydon Community Gardens Trust – Strickland Street Community Garden towards the shortfall for salary and operating expenses for July and August 2008.
- (f) Approve a grant of \$6,457 to the Waltham Community Cottage towards salaries of the Cottage Coordinator and Playground Supervisor for July and August 2008.

16 COMMUNITY BOARD ADVISER UPDATE CONTINUED

Further to clause 7 (part b) of this report, The board **resolved**:

- (a) That staff be requested to provide a breakdown of the matters covered in the memorandum concerning Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection into short term and long term matters to be provided to the 15 July Board meeting.
- (b) That staff review and address matters previously raised by the Board concerning the Living Streets Strategy in relation to the Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection.

12. 6. 2008

Spreydon/Heathcote Community Board 15.4.2008

16 Cont'd

- (c) That staff consult and work with ECan in the development of the report concerning Aynsley Terrace/ Centaurus Road/Rapaki Road/Vernon Terrace intersection to be provided to the 15 July 2008 Board meeting.
- (d) To include the following matters in its submission on the Draft Annual Plan 2008/2009: the Board's number one priority is our environment, Mid Heathcote Opawaho Linear Park Master Plan, resolution of the metropolitan traffic and parking infrastructure issues for Rapaki, Mt Vernon, Murray Aynsley and Montgomery Spur recreational areas, allocation of resources for restoration of the Waltham War Memorial Gates and Wall, additional resources allocated under the line item Community Support Democracy, concern that there are uniform charges made for rates and waste collection, the increase in charges for childcare and whether they are fair and ideas for off road bicycle routes.

The meeting concluded at 6.55pm.

CONFIRMED THIS 9TH DAY OF MAY 2008.

**PHIL CLEARWATER
CHAIRPERSON**

12. 6. 2008

**REPORT BY THE CHAIRPERSON OF THE
SPREYDON/HEATHCOTE COMMUNITY BOARD
9 MAY 2008**

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. COLOMBO STREET AT CHRISTCHURCH SOUTH POLICE STATION – PROPOSED ‘KEEP CLEAR’ AREA

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Patricia Su, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council the installation of a ‘Keep Clear’ area on Colombo Street by the Christchurch South Police Station vehicle entrance. (See **Attachment 1**).

EXECUTIVE SUMMARY

2. The Council has received a request from the NZ Police to install a ‘Keep Clear’ area by the vehicle entrance to the new Christchurch South Police Station on Colombo Street.
3. Colombo Street is classified as a “*minor arterial*” road in the City Plan and carries about 20,000 vehicles per day. Due to the vicinity of the Christchurch South Police Station to the Colombo Street/Strickland Street intersection, when a queue forms at the intersection, especially during the afternoon peak times, the queue will block the access into and out of the Christchurch South Police Station.
4. Installing a ‘Keep Clear’ area by the vehicle entrance on Colombo Street to the Christchurch South Police Station will indicate to road users that they must not queue over the area when their intended passage through that area is blocked, similar to the Road User Rule on not obstructing intersections. This will assist the Police to ensure that their entranceway is kept clear at all times in case of an emergency.
5. It is believed that this will not be setting a precedent as a similar marking is installed on St Asaph Street by the vehicle entrance to the St John’s Ambulance Station. As a guideline, the ‘Keep Clear’ area markings should only be installed at entranceways to emergency services if required or at a railway crossing.

FINANCIAL IMPLICATIONS

6. The total estimated cost for undertaking the works is \$500.

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

7. The works are within the LTCCP operational budgets.

LEGAL CONSIDERATIONS

8. The Land Transport Rule Traffic Control Devices 2004 “Part 10.6 ‘Keep Clear’ zone at intersections” provides for this.

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

9. As noted in paragraph 8.

1 Cont'd

Alignment with LTCCP and Activity Management plans

10. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes: Safety (by providing a safe transport system).

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

11. This contributes to improve the level of service and safety.

ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Christchurch Road Safety Strategy.

Do the recommendations align with the Councils strategies?

13. As noted In paragraph 12.

CONSULTATION FULFILMENT

14. No other properties are directly affected by this and therefore no further consultation was undertaken.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That a 'Keep Clear' area be marked on the road surface on Colombo Street by the Christchurch South Police Station vehicle entrance as shown in the attached plan.

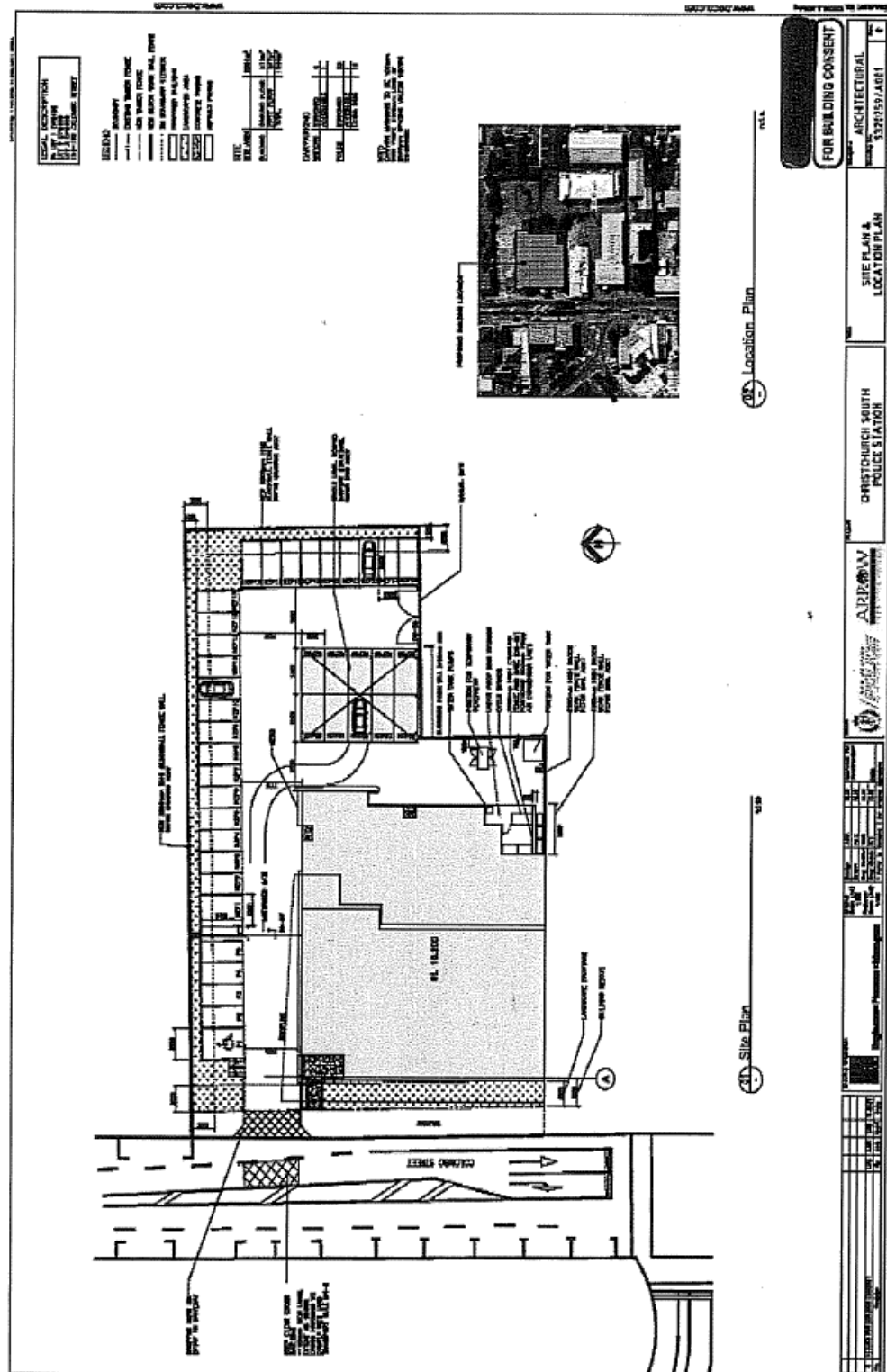
SPREYDON/HEATHCOTE COMMUNITY BOARD CONSIDERATION

The Spreydon/Heathcote Community Board considered this report at its meeting held on Friday 9 May 2008.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

