

16. 10. 2008

**HAGLEY/FERRYMEAD COMMUNITY BOARD
17 SEPTEMBER 2008**

**Minutes of a meeting of the Hagley/Ferrymead Community Board,
held on Wednesday 17 September 2008 at 3pm.**

PRESENT: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox,
John Freeman and Yani Johanson.

APOLOGIES: David Cox departed at 5.20pm and was absent for Clauses 16 to 18
and the public excluded item.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. SUMNER STATE SCHOOL – SCHOOL PATROL ON COLENZO STREET



General Manager responsible:	General Manager Jane Parfitt, DDI 941-8608
Officer responsible:	Transport & Greenspace Manager, Alan Beuzenburg
Author:	Michael Thomson

PURPOSE OF REPORT

1. The purpose of this report is to recommend to Council that a school patrol on Colenso Street at Sumner State School be approved and that the Council legalise the operation of this school patrol. The **attached** plan refers.

BACKGROUND

2. The Board considered and approved a Capital Works project to realign the intersection of Colenso Street and Whitfield Street and create an upgraded crossing point for children attending Sumner State Primary School, at its meeting on 12 December 2007.
3. This upgrade was in response to concerns about child road safety from school officials and the Police Road Safety Education Officer.

EXECUTIVE SUMMARY

4. The resultant layout improves visibility, slows traffic through the adjacent intersection and decreases the road crossing distance for children.
5. To further optimise road safety, a school patrol in the form of a Kea crossing (swing out stop signs and fluoro orange pole mounted flags) is included in this project, which will raise approaching motorists' awareness of the crossing and require them to stop for crossing children, when the patrol is in operation.

FINANCIAL IMPLICATIONS

6. All related capital works were carried out in 2007/08. There are no further financial obligations resulting from this recommendation.

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

7. Refer to paragraph 6 above.

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LEGAL CONSIDERATIONS

8. Subject to the Local Government Act 1974 & 2002. Subject to the Land Transport Rule 54002, Traffic Control Devices.

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

9. Yes, refer to section 8 above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes.

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

11. Yes.

ALIGNMENT WITH STRATEGIES

12. Parking Strategy, Road Safety Strategy, Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

13. Yes, aligns with the three strategies specified in section 12.

CONSULTATION FULFILMENT

14. As a result of the original request, the Council's Traffic Engineering staff have met with the School's Board of Trustees, School Senior staff, and the Police Education officer. The one resident directly affected has been spoken to by Council staff and does not now object to the proposal.

STAFF RECOMMENDATION

It is recommended that the Council approve that in pursuance of the powers vested in it by Section 8.3 (1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 & 2002, the Christchurch City Council hereby authorises the head teacher of Sumner State School to appoint appropriately trained persons to act as school patrols at the school crossing point as specified at Colenso Street, located at a point more or less 10 metres south-east generally of Whitfield Street.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

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THE OPTIONS

- 15. a) Do nothing.
- b) Install a school patrol at the existing upgraded crossing point.

THE PREFERRED OPTION

- 16. Install a school patrol at the existing upgraded crossing point.

ASSESSMENT OF OPTIONS

The Preferred Option

- 17. Install a school patrol at the existing upgraded crossing point.

	Benefits (current and future)	Costs (current and future)
Social	Community wellbeing in regard to improved safety for children.	Nil
Cultural	Not applicable	
Environmental	Additional landscaped areas	Included in the approved Capital Works project for this site.
Economic	Safety in regard to vulnerable road users (school children)	Included in the approved Capital Works project for this site.
Extent to which community outcomes are achieved:		
Meets the needs of the school community.		
Impact on the Council's capacity and responsibilities:		
Can be achieved using existing resources and budgets.		
Effects on Maori:		
Not applicable.		
Consistency with existing Council policies:		
Consistent with the Pedestrian, Parking & Safety Strategies.		
Views and preferences of persons affected or likely to have an interest:		
Requested by and acceptance by the local community.		
Other relevant matters:		
Not applicable.		

