



## Christchurch City Council

# HAGLEY/FERRYMEAD COMMUNITY BOARD

## AGENDA WEDNESDAY 6 AUGUST 2008

**3.00 PM**

**IN THE BOARDROOM  
LINWOOD SERVICE CENTRE  
180 SMITH STREET, LINWOOD**

**Community Board:** Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson and Brenda Lowe-Johnson.

**Community Board Adviser**

Fiona Shand

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1. **APOLOGIES**



2. **CONFIRMATION OF MEETING REPORT – 16 JULY 2008**

The report of the Board's ordinary meeting of 16 July 2008 is **attached**. The Public Excluded section of the report of 16 July 2008 has been separately circulated to members.

**STAFF RECOMMENDATION**

That the report of the Board's ordinary meeting (*both open and public excluded sections*) be confirmed.

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

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

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

**APOLOGIES:** An apology for absence was received and accepted from  
John Freeman.

Brenda Lowe-Johnson retired temporarily and was absent for part  
of clause 14.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

Nil.

**2. PRESENTATION OF PETITIONS**

Nil.

**3. NOTICE OF MOTION**

Nil.

**4. CORRESPONDENCE**

The Board **received** correspondence from the Sumner Residents' Association regarding reinstating a working party. The Community Board Adviser agreed to provide a copy of a memorandum provided to the former Board in 2007 and to follow up on the Board's jurisdiction to establish a working party.

The Board **received** a copy of the letter sent by staff in response to Mr Carswell's letter of 23 June 2008. The Board **agreed** to ask Tony Murray to attend the next meeting to discuss the issue.

**5. BRIEFINGS**

Peter Mitchell, General Manager, Regulation and Democracy Services, apologised to the Board for incorrect information supplied to it with respect to the status of a tree in Bangor Street. The tree is not protected under the City Plan. Mr Mitchell undertook to write to Mr Edgar of Bangor Street to explain the situation. Under current delegations, the Board is able to make a decision with respect to the tree.

**CLAUSE 2 – ATTACHMENT 1**

**6. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and other relevant information including an update on the issue of horse grazing. The Board asked for further information about the delay in the report on horse grazing.

The Board **agreed** to write to the Community Recreation Adviser thanking her for the hard work in organising the Winter Fling held recently at the Richmond Working Men's Club. The Board wished to have its appreciation of a wonderful community event noted.

**7. MEMBER'S QUESTIONS**

The Board Chair asked members for comments or feedback for a forthcoming meeting he was having with the Council's communications staff.

**PART C – DELEGATED DECISIONS TAKEN BY THE BOARD**

**8. CONFIRMATION OF MEETING REPORT – 2 JULY 2008**

The Board **resolved** to confirm the report of its ordinary meeting of 2 July 2008 (both open and public excluded sections) subject to an amendment to correct page numbers on the table of contents on page seven and the correction of a spelling error.

**9. LICHFIELD STREET – PROPOSED DISABLED PARKING RESTRICTION**

The Board considered a report seeking approval to install a mobility parking restriction on the south side of Lichfield Street.

The Board **resolved** to approve that a disabled parking (limited to those displaying an "operation mobility card only") for a maximum period of 30 minutes on the south side of Lichfield Street commencing at a point 93 metres from its intersection with Barbadoes Street and extending in a easterly direction for a distance of six metres be created.

**10. LICHFIELD STREET – PROPOSED P10 PARKING RESTRICTION**

The Board considered a report seeking approval to install a 10 minute parking restriction on the south side of Lichfield Street, 71 metres from its intersection with Duke Street and extending in a westerly direction for 17 metres.

The Board **resolved** to approve that the parking of vehicles be restricted to a maximum period of ten minutes on the south side of Lichfield Street commencing at a point 71 metres from its intersection with Duke Street and extending in a westerly direction for a distance of 17 metres.

**11. PEACOCK STREET, BEVERIDGE STREET AND CONFERENCE STREET - PROPOSED ALTERATION TO EXISTING 60 MINUTE PARKING RESTRICTION**

The Board considered a report seeking approval to alter the existing 60 minute parking restriction located on the south side of Peacock Street, Beveridge Street and Conference Street so that it operates Monday to Friday only, instead of seven days a week.

This report was incorrectly noted on the Agenda as a Part A report.

## 11 Cont'd

## CLAUSE 2 – ATTACHMENT 1

The Board **resolved**:

- (a) That the parking of vehicles restricted to a maximum period of 60 minutes on the south side of Peacock Street between Montreal and Durham Streets, be revoked.
- (b) That the parking of vehicles restricted to a maximum period of 60 minutes on the south side of Beveridge Street between Montreal and Durham Streets, be revoked.
- (c) That the parking of vehicles restricted to a maximum period of 60 minutes on the south side of Conference Street between Montreal and Durham Streets, be revoked.
- (d) That the parking of vehicles be restricted to a maximum period of 60 minutes on Monday to Friday, on the south side of Peacock Street between Montreal and Durham Streets.
- (e) That the parking of vehicles be restricted to a maximum period of 60 minutes on Monday to Friday, on the south side of Beveridge Street between Montreal and Durham Streets.
- (f) That the parking of vehicles be restricted to a maximum period of 60 minutes on Monday to Friday, on the south side of Conference Street between Montreal and Durham Streets.

## 12. NATURAL HIGH LIMITED – COMMERCIAL RECREATION PROVIDERS LICENCE APPLICATION

The Board considered a report seeking approval to issue a licence to Natural High Limited to use the Council's existing bike tracks on the Port Hills for mountain bike tours.

Staff joined the meeting and provided feedback from the meetings of the Lyttleton/Mt Herbert and Spreydon/Heathcote Board meetings which had also considered this report.

The Board **resolved** that

- (a) Pursuant to Sections 54(1)(d) and 56(1)(b) of the Reserves Act 1977 the Board consents to the granting of a licence to Natural High Limited to operate a guided mountain bike tours business for a period of five years using the Council's existing mountain bike tracks on the land described in the attached Schedule:

### ***SCHEDULE***

<b>Name</b>	<b>Legal Description</b>	<b>Certificate of Title</b>	<b>Reserve Status</b>
Castle Hill Track	Part Lot 3 DP 2907	CB42A/555	Scenic Reserve
Mt Pleasant Track	Lot 2 DP 83474	CB48C/724	Scenic Reserve
Scarborough Farm Park	Lot 1 DP 4807 and Lots 1, 2 and 3 DP 54492, part Lot 1 DP 4807 and part Lot 2 DP 10127	CB43A/1050	Recreation Reserve

- (b) The application is subject to:
  - (i) public notification under the Reserves Act 1977 and no sustainable objections being received.
  - (ii) the approval of the Department of Conservation being obtained.
  - (iii) the applicant meeting all costs associated with the granting of the licence.