**PHIL CLEARWATER
CHAIRPERSON**



12. 6. 2008

**AKAROA/WAIREWA COMMUNITY BOARD
17 APRIL 2008**

**A meeting of the Akaroa-Wairewa Community Board
was held on Thursday 17 April 2008 at 9.30am**

PRESENT: Stewart Miller (Chairman), Jane Chetwynd, Claudia Reid,
Pam Richardson and Eric Ryder

APOLOGIES: An apology for absence was received and accepted from
Bryan Morgan, who was attending a resource management training
course, and an apology for lateness was received from Eric Ryder
who entered the meeting at 9.45am and was absent for part of
clause one.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. ASSIGNMENT OF DEEDS OF LICENCE - AKAROA WHARF AND CHILLER SITE

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Tom Lennon, Property Consultant,

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval to consent, as landlord, to the assignment of the current Deeds of Licence for two portions of the Akaroa Wharf from Captain Jolie Limited (formerly called Black Cat Group Ltd) to Black Cat Group 2007 Ltd.

EXECUTIVE SUMMARY

2. The Council is required to consent to the assignment of the Licences subject to the fulfilment of the conditions under the assignment clauses of the Deeds of Licence.
3. Real Journeys Ltd (previously called Fiordland Travel) has bought 50 per cent of Black Cat Group. The Agreement for Sale and Purchase of Business Assets is subject to the transfer of relevant consents, contracts and permits including the assignment of the current Deeds of Licence.
4. As a result of the merger between the two companies a new company has been formed. The new company is called Black Cat Group 2007 Ltd.
5. Clause 9 of the Deed of Licence for the area identified as Site A and Clause 8 of the Deed of Licence for the area identified as Site B provides that the Licensee shall not assign the Licence without first obtaining the written consent of the Licensor (Council) which the Licensor may give provided that there are no breaches under the Licence. A Deed of Assignment to the satisfaction of the Council is to be signed between the parties.

FINANCIAL IMPLICATIONS

6. Nil.

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

7. N/A

1 Cont'd

LEGAL CONSIDERATIONS

8. The Community Board does not have delegated authority to give the consent of Council such a decision needs to be made by the full Council. The Board does, however, have recommendatory powers to the Council.
9. The term of the Licence for Site A, including all options, is 10 years from 1 January 2008. The final expiry date for this Licence is on 31 December 2016. The term of the Licence for Site B, including all options, is 12 years from 1 July 2004. The final expiry date for this Licence is on 30 June 2016.

BACKGROUND

10. Captain Jolie Limited has advised Council that they have entered into an agreement for the sale of 50 per cent of the business currently operating from the Akaroa Wharf. The sale of the business is subject to Council granting Licensor's consent in accordance with the terms and conditions of the current Licences.
11. In accordance with information provided by the solicitor for Captain Jolie Limited the proposed assignee is a newly created company called Black Cat Group 2007 Ltd. The new company will be under the directorship of Paul Bingham who is the current director of Captain Jolie Limited.
12. Details also provided by the solicitor for Captain Jolie Limited indicate that the purchaser of 50 per cent of the business (Real Journeys Ltd) operates cruises in Milford Sound, Doubtful Sound, Lake Te Anau, Lake Manapouri, Stewart Island and Queenstown with a fleet of approximately 19 vessels. Real Journeys Ltd are widely acknowledged as one of the country's top tourism operators.
13. Captain Jolie Limited has confirmed that the new company will be keeping the Black Cat Cruises branding and that it will be business as usual after the merger takes place.

STAFF RECOMMENDATION

That the Council:

- (a) Consent to the assignment of the Deed of Licence for the area identified as Site A affecting a portion of the Akaroa Wharf from Captain Jolie Limited to Black Cat Group 2007 Ltd.
- (b) Consent to the assignment of the Deed of Licence for the area identified as Site B affecting a portion of the Akaroa Wharf from Captain Jolie Limited to Black Cat Group 2007 Ltd.
- (c) That a deed of assignment in customary form be signed by the parties.
- (d) That the assignee and assignor meet all costs of the assignment of the lease as agreed between the parties.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B – REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 Leigh Hickey – Community Garden

Leigh Hickey addressed the Board with a proposal to establish a community garden in Akaroa. She had approached Council staff with this proposal and a request for a suitable piece of Council land for the garden. She had been advised to talk to the Community Board in order to try and identify any suitable sites.

Ms Hickey outlined the background work she had done on this project, including visiting the Lyttelton community garden and consulting with the Akaroa Area School which was registered as an Enviro-School and hence was keen to participate in the project. The school could use the garden for such things as worm farms, and local businesses could recycle their organic waste through such a facility.

Ms Hickey said she was looking for a site of up to a half acre and which was centrally located. The site would need to receive a fair amount of sunshine and should be easily accessible for all age groups.

Members were enthusiastic about this proposal and whilst supportive of suitable Council land being used for this purpose, they did also note that there could be other public land in Akaroa which may be equally suitable – for example at the hospital or the school. It was also noted that there may be private land that could be used for this purpose.

The Board **decided** to ask staff to assist in identifying areas of Council land that could be suitable for a community garden and also to mention this proposal in the Board newsletter.

2.2 Chris Broome and Lyn Baynes – Wainui Sewerage Scheme

Chris Broome and Lyn Baynes spoke to the Board regarding their concerns over the proposed Wainui Sewerage Scheme. They explained that they own a property very close to where it is proposed to build the sewerage plant. They then read from a prepared submission to describe their position and the apparent lack of response from Council officers to their concerns.

Board members noted that some of the concerns raised by Ms Broome and Ms Baynes had also been raised by Board members at a seminar presented to the Board on the issue of the Wainui Sewerage Scheme. Members expressed concern at the apparent lack of mediation by Council officers with these adjacent residents.

The Board **decided** to ask staff to arrange a meeting with the affected parties so that these concerns could be discussed.

2.3 Evan Parry – Pigeon Bay Road

Mr Parry addressed the Board regarding what he had observed to be the deteriorating condition of Pigeon Bay Road from the Summit Road to the Pigeon Bay foreshore. He said that in addressing the Board he was representing the Pigeon Bay Ratepayers and Residents Association.

Mr Parry tabled a list of the defects in the road that had not been repaired, including problems with the road surface, drainage and road edges. He said the road had been seriously upgraded after the 1992 storm but that it appeared very little had been done since that time. He also related that Association members had spoken to him on damage to their vehicles and incidents of loss of control, reportedly from the road condition.

Mr Parry asked that the Board make representations to roading staff to ask for serious maintenance and improvement work to be carried out on Pigeon Bay Road.

2 Cont'd

The Board **decided** to raise this issue with staff under the local roading projects briefing later in the meeting.

2.4 Daphne Temple

Daphne Temple raised several issues with the Board which had been discussed at the March Board meeting.

