



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

25 MAY 2005

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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1. APOLOGIES

2. CONFIRMATION OF REPORT

The report of the ordinary meeting held on Wednesday 11 May 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 11 May 2005 be confirmed.

3. BEVERIDGE STREET "LOADING ZONES"

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Basil Pettigrew, Area Engineer (Community), DDI 941-8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of two loading zones in Beveridge Street.

EXECUTIVE SUMMARY

2. Beveridge Street is an 8 metre wide "Local" street running between Montreal and Durham Streets just south of Bealey Avenue (see attachment). There is a P60 parking restriction on the south side which applies seven days from 8.00 am to 6.00 pm. The northern side of the street is fully parked with commuter vehicles during normal work hours.
3. The Richmond Fellowship moved into the premises previously occupied by the Hearing Association Inc at 9 Beveridge Street during October 2004.
4. Richmond Fellowship is a national provider of community based health and disability support services for approximately 3,500 people within New Zealand. A local staff of 10 people are now dedicated to providing support recreation and leisure activities both on site in Beveridge Street and in the wider community for up to 32 people Monday to Friday.
5. As it is a day care facility only, clients are transported from their overnight accommodation by taxi. On a typical day nine maxi taxis and seven smaller vans are required. The arrival of the maxi taxis can result in serious congestion problems, as there is inadequate onsite parking and kerbside parking is invariably already committed.
6. The arrival times are scheduled to occur between 9.00 am and 11.00 am but it is not unusual for four maxi taxis to arrive together. The transportation of the clients to this facility is organised independently from Richmond Fellowship and involves taxi services from five different providers. Attempts have been made to organise non-simultaneous arrival times, but this has been unsuccessful as there are too many variables. With onsite parking only available for two larger vans and two smaller vans, it has been demonstrated that kerbside parking needs to be provided to complement this.
7. Richmond Fellowship has established very good relationships with adjacent property owners in the street, and they have collectively explored solutions to the problems. They have recommended that P5 loading zones be established to allow the larger vans to park adjacent to the kerb. This will allow the wheelchair confined clients to be safely unloaded out the rear doors. The attached plan shows the location of the proposed loading zones, and this has been agreed to by the adjacent property owners.
8. At its meeting of 23 March 2005, the Board requested that the Victoria Neighbourhood Group be consulted. The report was formally considered at the Victoria Neighbourhood Committee's meeting of 30 April 2005 and full support to the proposed loading zones was given. The Victoria Neighbourhood Group thanked the Board for consulting them specifically.

FINANCIAL AND LEGAL CONSIDERATIONS

9. Cost

Road marking and signs = \$400.

10. Legal Considerations

Land Transport (Road User) Rule 2004

“Loading Zone” means an area of marked roadway designated solely for the purpose of loading or unloading goods or passengers.

A sign that imposes a parking restriction and incorporates the letter “P” on the top of the sign, or relates to a loading zone, applies between the hours of 8.00 am to 6.00 pm on days other than public holidays, unless otherwise specified on the sign, or on a supplementary sign.

STAFF RECOMMENDATION

It is recommended that the Board agree that:

- (i) A “Loading Zone Time Limit 5 minutes from 9.00 am - 11.00 am and 2.00 pm - 4.00 pm” be created on the north side of Beveridge Street commencing at a point 48.5 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 11.5 metres.
- (ii) The P60 parking restriction on the south side of Beveridge Street commencing at a point 58 metres from its intersection with Montreal Street and extending for a distance of 8 metres be revoked.
- (iii) A “Loading Zone Time Limit 5 minutes from 9.00 am - 11.00 am and 2.00 pm - 4.00 pm” be created on the south side of Beveridge Street commencing at a point 58 metres from its intersection with Montreal Street and extending for a distance of 8 metres.
- (iv) The parking of vehicles be restricted to a maximum period of 60 minutes from 11.00 am - 2.00 pm and 4.00 pm - 6.00 pm Monday to Friday on the south side of Beveridge Street commencing at a point 58 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 8 metres.
- (v) The restrictions (i), (iii) and (iv) are to come into effect upon installation of the appropriate signs and markings.

CHAIRPERSON’S RECOMMENDATION

That the recommendation be adopted.

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4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

DISCRETIONARY FUND UPDATE

The attached schedule shows the Board's Discretionary fund allocations to date since 1 July 2004. A total of **\$1,672** remains available for allocation.

CHAIRPERSON'S RECOMMENDATION

That the information be received.

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5. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

6. QUESTIONS FROM MEMBERS