12 Cont'd

CLAUSE 2 – ATTACHMENT 1

- (c) The addition of a condition in the licence requiring negotiation between the Council (park rangers) and Natural High in regard to access following wet weather.
- (d) That the licence be subject to annual review, with staff having the delegation to undertake this review and to set the new licence fee.

13. DORSET STREET AND DUBLIN STREET – KERB AND CHANNEL RENEWAL PROJECT

The Board considered a report seeking approval to proceed to detailed design, tender and construction for the Dorset and Dublin Streets kerb and dish channel replacement project, as shown in **attachment 1**.

Staff advised that there were errors in the recommendations which were corrected. The Community Board Adviser noted that a portion of the report had not been included in the agenda, copies of the full report were made available to members. Staff updated the Board on the outcome of consultation with the Victoria Neighbourhood Association.

The Board **resolved** to approve, subject to staff completing a further check of the distances noted and reporting back to the Board by way of memorandum, that

- (a) Approve the Dorset and Dublin Streets project to proceed to detailed design, tender and construction, as shown on the plans for Board approval at **attachment 1**.
- (b) Approve the following traffic and parking restrictions:

**New no stopping:**

Bealey Avenue

- (i) That the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing east of its intersection with Dublin Street and extending in an easterly direction for a distance of 11 metres.

Dorset Street

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Park Terrace and extending in a north-easterly direction for a distance of 18.5 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Dublin Street and extending in a south-westerly direction for a distance of 15 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Dublin Street and extending in an north-easterly direction for a distance of 13.5 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at its intersection with Park Terrace and extending in a north-easterly direction for a distance of 15.5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at a point 76.5 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 32.5 metres.

13 Cont'd

CLAUSE 2 – ATTACHMENT 1

- (viii) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of 14 metres.

Dublin Street

- (ix) That the stopping of vehicles be prohibited at any time on the north side of Dublin Street commencing at its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 13.5 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Dublin Street commencing at its intersection with Dorset Street and extending in a north-westerly direction for a distance of 18 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Dublin Street commencing at its intersection with Dorset Street and extending in a north-westerly direction for a distance of 20.5 metres

Park Terrace

- (xii) That the stopping of vehicles be prohibited at any time on the east side of Park Terrace commencing at its intersection with Dorset Street and extending in a northerly direction for a distance of 12 metres.

Victoria Street

- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing at its intersection with Dorset Street and extending in a north-westerly direction for a distance of seven metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing at its intersection with Dorset Street and extending in a south-easterly direction for a distance of five metres.

**Remove existing no stopping:**

Bealey Avenue

- (xv) That the existing no stopping restriction on the south side of Bealey Avenue commencing at its intersection with Dublin Street and extending in an easterly direction for a distance of nine metres be revoked.

Dorset Street

- (xvi) That the existing no stopping restriction on the north side of Dorset Street commencing from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 7.5 metres be revoked.
- (xvii) That the existing no stopping restriction on the north side of Dorset Street commencing at its intersection with Dublin Street and extending in a south-westerly direction for a distance of seven metres be revoked.
- (xviii) That the existing no stopping restriction on the north side of Dorset Street commencing at its intersection with Dublin Street and extending in a north-easterly direction for a distance of three metres be revoked.



13 Cont'd

CLAUSE 2 – ATTACHMENT 1

- (xix) That the existing no stopping restriction on the north side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of three metres be revoked.
- (xx) That the existing no stopping restriction on the south side of Dorset Street commencing at its intersection with Park Terrace and extending in an north-easterly direction for a distance of eight metres be revoked.
- (xxi) That the existing no stopping restriction on the south side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of seven metres be revoked.

Dublin Street

- (xxii) That the existing no stopping restriction on the north side of Dublin Street commencing at its intersection with Bealey Avenue and extending in an south-easterly direction for a distance of eight metres be revoked.
- (xxiii) That the existing no stopping restriction on the north side of Dublin Street commencing at its intersection with Dorset Street and extending in a north-westerly direction for a distance of two metres be revoked.
- (xxiv) That the existing no stopping restriction on the south side of Dublin Street commencing at its intersection with Dorset Street and extending in a north-westerly direction for a distance of nine metres be revoked.

Park Terrace

- (xxv) That the existing no stopping restriction on the east side of Park Terrace commencing at its intersection with Dorset Street and extending in a northerly direction for a distance of six metres be revoked.

Victoria Street

- (xxvi) That the existing no stopping restriction on the west side of Victoria Street commencing at its intersection with Dorset Street and extending in a north-westerly direction for a distance of three metres be revoked.
- (xxvii) That the existing no stopping restriction on the west side of Victoria Street commencing at its intersection with Dorset Street and extending in a south-easterly direction for a distance of three metres be revoked.

**New Parking restriction:**

Dorset Street

- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the north side of Dorset Street commencing at a point 18.5 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of six metres.
- (xix) That the parking of vehicles be restricted to a maximum period of five minutes at all times on the north side of Dorset Street commencing at a point 30.5 metres from its intersection with Park Terrace and extending in an north-easterly direction for a distance of 10 metres.
- (xx) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the north side of Dorset Street commencing at a point 41 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 32.5 metres.

13 Cont'd

CLAUSE 2 – ATTACHMENT 1

- (xxi) That the parking of vehicles be restricted to a maximum period of 60 minutes from Monday to Friday on the north side of Dorset Street commencing at a point 13.5 metres north-east of its intersection with Dublin Street and extending in a north-easterly direction for a distance of 18 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of 60 minutes from Monday to Friday on the north side of Dorset Street commencing at a point 51.5 metres north of its intersection with Dublin Street and extending in a north-easterly direction for a distance of 15 metres.
- (xxiii) That the parking of vehicles be restricted to a maximum period of 60 minutes from Monday to Friday on the south side of Dorset Street commencing at a point 14 metres from its intersection with Victoria Street and extending in a south-westerly direction for a distance of 52 metres.
- (xxiv) That the parking of vehicles be restricted to authorised residents vehicles only on the south side of Dorset Street commencing at a point 98.5 metres from its intersection with Victoria Street and extending in a south-westerly direction for a distance of 11.5 metres.