- Proposed Road Stopping, Akaroa – Ms Temple was concerned at the subdivision proposal by Ngāi Tahu Property Ltd that had prompted the need for a road stopping procedure on an unformed part of Penlington Street. She questioned what consultation had been carried out with the community on the proposed residential development and she expressed concern at possible affects on the towns infrastructure, as well the overall affect on the town. As a resident of Muter Street she was particularly concerned at the increase of traffic on that, and other streets in the area. She also questioned how the development could proceed before the Akaroa Town Plan was finalised.
- Bus Shelter, Place de la Poste – Ms Temple expressed her opposition to any advertising being placed on a proposed bus shelter in Place de la Poste. She said she did not agree with commercialisation of public areas.

The Board asked that Ms Temple's comments be taken into account by staff when working on this project.

- Cruise Ship Visits – Ms Temple spoke about the planned visit to Akaroa on Boxing Day 2008, of a cruise ship with 2,800 passengers. She said the visit would provide a special opportunity for local businesses but the logistics of dealing with so many people in the town would need to be handled carefully.

It was noted that a working party was being formed to deal with the issue of cruise ship visits. The Board nominated members Pam Richardson and Jane Chetwynd to be on that working party and also asked that Akaroa District Promotions be invited to appoint a representative.

3. CORRESPONDENCE

3.1 Friends of the Akaroa Museum – Garden of Tane

The Friends of the Akaroa Museum wrote to the Board advising that it had appointed a sub-committee to represent the Friends interest in the Garden of Tane, as a place of historical, cultural, natural and recreational significance. The sub-committee wanted to establish a line of communication with Council officers and requested a reassurance that no planning or development work would be carried out in the Garden of Tane without them being informed.

The Board **received** the letter and asked that it be passed to staff for comment. The Board was informed that staff were going to present a seminar to the Board in May, on the Garden of Tane. Members requested that if possible the Friends of the Akaroa Museum sub-committee be asked to attend the seminar.

3.2 Alan & Laurice Bradford – Legal Road between Beach Road and Penlington Place

The Board considered a letter from Alan and Laurice Bradford expressing concern at the effect the opening of the legal road between Beach Road and Penlington Place would have on nearby streets. Their concern was that the traffic volumes, parking problems and noise levels would increase on nearby streets such as Muter Street, which was already very busy, particularly at peak times.

The Board **received** the letter and asked that it be passed to staff for comment.

3 Cont'd

The Board noted that there was a lot of concern being expressed in the community regarding the affects of the proposed residential development on the former junior school site. The Board asked that concerns expressed through this meeting be forwarded to the developers, Ngāi Tahu Property Ltd so that they had an opportunity to respond to the community. The Board also suggested that Council staff keep the community informed of Council's actions (e.g. road stopping) in connection with the development.

4. BRIEFINGS

4.1 Local Roothing Projects Update – David McNaughton, Asset Engineer

David McNaughton (Asset Engineer, Asset & Network Planning Unit) attended the meeting and updated the Board on local roading issues, including the bridge replacement programme and the Chorlton-Okains Bay Road resealing.

Board members passed on information raised by a deputation at this meeting regarding the Pigeon Bay Road and asked Mr McNaughton to investigate the issues covered.

5. ELECTED MEMBERS INFORMATION EXCHANGE

Members made specific mention of the following matters:

- Le Race – it was noted that there were some minor problems associated with the event this year but generally things worked well with the finish line again being on Woodills Road. The Board felt that there was still not enough liaison between the race organisers and local organisations. Staff were asked to arrange a debrief meeting on the race and invite all interested parties, including fire, ambulance, police and local organisations.
- Fire Restrictions – the Board commented on the confusion in the community regarding the current status of fire restrictions and noted that the lifting of the restrictions across different local authority areas was meant to be co-ordinated through the Canterbury Rural Fire Authority. Staff were asked to comment on why this had not occurred.
- Akaroa Area School Development – Board members asked that staff arrange a meeting between the school and Council staff to examine the issues which were preventing the school from complying with resource consent requirements.
- Wheelie Bins Rubbish System – the Board asked that staff provide more information to the public on the new rubbish system using wheelie bins, as there was still a lot of confusion and speculation occurring in the community. It was suggested that information could be included in the Akaroa Mail and the Board's newsletter, On Board.
- Akaroa Beach Steps – Board members noted that since the vandalism and destruction some years ago of the steps at the southern end of Akaroa Beach, there had been no way of people accessing the beach safely from that end of the promenade. Staff were asked to comment on the feasibility of installing some steps at the southern end of the beach to replace those which had previously been there.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Community Board Adviser updated the Board on a number of issues.

PART C – DELEGATED DECISIONS**7. CONFIRMATION OF REPORT**

The Board **resolved** that the report of the ordinary meeting held on Thursday 20 March 2008 be confirmed.

8. DISCRETIONARY FUNDING

The Board considered a report seeking decisions on funding for Board sponsored events and a recommendation to establish a funding committee.

The Board **resolved** to:

- (a) Allocate \$2,560.00 from its 2007/08 Discretionary Fund for ANZAC Day Commemorative Services in Akaroa and Little River.
- (b) Allocate \$2,000 from its 2007/08 Discretionary Fund for a Youth Development Fund, with any unspent balance at 31 March 2008 to be returned to the Discretionary Fund.
- (c) Allocate \$1,000 from the Discretionary Fund for a Small Grants Fund, with a ceiling of \$200 per application, and that a funding sub-committee consisting of the Chairman or Deputy Chairman plus any two Board members, be appointed for the balance of the triennial term, with delegated authority to consider and approve urgent applications to the Discretionary Fund that cannot wait until the next Board meeting. The resolutions are to be reported to the next following Board meeting.

9. APPLICATIONS TO DISCRETIONARY FUND

The Board considered a report seeking decisions on funding applications to the Boards Discretionary Funding.

The Board **resolved** to approve the following allocations for disbursement of the balance of the Board's 2007/08 discretionary funds, subject to noted conditions:

Recipient	Amount	Project	Conditions
Birdlings Flat Community Centre Establishment Committee	3,000.00	To undertake an independent research project to determine the need for a community centre in the area.	
Akaroa Health Centre Ltd	5,900.00	To contribute to a scoping exercise on the future provision and expansion of health care services in Akaroa.	Following preparation of a brief by Council staff, the scoping exercise must be carried out by an independent, professional company so that Council could have confidence in the resulting report. Councillor Reid plus one Board member to liaise with Council staff to ensure these conditions are met.
Chalice Productions	2,500.00	To assist in the production of an historical documentary film.	Board to be acknowledged as a sponsor in the film and a complimentary copy of the DVD to be provided to both the Akaroa and Little River Libraries.

In allocating these grants the Board also wished to emphasise the importance of supporting rural health services, and its continuing commitment to do so.

10. AKAROA MUSEUM ADVISORY COMMITTEE

The Board **received** and considered the report of the Akaroa Museum Advisory Committee meeting held on 26 March 2008.