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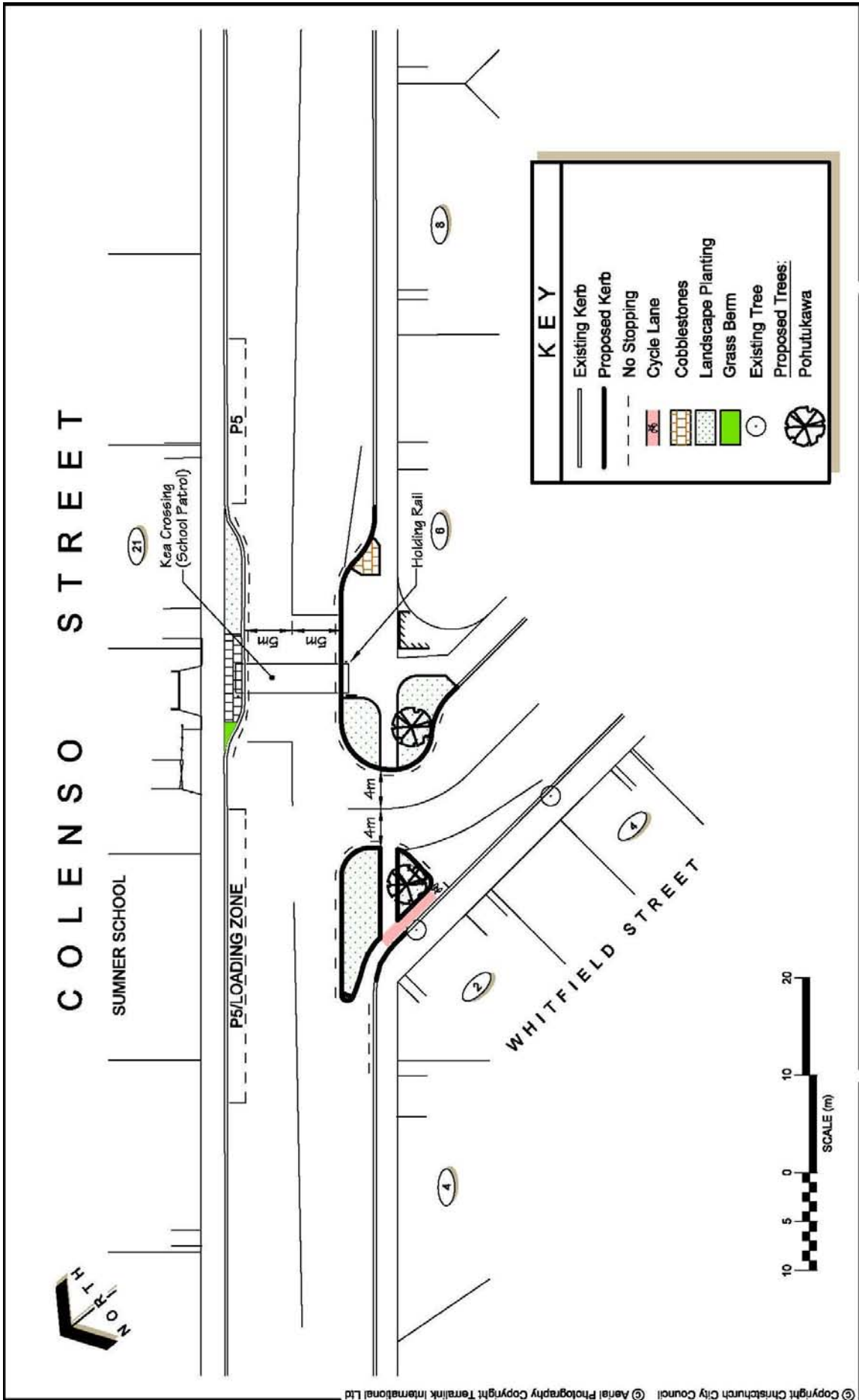
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1 Cont'd

Maintain the Status Quo (if not preferred option)

18. Status Quo

	Benefits (current and future)	Costs (current and future)
Social	None	Ongoing concern about child safety
Cultural	Not applicable	
Environmental	Not applicable	
Economic	None	Potential costs if a child is a casualty resulting from a lower road safety situation.
<p>Extent to which community outcomes are achieved:</p> <p>Does not meet the needs of the local school community.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Council is being non responsive to the community's road safety concern.</p> <p>Effects on Maori:</p> <p>Not applicable.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the Safety Strategy.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Against the wishes of the local school community.</p> <p>Other relevant matters:</p> <p>Not applicable.</p>		



KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Cycle Lane
- Cobblestones
- Landscape Planting
- Grass Berm
- Existing Tree
- Proposed Trees: Pohutukawa



Original Plan Size: A4
 ISSUE 3 09/04/08
 TP-194601 ABG

COLENSO STREET KEA CROSSING
 Safety Improvements
 Start of Work Notice




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2. MAIN ROAD REDCLIFFS PEDESTRIAN CROSSING - RELOCATION/UPGRADE



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

PURPOSE OF REPORT

1. The purpose of this report is to inform the Council of the advantages and disadvantages of a number of options in relation to the existing pedestrian crossing on Main Road at the Redcliffs shopping village and to consider a recommendation from the Hagley/Ferrymead Community Board for approval. This report was first considered by the Hagley/Ferrymead Community Board at its meeting on 6 April 2008 and deferred for three months to allow the Redcliffs Residents' Association to consider the matter.