Dublin Street

- (xxv) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the north side of Dublin Street commencing at a point 13.5 metres from its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 57.5 metres.
- (xxvi) That the parking of vehicles be restricted to a maximum period of 120 minutes between Monday to Friday on the north side of Dublin Street commencing at a point 81 metres from its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 89 metres.
- (xxvii) That the parking of vehicles be restricted to authorised residents vehicles only on the south side of Dublin Street commencing at a point 20.5 metres north-west of its intersection with Dorset Street and extending in a north-westerly direction for a distance of 11.5 metres.

**Remove existing parking restriction:**

Dorset Street

- (xxviii) That the existing P60 parking restriction be removed from the south side of Dorset Street at its present position commencing seven metres from its intersection with Victoria Street and extending 36.5 metres in a south-westerly direction.
- (xxix) That the existing authorised resident's vehicles only parking restriction be removed from the south side of Dorset Street at its present position commencing 93.5 metres from its intersection with Victoria Street and extending 10 metres in a south-westerly direction.

Dublin Street

- (xxx) That the existing authorised residents vehicles only parking restriction be removed from the south side of Dublin Street at its present position commencing nine metres west of the intersection with Dorset Street and extending 10.5 metres in a north-westerly direction.
- (xxxi) That the existing P60 parking restriction be removed from the south side of Dublin Street at its present position commencing at a point 17.5 metres from its intersection with Bealey Avenue and extending 52.5 metres in a south-easterly direction.

13 Cont'd

CLAUSE 2 – ATTACHMENT 1

**Give Way control:**

(xxxii) That a "Give Way" sign be placed against Dorset Street at its intersection with Park Terrace.

**14. RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** that the draft resolution to exclude the public set out on page 39 of the agenda be adopted.

The meeting concluded at 4.41 pm.

**CONFIRMED THIS 6TH DAY OF AUGUST 2008**

**BOB TODD  
CHAIRPERSON**

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 MR ANTON WARTMANN**

Mr Wartmann of Linwood Avenue will speak to the Board about some concerns he has with trees on Council land adjoining his property.

**3.2 BELINDA BARRETT-WALKER**

Belinda Barrett-Walker, of Junior Neighbourhood Support will speak to the Board about the programme being delivered in the Hagley/Ferrymead ward area.

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

6.1 Correspondence has been received from Lance Siebuhr regarding the number 3 bus (Sumner/Avonside), **(attached)**.

**7. BRIEFINGS**

**Todd, Bob**

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**From:** Lance Sieburt  
**Sent:** Friday, 25 July 2008 5:48 pm  
**To:** Todd, Bob; Lowe-Johnson, Brenda; Cox, David; Freeman, John; Carter, Tim (Private); Johanson, Yanl  
**Subject:** The Number 3 Bus (Summer/Avonside)

The Number 3 Bus (Summer/Avonside)

The Summer/Redcliffs area has experienced dramatic growth in the last ten years. Development in the area has caused the population to rise, and the increased pressure on resources, especially the roads, is very evident.

Main Road from Summer towards the city has a high proportion of single occupancy vehicles at all times, not just peak times, and this needs to be addressed. The majority of these drivers probably have destinations that making public transport is not convenient, or maybe they need vehicles for work during the day.

The area does require to be looked at as a whole, but within this scope, the public transport needs reviewing. BCAN provides a process for reviewing Bus Routes, and I have suggested the following

I consider the Bus Route from Summer/Redcliffs to Avonside/University would certainly get more patronage if the destinations were varied. I think the Number 3 bus route is very good, and I do use it, but could be modified (a limited service) that went via New Brighton/QEII rather than directly to the city.

QEII and New Brighton are great destinations, about 15 minutes by car from Summer/Redcliffs, but about 30 minutes by bus, each way, by traveling to the city and changing bus out to QEII. I think this could become a popular route. QEII is a great facility BTW, there are no less than 7 bus routes serving New Brighton already. (50, K, 52, 54, 5, 51, 49 ), and 1 serving Summer/Beau iff (3).

Another route could be Summer/Redcliffs to Hanwell, via Moorhouse Ave, or Heathcote Valley would also be a very useful route. I travel to Addington for work. The Number 3 bus is very popular to the city, and the Number 1 bus is popular from the city to Halswell. It takes me 60 to 90 minutes each way, to get from Redcliffs to Addington on the bus. This is a 20 minute drive!

More of the same will not drive any change, the routes need to be modified to encourage more patronage.

I encourage the Hagley/Ferrymead community board members to support a better a bus service to/from Summer and Redcliffs.

Lance Sieburt

## 8. PROPOSED ROAD NAMING

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8462
<b>Officer responsible:</b>	Environment Policy and Approvals Manager
<b>Author:</b>	Bob Pritchard, Subdivisions Officer

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Hagley/Ferrymead Community Board's approval to one new right of way name, and one new accessway.

**EXECUTIVE SUMMARY**

2. The approval of proposed new road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed names against the Council's road name database to ensure it will not be confused with names currently in use.

**24-26 St Johns Street – Horncastle Homes**

4. This subdivision will create 47 new apartments to be served by a rectangular accessway. In line with council policy, these developments are usually named "Court" or "Courts". The proposed name Streamside Court is proposed. This is appropriate as the development is bounded to the south by Steamwharf Drain. **Attachment one** refers.

**140-144 Port Hills Road –Landform NZ**

5. This subdivision creates 18 new allotments to be served by a fully formed and sealed right of way. The name proposed acknowledges a long standing ownership of the land. The name proposed is Fredrica Lane after the daughter of the landowner (the spelling of the name was confirmed with the developer). **Attachment two** refers.