The Board **resolved** to adopt the following recommendations contained in the report from Akaroa Museum Advisory Committee:

- That Pam Richardson be appointed as Chairman of the Akaroa Museum Advisory Committee.
- That the Akaroa Museum Advisory Committee schedule of meetings for 2008 be as follows:

Wednesday 26 March 2008	Akaroa Museum	10am
Thursday 26 June 2008	Akaroa Service Centre	10am
Thursday 25 September 2008	Akaroa Service Centre	10am
Thursday 27 November 2008	Akaroa Service Centre	10am

- That the Akaroa Museum Advisory Committee appointments remain as follows for the balance of the triennial term:

2 members Friends of the Akaroa Museum	- Jane Chetwynd
	- Elizabeth Haylock
1 community representative	- Victoria Andrews
1 member/representative of the Onuku Runanga	- Meri Robinson
1 member of the Akaroa/Wairewa Community Board	- Pam Richardson
Chairman of the Akaroa-Wairewa Community Board (ex-officio)	

The meeting concluded at 12.20pm

CONFIRMED THIS 22ND DAY OF MAY 2008

**STEWART MILLER
CHAIRMAN**

12. 6. 2006

**JOINT REPORT BY THE CHAIRMEN OF THE
AKAROA-WAIREWA COMMUNITY BOARD AND
LYTTTELTON-MT HERBERT COMMUNITY BOARD
28 APRIL 2008**

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. SPARC RURAL TRAVEL FUND FOR BANKS PENINSULA WARD

General Manager responsible:	General Manager Community Services DDI 941-8986
Officer responsible:	Recreation & Sport Unit Manager
Author:	Maggie Button Community Activities Officer Lyttelton

PURPOSE OF REPORT

The purpose of the report is to:

1. Seek the Council's approval to consider recommendations from the Akaroa-Wairewa Community Board and the Lyttelton-Mt Herbert Community Board regarding the allocation of the 2007/08 SPARC Rural Travel Funds for Banks Peninsula.
2. And to ask the Council to consider a process for the future allocation of the SPARC Rural Travel Fund.

EXECUTIVE SUMMARY

3. SPARC Rural Travel Funds are provided to encourage participation in sport by young people living in rural communities. It is open to rural sports clubs and rural school teams in areas that have less than 10 people/km². The fund is for young people aged between 5-19 years who require subsidies to assist with transport expenses to local sporting competitions. The fund is not available for travelling to regional or national events. A school club team is defined as one participating in regular local sport competitions in weekends, excluding inter-school and intra-school competitions during school time. A sports club is defined as participating in organised, regular sport competition through membership outside of school time. 'Local' for Peninsula young people means travelling to other sub-unions such as Ellesmere, Waihora, Lincoln and further afield to participate in regular competitions.
4. For the 2007/08 funding round SPARC have allocated \$8,000.00 (ex GST) for the Banks Peninsula area. The allocation is based on a population density formula for areas with less than 10 people per square kilometre and therefore excludes Lyttelton and Governors Bay.
5. Five per cent of funds may be allocated to advertising. Two advertisements were placed, in the Akaroa Mail and one in the Bay Harbour News, for a total cost of \$326.33. This means with a small surplus from last year there is a total of \$8,319.67 for distribution. All past applicants and the local schools have been mailed the funding application guidelines.
6. For the 2007/08 fund one application has been received from Lyttelton Mount/Herbert Ward & four from Akaroa/Wairewa Ward. Historically funds have been split between the two wards on the basis of areas that qualified for the funding – 64% for Akaroa-Wairewa and 36% for Lyttelton-Mt Herbert. Because there are more active sports clubs in the Akaroa-Wairewa area, previous years have seen surplus funds in the Lyttelton Mount Herbert area and over-budget requests in the Akaroa/Wairewa area. It is suggested that an assessment committee is formed by representatives from the two communities and that, in future, the SPARC rural travel fund comes under the combined jurisdiction of the two community boards. For this to occur the Council would need to delegate the decision making for these grants to the two Community Boards. A review of the delegations to the Community Boards is being carried out by Council staff. It is intended that the Council be asked as part of that process to include this delegation to the two Banks Peninsula Community Boards jointly.

1 Cont'd

FINANCIAL IMPLICATIONS

7. The total amount available to distribute is \$8,319.67. The total amount of funds requested is \$14,500.

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

8. The funding has been provided to the Christchurch City Council from SPARC and is aligned to the Council's community grants scheme.

LEGAL CONSIDERATIONS

9. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. This funding assists the Council to meet the community outcomes of Recreation Leisure in the 2006 – 2016 LTCCP by "giving everybody the opportunity to participate in sport and physical activity...."

ALIGNMENT WITH STRATEGIES

11. Applications align with the Physical Recreation & Sport Strategy 2002, objective 4.1 "Sports clubs and associations are meeting the needs of the public."

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Akaroa-Wairewa Community Board and Lyttelton-Mt Herbert Community Board recommend:

- (a) That the Council approve the staff recommendations, contained in the attached matrix, for disbursement of the SPARC Rural Travel Fund for 2007/08
- (b) That the Council considers, as part of the review of Community Board delegations, to delegate to the two Banks Peninsula Community Boards jointly, the annual allocation of the SPARC Rural Travel Fund.

BOARD CONSIDERATION

The Boards were informed that further information had come to the attention of staff, which had necessitated the changing of the original calculations and recommendation. The new information related to the number of children from the Akaroa Area School who were eligible for the Rural Travel Fund subsidy, under the criteria set down by SPARC. The matrix had been altered accordingly with a second staff recommendation having been added for members consideration.

BOARDS RECOMMENDATION

The Boards **resolved:**

- (a) That the Council approve the recommendations, contained in the following table, for disbursement of the SPARC Rural Travel Fund for 2007/08.
- (b) That the Council considers, as part of the review of Community Board delegations, to delegate to the two Banks Peninsula Community Boards jointly, the annual allocation of the SPARC Rural Travel Fund.

12. 6. 2008

AKAROA AREA SCHOOL	\$ 1,092.26	TO ASSIST WITH AFTER SCHOOL TRAVEL COSTS OR WEEKEND TEAM COMPETITIONS IN THE LOCAL AREA PLUS TRAVEL TO COMPETITIONS IN CHRISTCHURCH AND THE CANTERBURY AREA.
DIAMOND HARBOUR RUGBY FOOTBALL CLUB	\$ 2,000.00	TO ASSIST WITH THE COST OF TRANSPORT FOR JUNIOR CLUB TEAMS TO ATTEND AWAY GAMES IN ELLESMERE AREA AND TO TRANSPORT PLAYERS FROM OUTSIDE DIAMOND HARBOUR FOR PRACTICES.
BANKS PENINSULA NETBALL CLUB	\$ 1,386.33	TO ASSIST WITH TRAVEL EXPENSES TO COMPETE IN THE SELWYN NETBALL COMPETITION.
BANKS PENINSULA RUGBY FOOTBALL CLUB	\$ 3,000.00	TO ASSIST WITH PROVIDING BUSES AND ASSIST WITH TRAVEL EXPENSES OF CAR POOLING TO TRAINING & COMPETITIONS FOR ALL JUNIOR GRADES.
BRITOMART SCOUT GROUP	\$ 840.20	TO ASSIST WITH TRAVEL COSTS TO LYTTTELTON AND OTHER LOCAL REGATTAS IN CHRISTCHURCH

ARTICLE VIII. CITY COUNCIL **SPARC RURAL TRAVEL FUNDING APPLICATIONS 2007/2008 BANKS PENINSULA WARD OF THE CHRISTCHURCH**