EXECUTIVE SUMMARY

2. Concern has been expressed for some time by residents at what is believed to be safety issues for pedestrians at the existing zebra crossing in the Redcliffs Shopping Village, Main Road, Redcliffs.
3. In addition, vehicles on Main Road travelling east bound towards Sumner yield to pedestrians on the crossing, vehicles turning right out of Augusta Street believe the Main Road vehicles are slowing to let them enter Main Road. The Augusta Street right turning vehicle does not see the pedestrian on the crossing and a conflict occurs.
4. Also west-bound vehicles wishing to turn left into Augusta Street must stop on the zebra crossing to yield to turning traffic. This causes difficulties for pedestrians on the crossing. This is not ideal.
5. The Board has had requests to install traffic signals on a number of occasions. The installation of traffic signals does not necessarily improve safety as there are many crashes that occur at signals.
6. Four options have been explored with traffic signals being one of the options.
7. The installation of road level lights at the pedestrian crossings in Tuam Street and Hereford Street has proven to be a success. Land Transport New Zealand is in the process of formalising the use of road level lights as a 'Traffic Control Device' under the rule.
8. The recommended option (option 4) is that the status quo remain.

BACKGROUND

9. Main Road is a Minor Arterial road carrying 19,000 vehicles per day. This volume is above the upper limit for a Minor Arterial road. There are no plans to change the status of Main Road to a Major Arterial road. This would mean that the road would eventually be widened to four lanes with a median. The effect of that cannot be justified.
10. However, the volume of traffic will continue to increase. This has the affect of reducing the gaps between vehicles for pedestrians to cross. It also reduces the speed of vehicles.
11. As the volume of traffic increases the pedestrian crossing will be better utilised as many motorists park their vehicles and cross the road without using the crossing.
12. The existing crossing is well laid out and is used by pedestrians very frequently. This makes the zebra crossing safe as motorists become aware of the crossing because they frequently have to 'give way' to pedestrians.

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13. There have been no reported injury crashes at the crossing in the last five years and only one injury crash in the last 10 years. This crash involved a vehicle hitting a pedestrian which resulted in minor injuries.
14. The existing zebra crossing is located close to the eastern side of the Augusta Street intersection. This was to protect and retain the existing car parking space on the north side of Main Road immediately east of the crossing outside the shops. (See **attached** plans.)

OPTIONS

Option 1: Install Traffic Signals (see attachment 1)

15. This option proposes to install traffic signals at the Augusta Street/Main Road intersection. Pedestrian crossing facilities would be incorporated into these signals hence the existing zebra crossing would be removed. Due to its closeness, the Beachville Road/Main Road intersection would also need to be signalised.

This option creates a number of issues:

- (i) It would remove all kerb side parking adjacent to the shops in the Redcliffs shopping centre. This would be necessary to provide two through traffic lanes in each direction, to provide turning access to Augusta Street and Beachville Road and to reduce delays the signals will create for traffic on Main Road. Even with two lanes, traffic queues are calculated through traffic modelling, to reach three kilometres in length in peak time, on Main Road.
- (ii) It is also perceived that traffic signals are safe. This is not necessarily the case. It is known that traffic signals in this situation will increase the currently low crash rate at the crossing. These crashes are also likely to be more severe.
- (iii) This option does provide a dedicated pedestrian crossing phase, however the delays for those pedestrians wishing to cross Main Road will be considerably longer than currently experienced at the zebra crossing. Currently the pedestrian delay is rather short due to the requirement to give way to pedestrians. In peak times the delay or wait for pedestrians is likely to be up to two minutes (120 seconds). Some pedestrians will not wait this length of time or will choose to cross the road away from the signals. It will also mean that some shoppers will choose to use other areas to do their shopping.
- (iv) The installation of the signals will also mean the separate cycle lanes through these two intersections and the flush median will have to be removed to achieve the two vehicle lanes. This will decrease the safety for cyclists and make access to the numerous driveways in this area difficult.
- (v) The inbound bus stop will have to be relocated and buses will have to stop in the traffic lane. This will also affect cyclists and will bring all traffic to a stop if a vehicle is waiting to turn right into Beachville Road when a bus is in the stop.
- (vi) There is no current funding for traffic signals at this location. It is estimated traffic signals will cost more than \$200,000. The disbenefit of signals clearly indicates that this level of funding would not be available.

Option 2: Relocate the existing Pedestrian Crossing (see attachment 2)

16. This option proposes to relocate the existing zebra crossing. Currently the zebra crossing is positioned too close to the intersection of Augusta Street. Turning vehicles both out of and in to Augusta Street are causing safety concerns. The proposal is to move the zebra crossing five metres towards the east. This would require the existing kerb build out on the north side of Main Road to be extended and the removal of one car parking space.