**FINANCIAL IMPLICATIONS**

6. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

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

7. Not applicable.

**LEGAL CONSIDERATIONS**

8. Council has a statutory obligation to approve road names.

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

9. Yes. There are no legal implications.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Not applicable.

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

11. Not applicable.

**8 Cont'd**

**ALIGNMENT WITH STRATEGIES**

12. Not applicable.

**Do the recommendations align with the Council's strategies?**

13. Not applicable.

**CONSULTATION FULFILMENT**

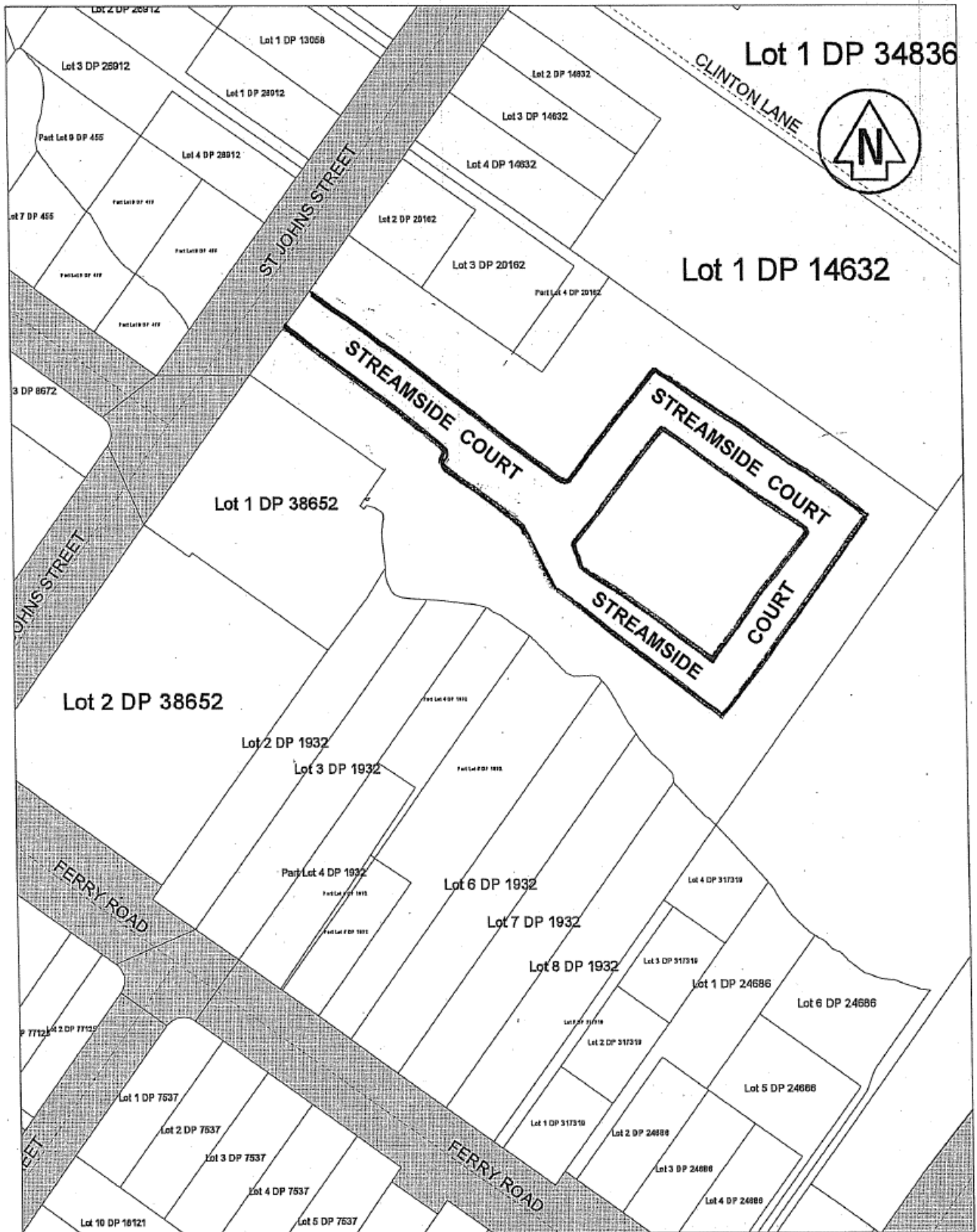
14. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and New Zealand Post. Where a Maori name is proposed Ngai Tahu is consulted.

**STAFF RECOMMENDATION**

It is recommended that the Board consider and approve the proposed names Streamside Court for the Horncastle Homes development at 24-26 Johns Street, and Fredrica Lane for the Landform NZ development at 140-144 Port Hills Road.

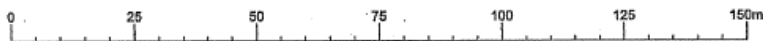
**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.