Name of group applying	Amount requested	Amount allocated last funding round(\$)	Distance travelled for competitions (km)	Purpose of travel grant	Number of members in organisation	Number of members Aged 5-19 yrs	Staff Recommendation	Second Staff Recommendation
Akaroa Area School	\$3,500	\$4000	Up to 150 km (return each trip)	To assist with after school-travel costs or weekend team competitions the local area, plus travel to competitions in Christchurch and the Canterbury area.	123	<div>423</div> <div>26</div>	<div>\$1,750</div> <div>This is 50% of requested amount based on the rational that a % of the sports travel is part of the school curriculum, and that the majority of the children who attend sports clubs in the Akaroa/Wairewa area would also attend Akaroa Area School</div>	<div>\$1092.26</div> <div>(26 X \$42.01)</div>
Diamond Harbour Rugby Football Club	\$2000	\$1000	Up to 100 kms (return)	To assist with the cost of transport for junior club teams to attend away games in Ellesmere area and to transport players from outside Diamond Harbour for practices.	100	63	<div>\$2,000</div> <div>As requested</div> <div>Figure based on a per capita basis for the balance of funds between the four sports clubs less the Akaroa school grant.</div> <div>\$31.89 per head x 63 children - (less \$9.00 in excess of their application</div>	<div>\$2,000.00</div> <div>As requested</div>

ARTICLE IX. SPARC RURAL TRAVEL FUNDING APPLICATIONS 2007/2008 (CONTINUED)

Name of group applying	Amount requested	Amount allocated last funding round(\$)	Distance travelled for competitions (km)	Purpose of travel grant	Number of members in organisation	Number of members Aged 5-19 yrs	Staff Recommendation	Second Staff Recommendation
Banks Peninsula Netball Club	\$4,000	Did not apply	100km return	To assist with travel expenses to compete in the Selwyn Netball competition.	43	33	\$1055 Based on per capita \$31.89 x 33 children plus \$3.00	\$1,386.33 (33 X \$42.01)
Banks Peninsula Rugby Football Club	\$3,000	\$2,000	Up to 150 km (return) each trip	To assist with providing buses and for U14 & U16 teams . To assist with travel expenses of car pooling to training & competitions for all junior grades.	130	90	\$2873 Based on per capita \$31.89 x 90 children plus \$3.00	\$3,000.00 As requested
Britomart Scout Group	\$2000	\$1714	100-200 kms (return)	To assist with travel costs to Lyttelton and other local regattas in Christchurch	20	20	\$641 Based on per capita basis \$31.89 x 20 children plus \$3.00	\$840.20 (20 x \$42.01)
TOTAL CHILDREN						232		

Staff recommendation Number Two - On the basis of further information about the school teams. This information was not available at the time the report went for approval. New information shows that the grant applies to only 26 students from Akaroa Area school.

New Total = 232 children Per capita grant = \$35.86 (\$8319.67 / 232)

This would give Diamond Harbour and Banks Peninsula Rugby Clubs more than requested.

Therefore: Recommend \$2,000 to Diamond Harbour Rugby Club – as requested

Recommend \$3,000 to Banks Peninsula Rugby Club – as requested.

The balance of funds - \$3,319.67 divided amongst the remaining applicants on a per capita basis of \$3,319.67 / 79 = \$42.01

12. 6. 2008

**BURWOOD/PEGASUS COMMUNITY BOARD
14 APRIL 2008**

**An ordinary meeting of the Burwood/Pegasus Community Board
was held on Monday 14 April 2008 at 5pm
in the Boardroom, corner Beresford and Union Streets, New Brighton**

PRESENT: David East (Chairman), Nigel Dixon, Tina Lomax, Gail Sheriff,
Tim Sintes and Chrissie Williams.

APOLOGIES: An apology for absence was received and accepted from
Linda Stewart.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. VESTING OF COASTAL CONSERVATION LAND

General Manager responsible:	General Manager City Environment 941-8608
Officer responsible:	Acting Transport and Greenspace Unit Manager
Authors:	Kay Holder and Lewis Burn

PURPOSE OF REPORT

1. The purpose of this report is to submit a Board recommendation that the Council accept a vesting from the Department of Conservation of a strip of conservation land on the coast adjacent to Bottle Lake Forest Park and Spencer Park, as recreation reserve.

EXECUTIVE SUMMARY

2. Situated between Beach Road and Heyders Road is a narrow strip (approx 30 metres wide by 2.7 kilometres long) of coastal land outside the marine foreshore which is presently held by the Department of Conservation as conservation estate. For the most part this land adjoins Bottle Lake Forest (**Attachments 1 and 2** refer).
3. Discussions have been held with the Department of Conservation (the Department) on the Department's and the Council's responsibility for management in this area. The Department proposes that this land be vested in the Council, a solution which staff see as sensible for administration reasons and to rationalise recreation and ecological management of the area. This land has in effect been managed by the Council for many years as part of its coastal operations.
4. The Department's offer is to vest this land in the Council free of charge as a recreation reserve and if accepted by the Council, Department staff will seek the consent of the Minister of Conservation to the vesting of the land and arrange for the notification in the New Zealand Gazette.

FINANCIAL IMPLICATIONS

5. There are little financial implications with supporting this vesting. The vesting is at no land cost. The Department will meet most of the administration costs for this process with the Regional Park budget picking up a minimal cost. Maintenance costs for tracks etc are already covered in the Regional Park coastal area budget.

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

6. Yes.

12. 6. 2008

Burwood/Pegasus Community Board 14.4.2008

1. Cont'd

LEGAL CONSIDERATIONS

7. The Board does not have the delegated authority to authorise the acceptance of the proposed vesting and as such, a decision needs to be made by the Council. The Board does however have recommendatory powers to the Council.
8. The land is currently a conservation area subject to the Conservation Act 1987. Section 8 of that Act provides that the Minister of Conservation may, by notice in the Gazette, declare any conservation area to be a reserve under the Reserves Act 1977 and have a classification under that Act. Upon becoming a reserve the land ceases to be a conservation area and may be vested by the Minister in a local authority and used for the purpose of the given classification.
9. The classification as a recreation reserve aligns with the activities and amenities that are currently on this land and the way in which it has and will continue to be managed.

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

10. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Not applicable.

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

12. This fits within the Regional Parks context.

ALIGNMENT WITH STRATEGIES

13. Not applicable.

Do the recommendations align with the Council's strategies?

14. Yes - Coastal Parks management.

CONSULTATION FULFILMENT

15. None appropriate by the Council. The Department will carry out consultation with the iwi rununga as part of the process to vest the land.

STAFF RECOMMENDATION

It is recommended that the Council accept a free vesting of the coastal conservation area the subject of this report, as recreation reserve under the Reserves Act 1977, with the Council and the Department of Conservation to meet their own legal and process costs.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

Burwood/Pegasus Community Board 14.4.2008

1. Cont'd

BACKGROUND (THE ISSUES)

16. The Council owns significant park lands adjacent to this coastal strip and the Bottle Lake Forest Park and Spencer Park. There are recreational assets such as tracks on this land. The Spencer Park Surf Life Saving Club, a building owned by the Council and leased to the Club for its surf lifesaving activities and public toilet/changing facilities are situated on the northern part of this land parcel.
17. Attempts have been made in the past to have this land vested in the Council as recreation reserve to rationalise the management of this area but because of past survey requirements to enable a Gazette description, this did not proceed. Changes have now occurred in the way land can be described in Gazette notices which mean that the process is not so prescriptive and cost prohibitive.
18. The Council proposes lifting the Rural Fire District status from the adjacent Bottle Lake Forest (and Chaney's Forest). The principal reason behind this is that because they are separate legal entities, the Christchurch City Council Rural Fire Authority (CCCRFA) is obliged to have separate fire plans for the Bottle Lake Rural Fire District and the Chaney's Rural Fire District in addition to the Christchurch City C rural fire area. The Council also has to respond to audits and performance assessments for each of these separate identities. Clearly this is an unnecessary cost and administration.
19. The consequence of lifting the Rural Fire District status and not being responsible for the land discussed will be that the Department's one kilometre fire margin emanating from the coastal strip will extend into the Bottle Lake forest, making the Department the responsible fire authority for part of this area. This situation is untenable from both the Council's and the Department's points of view. The CCCRFA fully supports the vesting of the coastal strip in the Christchurch City Council to avoid significant complications of fire management for this area. The CCCRFA has been managing the rural fire aspects for at least 15 years in any event, so it is not an additional workload from that perspective.