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2 Cont'd

17. This will move the existing limit line for east bound traffic five metres eastward, which will help mitigate the problem of Augusta Street right turning traffic conflicting with pedestrians on the crossing. Space will also be provided for a left turning vehicle into Augusta Street to stop clear of the zebra crossing.
18. The physical works relocating the crossing is estimated to be \$55,000.

Option 3: Installation of Road Level Warning Lights

19. This option proposes the installation of road level warning lights. This system was trialled in the city at two pedestrian crossings and has now been approved by Land Transport New Zealand for installation at other locations.
20. The system is operated by a pedestrian breaking a beam which sets the road level lights to flash while the pedestrian is on the crossing. This warns the approaching motorist of the presence of the pedestrian on the crossing. After the pedestrian has departed from the crossing the lights turn off.
21. There is no current funding for the 'Road level Warning Lights' system. It is estimated the warning lights will cost \$12,000.
22. If road level warning lights were to be installed it would be appropriate to do this in conjunction with Option 2.
23. Funding for the physical works and the 'Pedestrian Crossing Warning Lights' system (\$67,000) would need to be found, if this option were to proceed. However, due to the good safety record at this location all available funds would have to be allocated to one of the many safety improvements where there is a known crash record.
24. This option although desirable, can therefore not be justified.

Option 4: Status Quo (do nothing)

25. The pedestrian crossing on the Main Road at Augusta Street is well utilised and has a very good safety record. There has only been one reported injury accident in the last 10 years and none in the last five years. This option at this point in time is, therefore, the preferred option.

FINANCIAL IMPLICATIONS

26. The recommended option (Status Quo) requires no funding. All the other options have no funding provision.

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

27. As above.

LEGAL CONSIDERATIONS

28. There are no legal issues relating to the proposed option.

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

29. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

30. Does not apply as the recommendation is for the status quo.

2 Cont'd

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

31. As above.

ALIGNMENT WITH STRATEGIES

32. As above.

Do the recommendations align with the Council's strategies?

33. As above.

CONSULTATION FULFILMENT

34. There has been no consultation undertaken as the recommendation is for the status quo.

STAFF RECOMMENDATION

It is recommended that the Board support Option 4 (Status Quo). Should the Board decide to pursue any other option, it would be required to make a recommendation to the Council to that effect.

BOARD CONSIDERATION

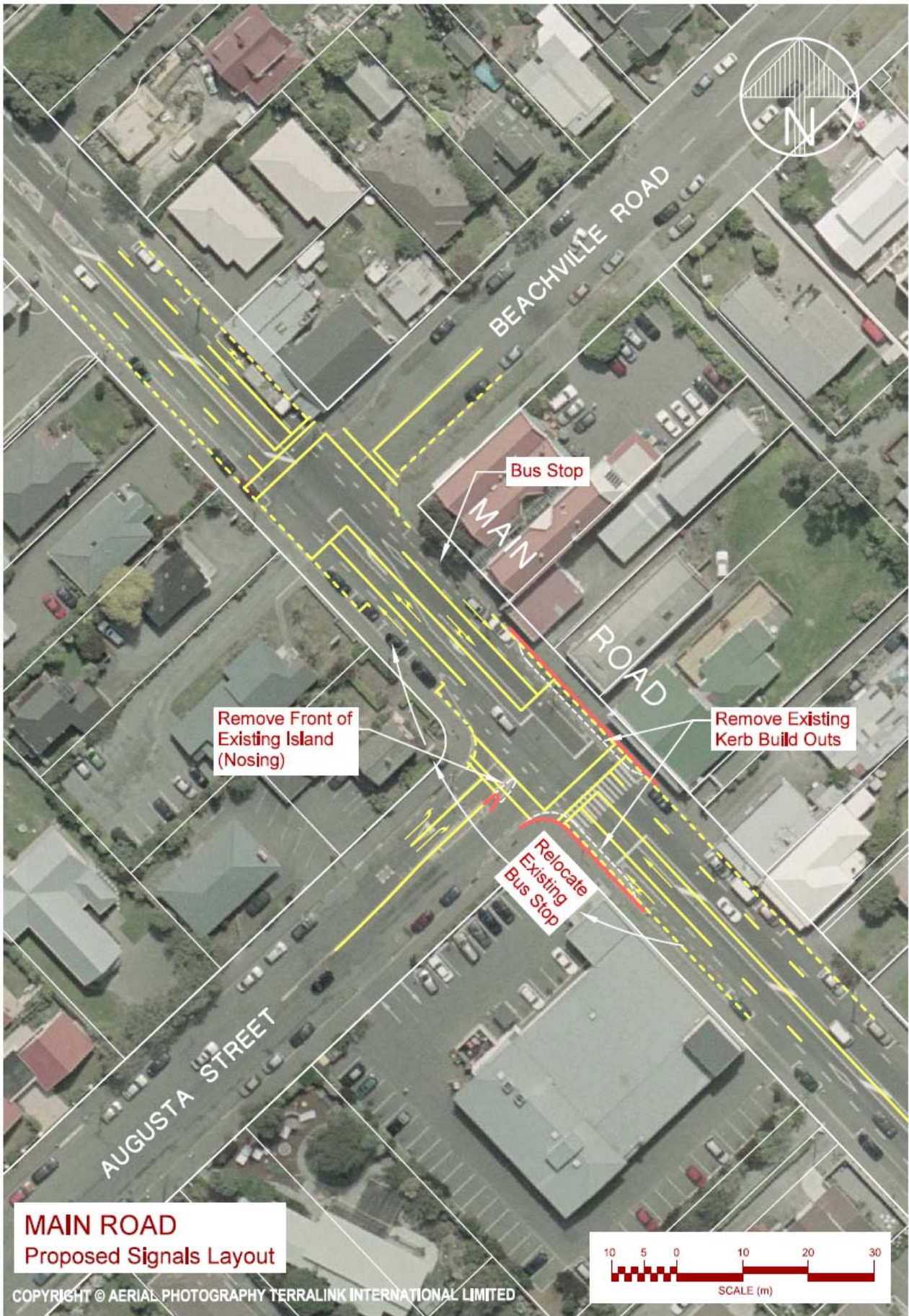
In addition to the Board recommendation below regarding the pedestrian crossing and in response to the deputation from the Redcliffs Residents' Association as detailed in clause 5.1 of these minutes, the Board agreed to express its support in principle for the Residents' Association initiative for an overall traffic management plan for the area.