**Spatial Map Print**

Scale 1 : 1300

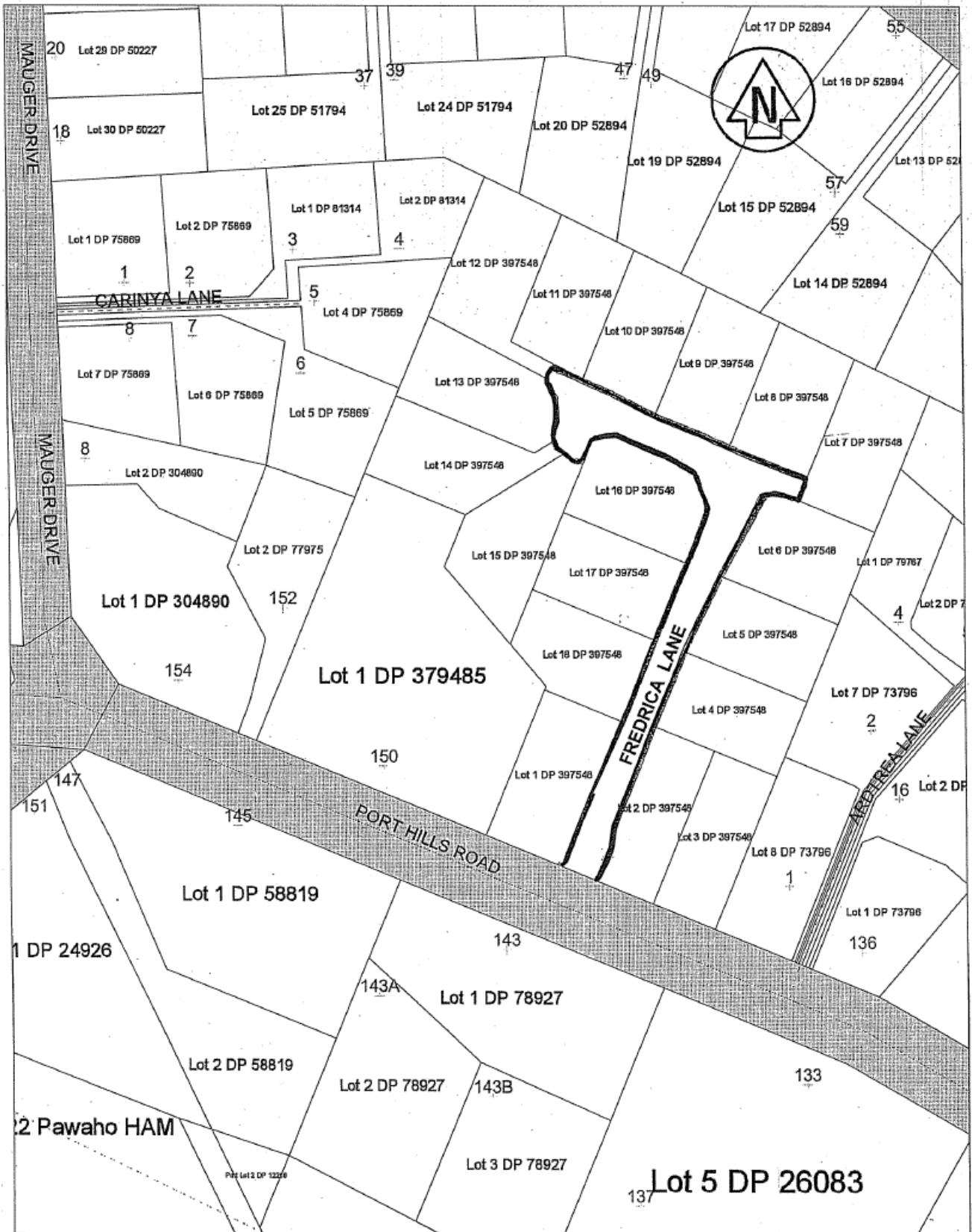


This data has been compiled from official records. Location of boundaries requires an analysis of all relevant information in compliance with the Survey Regulations. Attribute data requires an analysis of the appropriate legal record.





CLAUSE 8 - ATTACHMENT TWO



Spatial Map Print



Scale 1 : 980



This data has been compiled from official records. Location of boundaries requires an analysis of all relevant information in compliance with the Survey Regulations. Attribute data requires an analysis of the appropriate legal record.

## 9. PORT HILLS ROAD – PROPOSED NO STOPPING RESTRICTION



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Lorraine Wilmshurst/Patricia Su, Network Operations and Transport Systems Team

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to approve the installation of the no stopping restrictions at the Port Hills Road/Chapmans Road intersection. **Attachment one** refers.

**EXECUTIVE SUMMARY**

2. The Council has received a request for a stopping restriction to be placed on the slip lanes at the Port Hills Road/Chapmans Road intersection.
3. This section of Port Hills Road is part of State Highway 73 while Chapmans Road is on the boundary between the Hagley/Ferrymead and the Spreydon/Heathcote Board areas. A recommendation is therefore sought from each of the Boards to Council to approve the proposed no stopping restriction within its Board area. A similar report is going to the Spreydon/Heathcote Community Board.
4. A report on the no stopping restriction within the Spreydon/Heathcote Community Board's area will be considered at the Spreydon/Heathcote Community Board meeting of 19 August 2008.
5. The proposed no stopping restriction will extend into Chapmans Road and two parking spaces will be removed from the west side of Chapmans Road at the exit from the slip lane on Port Hills Road, near the entrance to the French Bakery.
6. At present, there is all day parking in these two parking spaces and this causes vehicles using the slip lane to track out towards the centreline of Chapmans Road.
7. There are no parking restrictions on either of the slip lanes at Chapmans Road. However, most all day parking occurs north of the intersection.
8. A no stopping restriction through both of the slip lanes and extending to the north on Chapmans Road will remove the need for vehicles to track towards the centreline of Chapmans Road to avoid parked vehicles.
9. There are only two businesses affected by the proposal. The French Bakery located on the northwest corner of the intersection supports the proposal. However, Independent Lines, the company located on the northeast corner of the intersection is concerned with the loss of the two parking spaces. There is no residents association for this area.
10. As this intersection is part of the State Highway, consultation has been undertaken with Transit New Zealand and it agrees to the restriction being installed.

**FINANCIAL IMPLICATIONS**

11. The cost of this proposal is estimated to be \$300.

**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. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.

**9 Cont'd**

14. 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?**

15. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**ALIGNMENT WITH STRATEGIES**

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

**Do the recommendations align with the Council's strategies?**

19. As above.

**CONSULTATION FULFILMENT**

20. The businesses at the Chapmans Road intersection have been consulted. The French Bakery on the west side supports the no stopping restriction. However, Independent Lines, the business on the east side of Chapmans Road is concerned with the loss of the two parking spaces on the west side of the road.
21. There are no residents group in this area.
22. As this work affects the State Highway, Transit New Zealand has been consulted and they agree to the proposed no stopping restriction being installed.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board recommends to the Council:

- (a) That the stopping of vehicles be prohibited at any time on the north-east side of the slip lane from Chapmans Road into Port Hills Road.
- (b) That the stopping of vehicles be prohibited at any time on the north side of Port Hills Road, commencing at a point 44 metres east of its intersection with Chapmans Road and extending westerly for a distance of 30 metres.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.

CLAUSE 9 - ATTACHMENT ONE



Original Plan Size: A4  
 ISSUE. 1 04.03  
 RAH

**PORT HILLS ROAD / CHAPMANS ROAD**  
 Proposed No Stopping  
 For Board Approval



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## 10. FALSGRAVE STREET - PROPOSED SHORTENING OF EXISTING NO STOPPING RESTRICTION AND THE INSTALLING OF A 30 MINUTE PARKING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment Group; DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Steve Hughes

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to shorten the existing no stopping restrictions for vehicles on the western side of Falsgrave Street which extends north from its intersection with Iversen Terrace, and also to install a 30 minute parking restriction on the eastern side of Falsgrave Avenue outside 78 to 84 Falsgrave Street (**attachment one** refers).

### EXECUTIVE SUMMARY

#### NO STOPPING RESTRICTIONS

2. At the intersection of Falsgrave Street and Iversen Terrace there are broken yellow "no stopping" lines around the northern part of that intersection. The "no stopping" lines extend north along Falsgrave Street for a distance of 21 metres. Originally, there was a vehicle entrance to the building located at 85 Falsgrave Street within these 21 metres of "no stopping" lines.
3. A new building has been built in this location and a new vehicle entrance constructed 30 metres north. There is now a solid concrete wall behind the footpath where the original vehicle entrance used to be. The broken yellow "no stopping" lines extend over this now redundant vehicle crossing.
4. Parking in this area of Falsgrave Street is not time restricted. It is therefore a popular parking area for those requiring all day parking. Revoking the present 21 metres of no stopping restrictions that extend north from the intersection of Iversen Terrace and installing in its place a 10 metres length of no stopping restrictions will allow parking for at least two more vehicles without having any adverse effects.
5. Already installed adjacent to the kerb on Falsgrave Street, 10 metres north of its intersection with Iversen Terrace, is a special temporary parking restriction sign. The sign, which is part of the Traffic Management Plans authorised by the New Zealand Police, is folded up, padlocked, and is not visible to motorists except when events are held at the nearby AMI Stadium.
6. The no stopping restrictions indicated by the road markings should cease at the same point as the commencement of the special temporary parking restriction when it applies rather than having an 11 metre difference.