THE OBJECTIVES

20. The objectives of this report are to seek the Council's support for the vesting of this strip of land thereby enabling the more prudent management of the land and to remove the need for fire plans to be prepared for separate areas.
21. These actions will result in clearer management responsibilities between the Crown the Department and the Council in respect of the administration/control of activities and fire fighting on this land and the adjacent Bottle Lake Forest Park.

THE OPTIONS

22. There are two options:
 - (1) Status Quo. This would mean declining the offer by the Department of Conservation to vest this land in the Council and to continue with a legal ownership situation that is not compatible with the day to day management of the land whilst also necessitating additional work in developing fire plans.
 - (2) To accept the vesting as proposed.

THE PREFERRED OPTION

23. Option 2 is the preferred option and is being recommended given that there is no land cost to the Council and the Council already effectively manages the land.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 Mr Michael Campbell Re Christchurch Food Festival 2008

Mr Michael Campbell presented an overview of the Christchurch Food Festival 2008 to occur on the weekend prior to Showtime Canterbury Week and he expressed his desire for the event to be held at the New Brighton Mall rather than in the central city.

Members asked questions of Mr Campbell who was then thanked by the Chairman for his presentation.

The Board **decided** to offer its support for the initial concept of the Christchurch Food Festival 2008 being held at the New Brighton Mall and to look forward to receiving additional information on the proposal including feedback from the local business community.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

The Board **received** correspondence from Community Watches of Canterbury and from a resident of Baynes Street requesting that the Council undertake traffic control measures in that street.

The Board **decided** to refer the matters raised to the staff for appropriate responses back to the correspondents.

The Board also **decided** to grant leave of absence to Gail Sheriff for the period 14 July to 18 August 2008.

(Note: Chrissie Williams recorded her vote against the adoption of the foregoing decision.)

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update from the Community Board Adviser on forthcoming Board related activity over the coming weeks including the opportunities available for the Board to continue to consider making submissions to the Council on the Draft 2008 Annual Plan and the various bylaw reviews currently being consulted on.

Further, the Board **decided** to establish a Board Sub-committee comprising David East (ex-officio), Nigel Dixon, Tina Lomax, Tim Sintes, and Linda Stewart, with power to act to prepare submissions, if required, on the Council's Draft Metropolitan Sports Facilities Plan, the Draft Libraries 2025 Facilities Plan and Environment Canterbury's Draft Annual Plan 2008/09.

12. 6. 2008

Burwood/Pegasus Community Board 14.4.2008

Consideration was then given to the draft submissions prepared by the Board's Bylaws Review Subcommittee on the Proposed Dog Control Policy and Bylaw 2008 and the Proposed Public Places Bylaw 2008.

The Board **decided** that the submissions prepared on these bylaws, as amended, be adopted. In addition, the Board **decided** to make a submission to the Council supporting Clauses 7, 8 and 9 of the Proposed Traffic and Parking Bylaw 2008.

The Board also considered the contents of the Council's Draft 2008 Annual Plan and the 2008 Amendments to the Long Term Council Community Plan 2006/16 and supporting documents and **decided** to make a submission to the Council.

Updates were also given on the Strengthening Communities Funding Scheme, the new footpath currently being constructed along the Burwood Park south frontage of New Brighton Road, the Board's 2008 Seminar programme and the current work of the Selwyn Plantation Board in removing some trees along the northern side of Rothesay Road.

8. BOARD MEMBERS' QUESTIONS

Nil

9. BOARD MEMBERS' INFORMATION EXCHANGE

Members shared information on current issues and activities.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING REPORT – 31 MARCH 2008

The Board **resolved** that the report of its ordinary meeting of 31 March 2008, be confirmed.

11. BICKERTON RESERVE - DEVELOPMENT PLAN

The Board considered a report from the Consultation Leader Greenspace seeking approval for the Bickerton Reserve development plan to proceed to detailed design and construction.

The Board **resolved** to approve the proposed Bickerton Reserve landscape development plan and for the Capital Programme Group to commence design and implementation.

12. BURWOOD/PEGASUS COMMUNITY BOARD'S 2007/08 DISCRETIONARY AND PROJECT FUNDING – PROPOSED ALLOCATIONS

The Board considered a report from the Community Development Adviser and the Community Recreation Adviser setting out suggested project proposals involving the allocation of the Board's remaining 2007/08 discretionary funding and returned funds and also to confirm the funding for the "Waitangi Day/Multicultural Events" project.

A total of \$22,699 was available for allocation and an accompanying decision matrix detailed projects proposed and recommended by staff for the Board to consider totalling \$19, 861, leaving a balance of \$2,838 available for allocation through to June 2008.

12. 6. 2008

Burwood/Pegasus Community Board 14.4.2008

12 Cont'd

The Board **resolved**:

Discretionary Funding

1. To allocate \$1,010 from the 2007/08 discretionary budget to the New Brighton and Districts Historical Society for an operational expenses shortfall.
2. To allocate \$730 from the 2007/08 discretionary budget to the New Brighton Returned Services Association towards the costs of its 2008 ANZAC Day event.

(Note: David East declared an interest in relation to 2. above and retired from the discussion and voting thereon, when Tim Sintes temporarily assumed the chair).