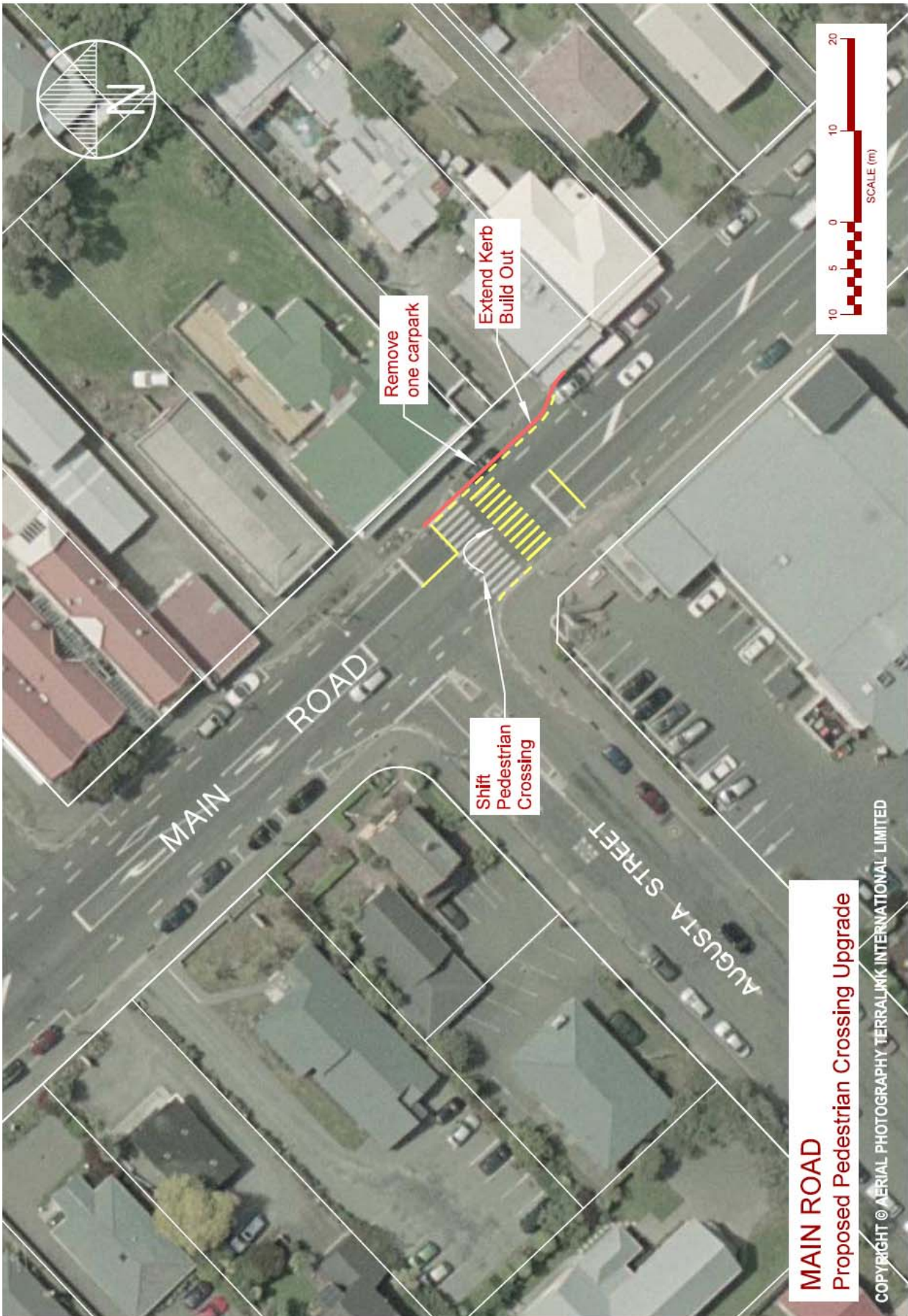
BOARD RECOMMENDATION

That the Council:

- (a) Approve Options 2 and 3 as detailed in the report.
- (b) Note that the Hagley/Ferrymead Community Board supports in principle the Redcliffs Residents' Association's request to the Council and the New Zealand Transport Agency for a holistic approach to be taken by developing an overall traffic management plan for the Ferrymead Bridge to Scarborough area.
- (c) Note that the Board expressed a preference to see this work happen in a timeframe to allow a submission to be made to the upcoming Long Term Council Community Plan process, with specific traffic improvements.
- (d) Note that the Board has requested that staff provide a memorandum to the Board on the upcoming capital works programmed for the area in (b) above.

(Note: The Board, in making this recommendation, noted comments from staff that funding may be available for options 2 and 3 despite the report stating that no funding was available.)





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3. PETERBOROUGH STREET – PROPOSED LOADING ZONE AND SHUTTLE BUS STOP RELOCATION



General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Alan Beuzenberg, Transport and Greenspace Manager
Author:	Lorraine Wilmshurst / Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to recommend to Council that the Shuttle bus stop located in Peterborough Street be relocated and a loading zone be created in its place.

EXECUTIVE SUMMARY

2. At present, the Shuttle bus stop in Peterborough Street is located at the rear of the Convention Centre. This stop is short in length and when the Shuttle bus arrives, it encroaches and interferes with loading activities at the Convention Centre.
3. The Convention Centre has requested that the bus stop for the Shuttle bus be removed so that the loading of goods vehicles, which usually involves containers and large trucks, can be carried out without the Shuttle bus encroaching into the loading area.
4. There is presently a "P5 at anytime" parking area located further west along Peterborough Street but this is the only short-term parking along the south side of Peterborough Street and allows for the delivery of goods to the businesses in this section of the street.
5. The business adjacent to the P5 parking area was approached about the possibility of the P5 becoming the Shuttle bus stop but they did not agree because of the need for a parking area for the delivery of goods.