#### 30 Minute Parking Restrictions

7. The area in which it is proposed that the 30 minute parking restriction applies is outside 78 to 84 Falsgrave Street. Due to vehicle entrances to properties in this section there is only parking for approximately four parking spaces within the 39 metres of the proposed restricted parking area.
8. The businesses situated at 80 and at 84 Falsgrave Street are the applicants for these parking restrictions. There is no 82 Falsgrave Street.
9. The business situated at 84 Falsgrave Street is a restorer of classic motor vehicles. There are often customers and delivery vehicles requiring parking near the location for enquiries or for deliveries. Customer enquiries are usually completed within 30 minutes, while deliveries, whether of parts or vehicles, are quicker.

**10 Cont'd**

10. The business situated at 80 Falsgrave Street is an importer and wholesaler of motor vehicles. Customers of this business usually have completed their business within 30 minutes.
11. The parking outside these premises at present does not have any time restrictions other than special temporary parking restrictions for events at AMI Stadium as discussed above. Therefore, as this area is a busy industrial area, the parking spaces outside these businesses are often taken up all day during the week by early starting staff in nearby businesses. This leaves little parking for customers of the above mentioned businesses.
12. The installation of 30 minute restrictions on these four parking spaces will help ensure that short term parking is available for customers of these and other businesses nearby. The 30 minute signs will be of a type which can also be folded so they are not visible to motorists when the special temporary parking restrictions will apply during events. No resolution is needed for this requirement, only for the 30 minute parking restriction.
13. The reduction in the area of no stopping restrictions, as mentioned above, will provide at least two additional unlimited parking spaces for vehicles displaced by this proposed 30 minute restriction.

**FINANCIAL IMPLICATIONS**

14. The cost of removing 11 metres of no stopping markings on the western side of Falsgrave Street is estimated at \$100.
15. The cost of installing two signs indicating the extent of the 30 minute parking restricted area would be approximately \$400.

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

16. The installation of signs is within the LTCCP Streets and Transport Operational Budget.

**LEGAL CONSIDERATIONS**

17. The Land Transport Rules provide for the revoking and installation of parking restrictions.

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

18. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

19. This proposal aligns with the Streets and Transport activities by contributing to Council's Community outcomes for Community.

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

20. This contributes to improve the level of service for the parking of vehicles.

**ALIGNMENT WITH STRATEGIES**

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

**Do the recommendations align with the Council's strategies?**

22. As above.

**10 Cont'd**

**CONSULTATION FULFILMENT**

23. Staff have spoken to the Manager of 85 Falsgrave Street in relation to the shortening of the no stopping restriction. This is the property outside where the no stopping road lines will be reduced on the western side of Falsgrave Street. He supports the proposed reduction in the no stopping restriction from 21 metres to 10 metres to allow for more vehicle parking. He also has no objection to the installing of the 30 minute restricted parking across the road.
24. Staff have spoken to the occupants of all other premises on the eastern side of Falsgrave Street between Stevens Street and Talfourd Place. While they do not want the existing parking restrictions outside their buildings changed, they have no objection to the proposed 30 minute restricted parking being installed outside the applicants premises. They also have no objection to the shortening of the existing broken yellow lines, and the creation of two more parking spaces, on the western side of Falsgrave Street.