Project Reallocations

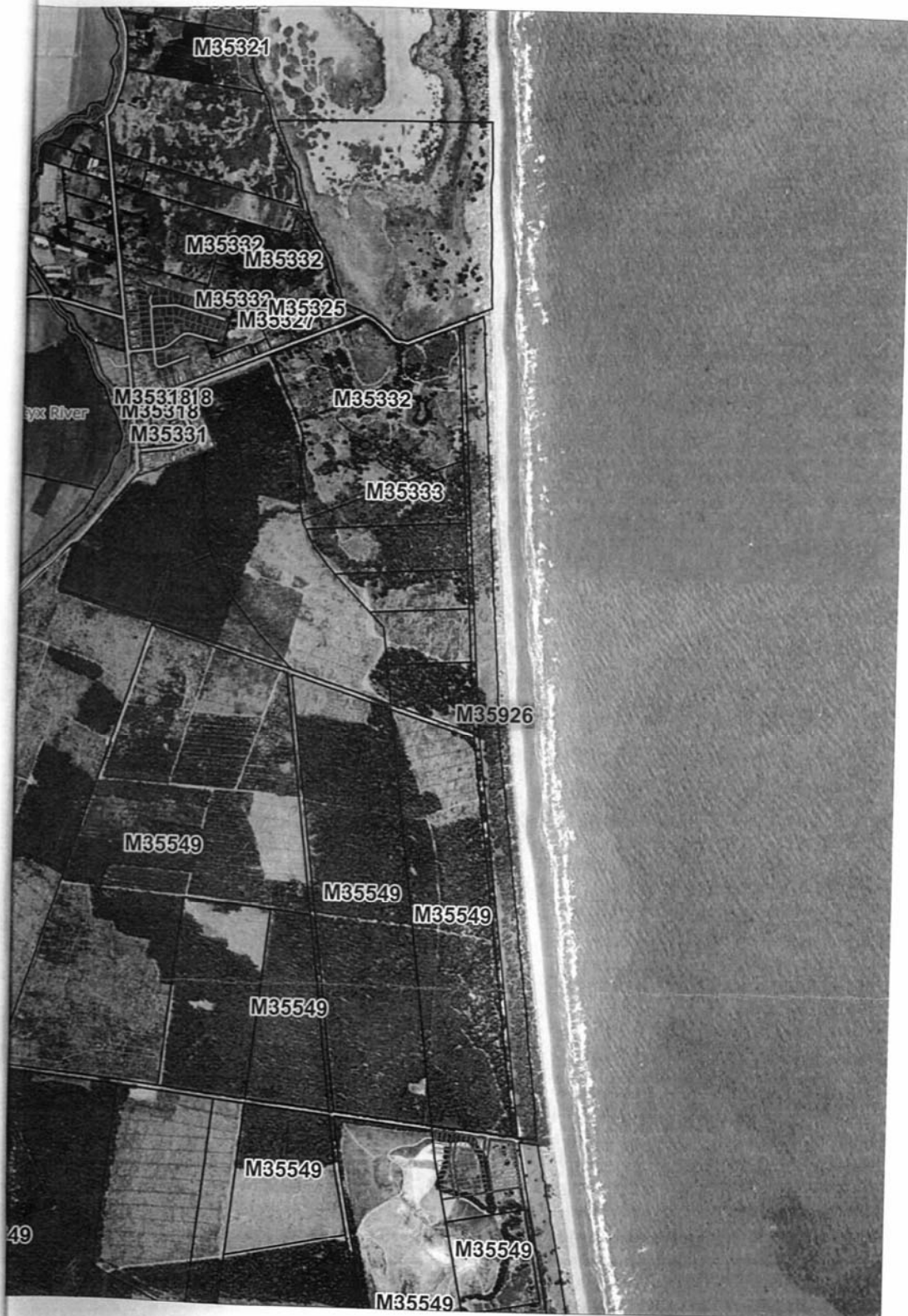
1. To allocate \$3,750 to Canterbury Neighbourhood Support for its Junior Neighbourhood Support programmes in Burwood/Pegasus.
2. To allocate \$1,200 to the Aranui Eagles Rugby League Club towards the costs of team equipment, coaches and managers courses.
3. To allocate \$500 to the Christchurch School of Gymnastics toward the costs of coaches first aid qualifications.
4. To allocate \$1,500 to the Minimites Preschool Music Group towards the costs of equipment replacements.
5. To allocate \$1,482 to the New Brighton Anglican Parish towards the costs of children's workers' wages and volunteer reimbursements.
6. To allocate \$9,689 to the Monaaki Sounds Trust being a contribution towards the Matariki event.

The meeting concluded at 7.50pm.

CONFIRMED THIS 5TH DAY OF MAY 2008

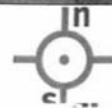
A handwritten signature in black ink, appearing to read 'David East', with a long horizontal flourish extending to the right.

**DAVID EAST
CHAIRMAN**

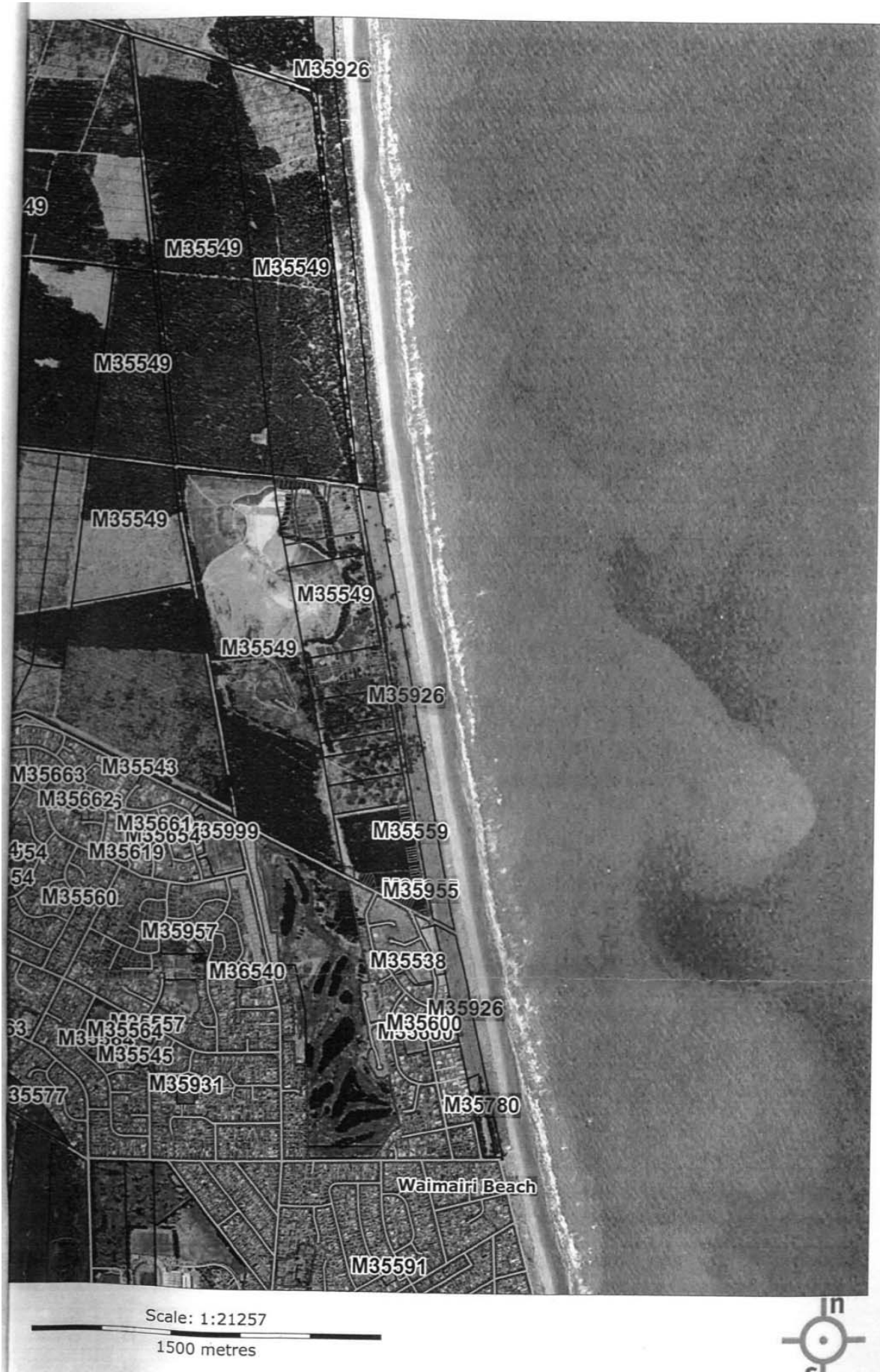


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CLAUSE 1 ATTACHMENT 2



12. 6. 2008

**BURWOOD/PEGASUS COMMUNITY BOARD
5 MAY 2008**

**An ordinary meeting of the Burwood/Pegasus Community Board
was held on Monday 5 May 2008 at 5.05pm
in the Boardroom, corner Beresford and Union Streets, New Brighton**

PRESENT: David East (Chairman), Nigel Dixon, Tina Lomax, Gail Sheriff,
Tim Sintes, Linda Stewart and Chrissie Williams.

APOLOGIES: Nil.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

The Board **received** correspondence from the Bexley Residents' Association regarding having a footbridge over the Avon River in the Owles Terrace area to provide a link between Bexley and New Brighton.