6. There are currently three bus stops in this section of Peterborough Street (not including the Shuttle bus stop) and two of them are used as the layover/terminus stops for the Numbers 28, 66 and 67 routes. Red Bus Company has been approached in regard to using the westernmost bus stop as a combined bus stop and Shuttle stop.
7. The Red Bus Company has agreed that the bus stop closest to Durham Street North could be used by the Shuttle as the Shuttle does not stop for any length of time and it will not cause any conflict with their services.
8. By relocating the Shuttle bus stop from its present position outside the rear of the Convention Centre and utilising the existing bus stop approximately 120 metres west towards Durham Street North will increase the loading area space for the Convention Centre while still retaining the P5 short term parking for businesses in the area.
9. The Victoria Neighbourhood Committee has been notified of the changes and does not have any concerns about the relocation of the Shuttle bus stop.

FINANCIAL IMPLICATIONS

10. The cost of this proposal is estimated to be \$1,000.

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.

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3 Cont'd

LEGAL CONSIDERATIONS

12. Clause 4 of the Christchurch Traffic and Parking Bylaw provides the Council the authority to install parking restrictions by resolution.
13. The installation of any associated signs and markings must comply with the Land Transport Rule: traffic control devices 2004.

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. Red Bus Company was consulted and agreed to a combined bus and Shuttle bus stop at the western-most bus stop closest to Durham Street North. The Victoria Neighbourhood Committee does not have any concerns about the stop being repositioned.

STAFF RECOMMENDATION

That the Council approve:

- (a) That the Shuttle bus stop located on the south side of Peterborough Street commencing at a point 79.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres, be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum period of five minutes" be created on the south side of Peterborough Street commencing at a point 79.5 metres from its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.