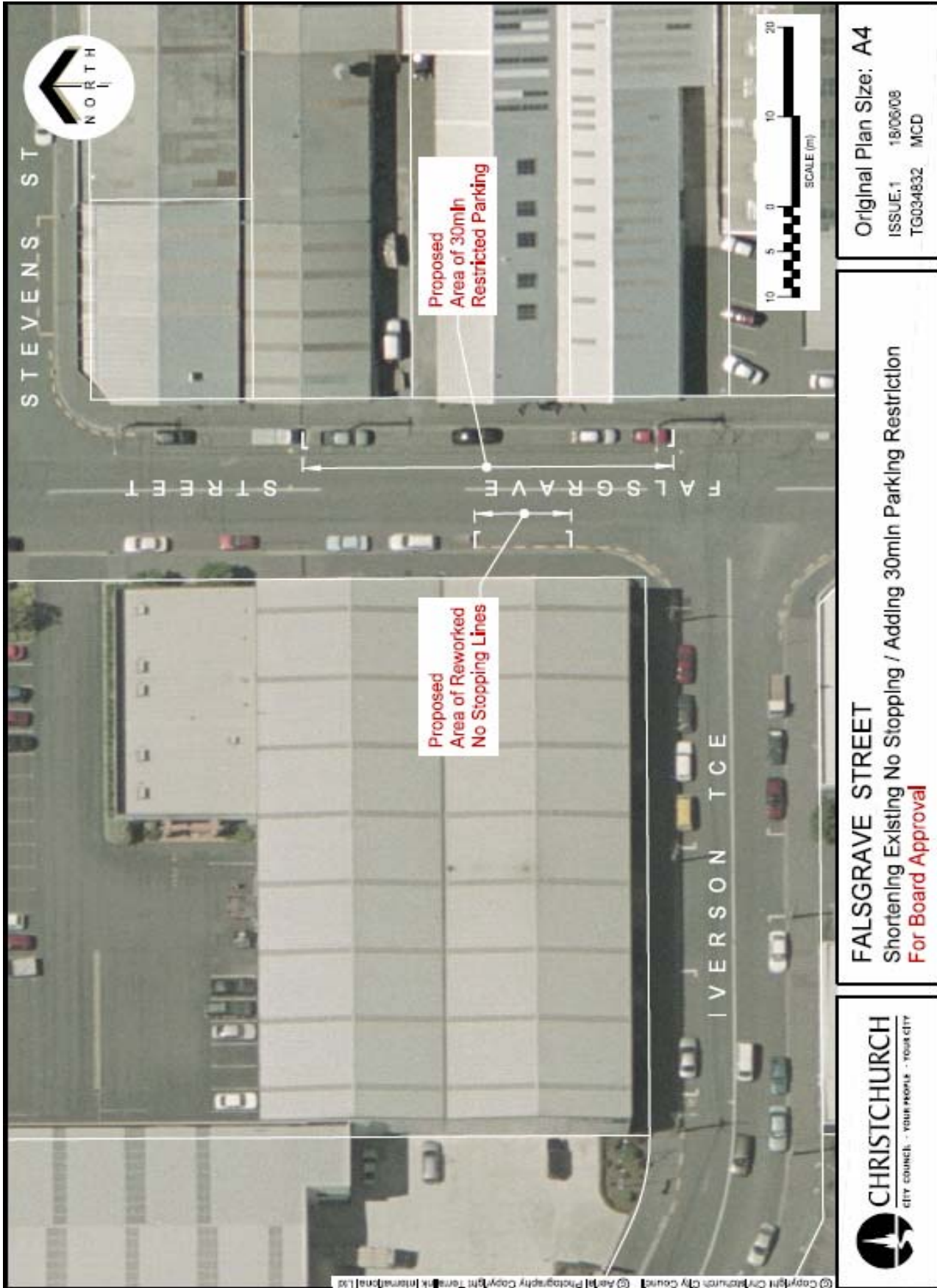
**STAFF RECOMMENDATION**

It is recommended that the Board approve:

- (a) That the existing prohibited parking of vehicles at any time on the west side of Falsgrave Street commencing at its intersection with Iversen Terrace and extending in a northerly direction for 21 metres be revoked.
- (b) That the parking of vehicles be prohibited on the west side of Falsgrave Street commencing at its intersection with Iversen Terrace and extending in a northerly direction for a distance of 10 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Falsgrave Street commencing at a point 26 metres south of the intersection with Stevens Street and extending in a southerly direction for a distance of 39 metres.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.





## 11. MADRAS STREET (SOUTH OF SALISBURY) – PROPOSED 10 MINUTE PARKING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Steve Hughes

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a 10 minute parking restriction on Madras Street south of its intersection with Salisbury Street. **Attachment one** refers.

**EXECUTIVE SUMMARY**

2. The particular part of Madras Street in which this area is situated is made up of commercial businesses on the western side of the road, and a combination of older houses and high density multi level residences on the eastern side of the road.
3. On the south west corner of the intersection of Madras Street and Salisbury Street are the premises of Simply Catering. They have requested that the Council provide additional 10 minute time restricted parking to that already in the area, for the use of their customers and the use of customers to other businesses nearby. There are a number of factors causing the existing time restricted parking to not work for them.
4. Simply Catering have off-street parking in its rear yard for one business vehicle. It also pays for off-street parking in a nearby private car parking area for one other vehicle to maximise the available on-street parking for its customers or customers of other businesses nearby.
5. On the southern side of Salisbury Street immediately west of the premises of Simply Catering are two 10 minute time restricted parking spaces. (See **attached** plan). These two parking spaces can only be used by vehicles travelling east on Salisbury Street. Access from Madras Street cannot be obtained as Salisbury Street is one-way street from west to east, and vehicles are therefore not able to turn left from Madras Street.
6. On the western side of Madras Street outside the premises of Simply Catering are also two other 10 minute time restricted parking spaces. (See attached plan). These two parking spaces can only be used by vehicles travelling north on Madras Street. Access from Salisbury Street cannot be obtained as Madras Street is a one-way street from south to north, and vehicles are therefore not able to turn right from Salisbury Street.
7. In effect, while there are four short term parking spaces close to Simply Catering, only two of the four parks can be accessed readily by vehicles using either Madras or Salisbury Streets. These spaces are, however, often occupied in busy periods and it may result in Simply Catering and other nearby businesses losing customers.
8. The other parking spaces north, south, west, and east of this intersection are currently unrestricted and occupied all day by commuters working in the city or in surrounding businesses.
9. The provision of two additional 10 minute time restricted parking spaces immediately south of the existing 10 minute restricted parking spaces on Madras Street will provide additional parking for customers of Simply Catering and may also serve customers of the other nearby businesses.

**FINANCIAL IMPLICATIONS**

10. The cost of erecting two signs indicating the extent of the 10 minute parking restricted area would be approximately \$400.

11 Cont'd

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

11. The installation of signs is within the LTCCP Streets and Transport Operational Budget.

**LEGAL CONSIDERATIONS**

12. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
13. The Council has delegated the Community Boards exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes parking restrictions.
14. 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?**

15. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

16. This proposal aligns with the Streets and Transport activities by contributing to Council's Community outcomes – Community.