The Board **decided** to refer the matter to staff for a response to the correspondent including advice back to the Board.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update from the Community Board Adviser on forthcoming Board related activity over the coming weeks.

Since the Board meeting on 14 April 2008, the Board's Bylaws Review Subcommittee has met to consider the various consultation documents with a view to preparing submissions to the Council.

The Board **decided** to adopt the submissions prepared on the Draft Council Annual Plan 2008/09, Draft Libraries 2025 Facilities Plan, Proposed General Bylaw 2008 and the Proposed Parks and Reserves bylaw 2008.

The Board also **decided** that the date for the Board's extraordinary meeting to consider the allocation of its 2008/09 Strengthening Communities Funding be changed to Monday 21 July 2008 at 5pm in the Boardroom, New Brighton.

12. 6. 2008

Burwood/Pegasus Community Board 5.5.2008

7. BOARD MEMBERS' QUESTIONS

Nil.

8. BOARD MEMBERS' INFORMATION EXCHANGE

Members shared information on current issues and activities.

Concern was expressed at the current unavailability of the public toilets at New Brighton. It was **agreed** that the Board's concerns be conveyed to the relevant business unit with a request that maintenance work be completed to enable the facilities to be reopened as soon as possible.

The Board **agreed** to host a function to acknowledge the contributions and community service given by former members Glenda Burt and Carmen Hammond.

Clause 10 (Part C) of this report records a decision made by the Board to alter the commencement time for the Board's ordinary meetings during June, July, August 2008.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING REPORT – 14 APRIL 2008

The Board **resolved** that the report of its ordinary meeting of 14 April 2008, be confirmed.

10. BOARD MEMBERS INFORMATION EXCHANGE (CONT'D)

Further to Clause 8 (Part B) of this report, the Board **resolved** that the commencement time of its ordinary meetings in June, July and August 2008 be changed to 3.30pm (previously 5pm).

The meeting concluded at 5.26pm.

CONFIRMED THIS 19TH DAY OF MAY 2008

**DAVID EAST
CHAIRMAN**

21. CANTERBURY REGIONAL GOVERNANCE GROUP: APPOINTMENT OF CHRISTCHURCH CITY REPRESENTATIVE

General Manager responsible:	General Manager, Strategy and Planning Group, DDI 941-8177
Officer responsible:	General Manager Strategy & Planning
Author:	Mike Theelen General Manager Strategy & Planning

PURPOSE OF REPORT

1. The purpose of this report is to seek the appointment of a Council representative to the Proposed Canterbury Regional Governance Group (RGG). The RGG is the proposed Canterbury organisation that will consider proposed regional economic projects for the region and recommend these to Government, to access the Crown's Regional Strategy Fund, and Enterprising Partnerships Fund.

EXECUTIVE SUMMARY

2. In August 2006, Cabinet agreed to refresh the framework for regional economic development policy. The Government's goal is to improve the quality of the regional business environment to support the development, attraction and retention of globally competitive firms. This is intended to ensure that regional policy is aligned with the Government's economic transformation agenda. The re-focussing of the regional policy is being implemented through the creation of 2 new programmes – the Regional Strategy Fund (RSF) and the Enterprising Partnerships Fund (EPF) funding. The funds focus on encouraging regions to:
 1. Develop robust regional economic development strategies and to undertake activities arising out of their strategies,
 2. Take a longer term perspective, and
 3. Take a productivity based approach to improving the quality of the regional business environment to support the development, attraction and retention of globally competitive firms.
3. In response to this the Canterbury Councils, and the respective Economic Development Agencies (EDAs) proposed to establish a Regional Governance Group (RGG) as a joint Council Controlled Organisation (CCO) owned by and on behalf of all the Councils in the region. The role of the RGG is to meet approximately twice a year, and to consider applications from throughout the region for economic transformation projects. The RGG would then make recommendations to Government for funding.
4. The establishment of the RGG was proposed through a Special Consultative Procedure, undertaken by the joint Councils, as part of the 2008/09 Proposed Annual Plan round.
5. In total two submissions in support were received, and accordingly the proposal will be formally confirmed by each of the Council's as part of concluding their annual plan deliberations later in June 2008.
6. The first opportunity for the RGG to seek funding from Government is September 2008. This means that the RGG Board will be required to be established, constitute itself, call for project nominations, and make recommendations for funding by August 2008. In order to meet this timetable it has been agreed that nominations to the RGG will be sought during June in order to enable the Board to be quickly brought together in July, following the final confirmation of the CCO.
7. The RGG will comprise of a representation Board of ten directors. (See table 1 Below). Christchurch city is entitled to appoint one director.
8. Table 1: **Regional Governance Group**

Sub Regions	Council	Number of Directors
North Canterbury	Hurunui District Council	1
	Waimakariri District Council	
	Kaikoura District Council	
City	Christchurch	1

Sub Regions	Council	Number of Directors
Mid Canterbury	Ashburton District Council	1
	Selwyn District Council	
South Canterbury	Waimate District Council	1
	McKenzie District Council	
	Timaru District Council	
Regional	Environment Canterbury	1
Industry	-	4
Maori	Ngai Tahu	1
Total		10

9. Council is entitled to appoint either a Councillor or Council staff member to the Board. Given the governance nature of the Board it is appropriate that the appointment by Christchurch City Council be limited to a Councillor.
10. Council has broadly two options: to invite Councillors with a preference to work in this role to be nominated, or to consider nominating one of the Councillors who are already involved in Economic Development through their role in Canterbury Development Corporation (CDC).
11. While it is entirely open for Council to determine its own appointment to the RGG it should be noted that CDC is likely in the future to be one of a number of organisations bidding for funding from the RGG and in those circumstances Council may wish to separate its CDC appointees and an appointment to this role. However, an interest in business and economic development would be of value to whichever Councillor is nominated to the Regional Governance Group.

FINANCIAL IMPLICATIONS

12. The appointment of a director to the proposed Board of the RGG has no direct financial implications for Council. The position is unremunerated and the Board's only likely to meet two or three times per annum. The appointment of a Councillor to the Board is in line with the constitution of the RGG. As the formal establishment of the RGG will only occur once the Statement of Proposal is confirmed at the end of June, any appointment is made pending that action. However, it is considered important to make the appointment now so that the proposed Board members can be briefed on their role and the work programme of the board, prior to the first application round in August 2008.

STAFF RECOMMENDATION

13. It is recommended that:
 - (a) The Council appoint a Councillor (to be determined) as its director on the Proposed Canterbury Regional Governance Group, pending confirmation of the Special Consultative Procedure establishing the RGG at the end of June 2008.

22. NOTICES OF MOTION

23. QUESTIONS

24. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

THURSDAY 12 JUNE 2008

COUNCIL

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items 25, 26 and 27.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
25. REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD: MEETING OF 20 FEBRUARY 2008))))	
26. PRIVATELY REQUESTED PLAN CHANGE 9 TO CITY PLAN – REZONING OF 448 PRESTONS ROAD FROM RURAL 3 TO LIVING 1 F: REPORT AND RECOMMENDATION OF COMMISSIONER JOHN MILLIGAN)))))))	GOOD REASON TO WITHHOLD EXISTS UNDER SECTION 7
27. BANKS PENINSULA DISTRICT COUNCIL LANDSCAPE APPEALS – COSTS APPLICATION)))	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 25	Conduct of Negotiations	(Section 7(2)(i))
Item 26	Council to make a recommendation	(Section 48(1)(d))
Item 27	Maintain legal professional privilege	(Section 7(2)(g) and
	Right of appeal exists	(Section 48(2)(a)(i))

Chairman's

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”