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Original Plan Size: A4
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PETERBOROUGH STREET
 Proposed Loading Zone and Shuttle Bus Stop Relocation
For Board Approval



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4. GLOUCESTER STREET – PROPOSED BUS STOP EXTENSION



General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Alan Beuzenberg, Transport and Greenspace Manager
Author:	Lorraine Wilmshurst/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve the extension of the existing bus stop outside number 205 Gloucester Street.

EXECUTIVE SUMMARY

2. Some years ago, two bus stops were installed in Gloucester Street, one outside the Manchester Street parking building and the other by the Orion Yard, outside 205 Gloucester Street.
3. At the time, there were two vehicle entrances into the Orion Yard between the bus stops. The eastern vehicle entrance along this boundary has now been fenced off and is redundant.
4. At present, the area across the redundant vehicle crossing is being used as an all-day park. This restricts access to the second bus stop which is only 15 metres long.
5. It is therefore recommended that the bus stop be lengthened by removing the additional parking space to improve the buses access to the bus stop. This will also create a bus stop more suitable for the newer larger buses.
6. Orion’s property manager has been spoken with and has agreed to the bus stop being extended at this time but would like an undertaking that if the access is required, due to future development of the site that the bus stop be shortened back to its present position.

FINANCIAL IMPLICATIONS

7. The cost of this proposal is estimated to be \$100.

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

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

LEGAL CONSIDERATIONS

9. Clause 4 of the Christchurch Traffic and Parking Bylaw provides the Council the authority to install parking, stopping and standing restrictions by resolution.
10. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

4 Cont'd

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Orion, the adjoining property owner has agreed to the bus stop being extended at this time but would like an undertaking that if the access is required due to future development of the site, that the bus stop be shortened to its present position.

STAFF RECOMMENDATION

That the Council approve:

- (a) That the existing bus stop located on the north side of Gloucester Street commencing at a point 130 metres east of the intersection with Manchester Street and extending in an easterly direction for a distance of 15 metres, be revoked.
- (b) That a bus stop be installed on the north side of Gloucester Street commencing at a point 122 metres from its intersection with Manchester Street and extending in an easterly direction for 23 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PROPOSED EXTENSION TO BUS STOP

EXISTING BUS STOP

Gloucester Street

192 194 196 202 203 205 211

CHRISTCHURCH
CITY COUNCIL · YOUR PEOPLE · YOUR CITY

GLOUCESTER STREET
Proposed Extension to Existing Bus Stop
For Board Approval

Original Plan Size: A4
ISSUE. 1 04.08
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PART B - REPORTS FOR INFORMATION



5. DEPUTATIONS BY APPOINTMENT

5.1 REDCLIFFS RESIDENTS' ASSOCIATION – REDCLIFFS PEDESTRIAN CROSSING

Mr Stephen Bessant spoke to the Board on behalf of the Redcliffs Residents' Association in regard to the Redcliffs Pedestrian Crossing report and answered questions asked by members. Mr Bessant suggested that the best way to approach this issue was to promote an overall traffic management plan from Ferrymead Bridge to Scarborough. Mr Bessant asked the Board to support the Residents' Association in its promotion of the initiative with the Council and the New Zealand Transport Agency.

The Board's decision on this matter is detailed under clauses 2 of these minutes.

5.2 MR RICHARD DUDING – CHESTER STREET EAST

Mr Richard Duding spoke to the Board regarding the Chester Street East Vehicle Parking and Berm Maintenance report and presented a PowerPoint presentation to outline his concerns regarding carparking and maintenance of the berm in the street.

The Board's decision on this matter is detailed under clause 14 of these minutes.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

The Board **received** a letter from the Sumner Residents' Association concerning the Sumner World War One Peace Memorial on Clifton Beach and Vietnam War Dead.

The Chairperson invited the Secretary of the Sumner/Redcliffs Historical Association to speak to the Board and answer members' questions with regard to the letter.

The Board **decided** to defer the matter until a copy of the Mayor's response to the original letter was available.

9. BRIEFINGS

The Chairperson informed members about a presentation regarding the Ellerslie Flower Show that was given at the last Board Chairperson's meeting. A report will be presented to the Board in the near future regarding tickets to the show.

10. ESPLANADE SUMNER – PROPOSED BOLLARD TRIAL COSTS

The Board received a report providing approximate costs for a trial installation of removable bollards along the Esplanade Sumner and providing information on the crash history for the area.

Sergeant Phil Newton of the Lyttelton Police presented information to members outlining the disorder and traffic offences for the last 12 months on a 'by day' basis, to show the need for preventive measures.

The Board **received** the report for information.

(Note: The Board noted that the Chairperson would raise this matter with the recently appointed Hagley/Ferrymead Community Engagement Adviser for further consideration about how the community's views on this matter might be sought.)

11. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board-related activities. In particular the following was noted:

- That the memorandum from the Community Board Adviser, dated 17 September 2008, be included on the 1 October 2008 Board meeting agenda for discussion.

12. ELECTED MEMBERS' QUESTIONS

Subject to Standing Order 3.21.2, Yani Johanson tabled the questions below. These questions refer to an item discussed at the Board's meeting on 3 September 2008.

1. When was the request for speaking rights and the supplementary report of the Board made to the Mayor or appropriate Council staff? And why did it take so long to get an answer?
2. What specifically was requested? I am concerned that the request for a deputation was refused because the matter was not on the agenda. The Board asked that a supplementary report/ resolution be placed on the agenda so that this could happen and enable speaking rights.
3. What justification was given for Scarborough Fare to be added to the agenda as a Part A, but not the Community Board supplementary report which included a part A request for a decision from Council to support the local businesses? I note they were both considered at the Community Board meeting on 3 September.
4. Were any meetings held by Council staff following the Board Meeting of September 3rd on this matter, and if so, who was invited, what was the purpose, and what was discussed and / or agreed to?

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MEETING MINUTES – 3 SEPTEMBER 2008

The Board **resolved** that the minutes of its meeting held on 3 September 2008 be confirmed.

14. CHESTER STREET EAST: VEHICLE PARKING AND BERM MAINTENANCE

The Board considered a report to address concerns expressed by some residents of Chester Street East regarding both the parking of vehicles and issues relating to the maintenance of the grassed berm outside 88 to 96 Chester Street East.

The Board **resolved** that Chester Street East be treated the same as any other urban residential street in Christchurch that is on the "Landscaped Area" Register in that, if residents are unable or unwilling to mow the berm, that the Council continue to do so in accordance with the "Landscaped Area" requirements stipulated in the Road Maintenance (Behind the Kerb) Contract, with the understanding that the Council will endeavour to mow the grass berm in the weekend.

(Yani Johanson requested that his vote against the motion be recorded.)

15. ARMAGH STREET – PROPOSED 30 MINUTE PARKING RESTRICTION

The Board considered a report seeking approval to install a 30 minute parking restriction on the south side of Armagh Street near the intersection of Fitzgerald Avenue.

The Board **resolved**:

- (a) That the parking of vehicles be restricted to a maximum of 30 minutes on the south side of Armagh Street commencing at a point 5.5 metres west of the Fitzgerald Street intersection and extending in a westerly direction for 27.5 metres.

16. GLENSTRAE ROAD - PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval to install a "No Stopping" restriction on the western side of Glenstrae Road, between Glendever Terrace and Rifleman Lane, and to extend the existing "No Stopping" restriction on the eastern side of Glenstrae Road.

The Board **resolved**:

- (a) That the existing "No Stopping of vehicles at any time" on the north side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of six metres, be revoked.
- (b) That the existing "No Stopping of vehicles at any time" on the south side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of 10 metres, be revoked.
- (c) That the existing "No Stopping of vehicles at any time" on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a northerly direction for a distance of 26 metres, be revoked.
- (d) That the existing "No Stopping of vehicles at any time" on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a southerly direction for a distance of seven metres, be revoked.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of six metres.

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- (f) That the stopping of vehicles be prohibited at any time on the south side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of 10 metres.
- (g) That the stopping of vehicles be prohibited at any time on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a northerly direction to its intersection with Inverness Lane.
- (h) That the stopping of vehicles be prohibited at any time on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a southerly direction for a distance of 20 metres.
- (i) That the stopping of vehicles be prohibited at any time on the west side of Glenstrae Road commencing at its intersection with Gazelle Lane and extending in a northerly direction to its intersection with Rifleman Lane.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Glenstrae Road commencing at its intersection with Gazelle Lane and extending in a southerly direction for a distance of 56 metres.

17. **APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – NAVARONE AUSTRIA HAMILTON**

The Board considered a report for an application for funding from the Community Board's 2008/09 Youth Development Scheme for Navarone Austria Hamilton.

The Board **resolved** to approve the application and allocate \$200 from its 2008/09 Youth Development Scheme to Navarone Austria Hamilton to attend the Ten Pin Bowling Nationals in Wellington in September/October 2008.

(The Board noted that this is the second time this applicant has received a grant and will therefore be ineligible under the criteria to apply again.)

18. **RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** that the resolution to exclude the public as set out on page 19 of the agenda be adopted. The Board moved into Public Excluded session at 5.25 pm.

The meeting concluded at 6pm.

CONFIRMED THIS 1ST DAY OF OCTOBER 2008

**BOB TODD
CHAIRPERSON**