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

17. This contributes to improve the level of service for the parking of vehicles.

**ALIGNMENT WITH STRATEGIES**

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

**Do the recommendations align with the Council's strategies?**

19. As above.

**CONSULTATION FULFILMENT**

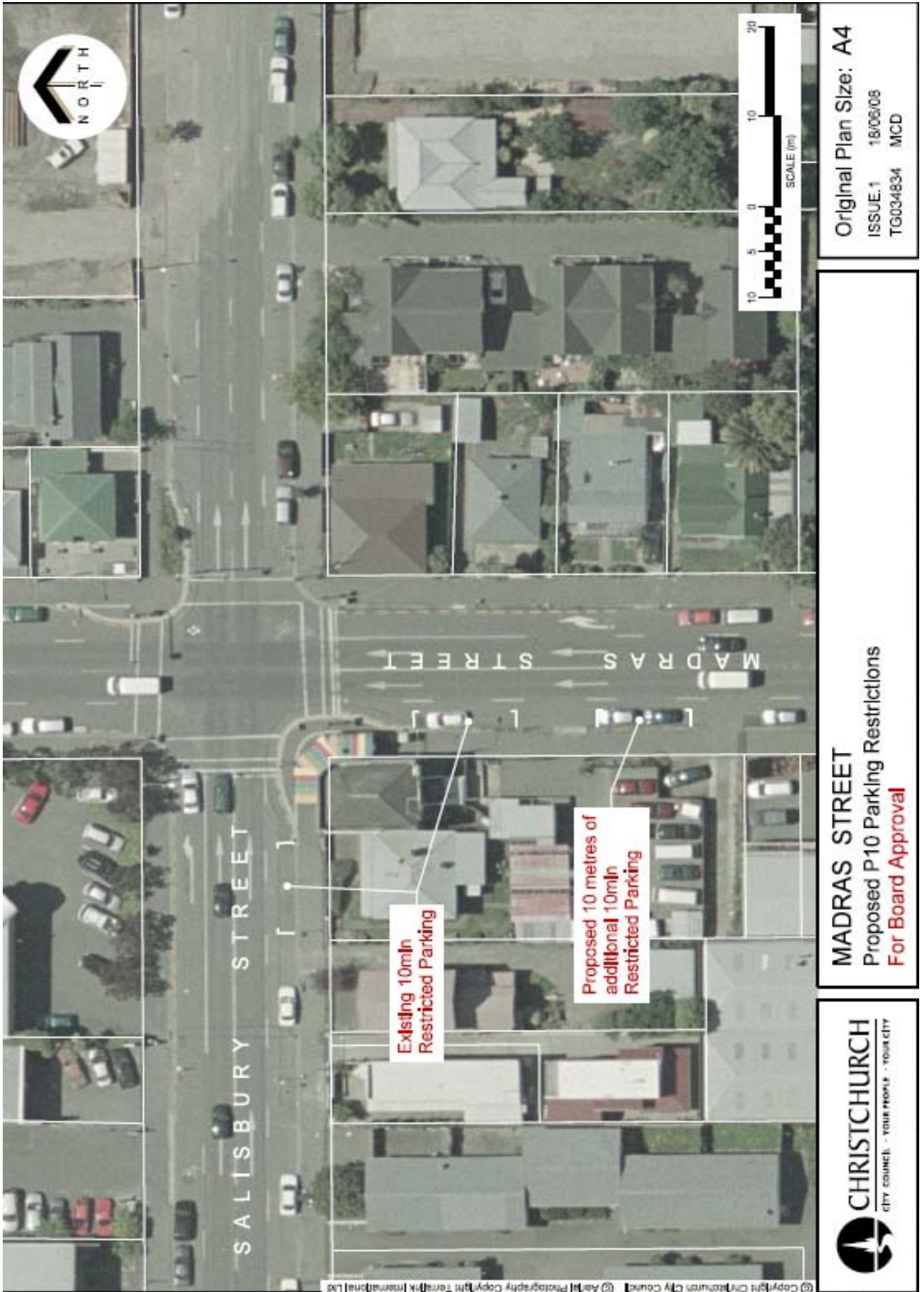
20. Consultation was undertaken with the neighbouring businesses of Renny Rent a Car and Soundline. The 10 minute time restricted parking area is outside Renny Rent a Car and adjacent to Soundline. Neither business had any objection to the installation of a 10 minute restricted parking area in this part of Madras Street.
21. This area is within the Moa Neighbourhood Committee. It does not have any objections to the proposed time restrictions.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Madras Street, commencing at a point 34 metres south of its intersection with Salisbury Street and extending 10 metres in a southerly direction.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.



**12. 360 ST ASAPH STREET - PROPOSED 15 MINUTE PARKING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Steve Hughes, Traffic Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install 15 minute parking restriction outside 360 St Asaph Street. Refer **attachment one**.

**EXECUTIVE SUMMARY**

2. 360 St Asaph Street is located between Fitzgerald Avenue and Barbadoes Street and is the premise of E Parrott & Son Limited, an Automotive Instrument Specialist Repair business. It has been operating in St Asaph Street for over 42 years. It has no off-street parking and has requested that Council provide some short term parking for customers.
3. There are approximately 75 parking spaces in this area of St Asaph Street for the parking of vehicles. Of these 75 parking spaces, there are four 'P5 loading zones' that provide short term parking for 8-12 average sized vehicles, and two parking spaces restricted to a maximum of 10 minutes close to the intersection of Fitzgerald Avenue. The remaining parking spaces, (approximately 65 of them) have no time restrictions and are often filled up early each morning with vehicles that are parked there all day. The parking spaces are therefore usually not available for the customers of Parrott & Son or customers of other nearby businesses. These other businesses include panel-beaters, automotive repairers, engine re-conditioners, paint suppliers, equipment retailers, sport equipment sales, electrical repairers and boat and personal watercraft sales.
4. A typical business transaction with E Parrott & Sons Ltd takes approximately 15 minutes. The nearest 'P5 loading zone' or the 'P10' time restricted area are approximately 50 and 80 metres away, and due to the demand for shorter term parking, are often full. They also do not provide parking for the length of time required by customers of Parrott & Sons or some of the other nearby businesses.
5. Installing a 15 minute parking restriction in the two unrestricted parking spaces outside 360 St Asaph Street will provide parking space that is suitable for the customers of E Parrott & Sons Limited and for the customers of other nearby businesses.

**FINANCIAL IMPLICATIONS**

6. An estimated cost for installing two signs and road markings is \$400.

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

7. The installation of no stopping restrictions is within existing LTCCP operational budgets.

**LEGAL CONSIDERATIONS**

8. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
9. The Council has delegated the Community Boards exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes parking restrictions.
10. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**12 Cont'd**

**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.

**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.

**ALIGNMENT WITH STRATEGIES**

14. This proposal aligns with the Christchurch City Parking Strategy 2003.

**Do the recommendations align with the Council's strategies?**

15. As above.

**CONSULTATION FULFILMENT**

16. The business situated at 362 St Asaph Street is a new business that has its own off-street parking. It has no objection to the parking outside 360 St Asaph Street being restricted to 15 minutes.
17. The businesses situated at 358 and 364 St Asaph Street are satisfied with the present parking outside their premises and don't want a change. However, they do not object to the two parking spaces outside 360 St Asaph Street being restricted to a maximum parking time of 15 minutes.

**STAFF RECOMMENDATION**

It is recommended that the Board approve that the parking of vehicles be restricted to a maximum of 15 minutes on the south side of St Asaph Street commencing at a point 67 metres west of its intersection with Fitzgerald Avenue and extending 11 metres in a westerly direction.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.

CLAUSE 12 - ATTACHMENT ONE

**Proposed P15 Parking**

ST ASAPH STREET

DUKE ST

FITZGERALD AVE

SCALE (m)

0 5 10 20

**CHRISTCHURCH**  
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

**360 ST ASAPH STREET**  
Proposed P15 Parking  
**For Board Approval**

Original Plan Size: A4  
ISSUE.1 18/06/08  
TG034833 MCD

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**13. COMMUNITY BOARD ADVISER'S UPDATE**

**13.1 Customer Service Requests – 1 June 2008 – 27 July 2008**

**Attached** for members information.

**14. MEMBERS' QUESTIONS**

6. 08. 2008

- 32 -

CLAUSE 13.1 - ATTACHMENT 1

**Streets Maintenance CSR Received By Community Board  
from 1 Jun 2008 to 27 Jul 2008**

As at 28 Jul 2008 11:06



Click on a type to drill down to subtypes

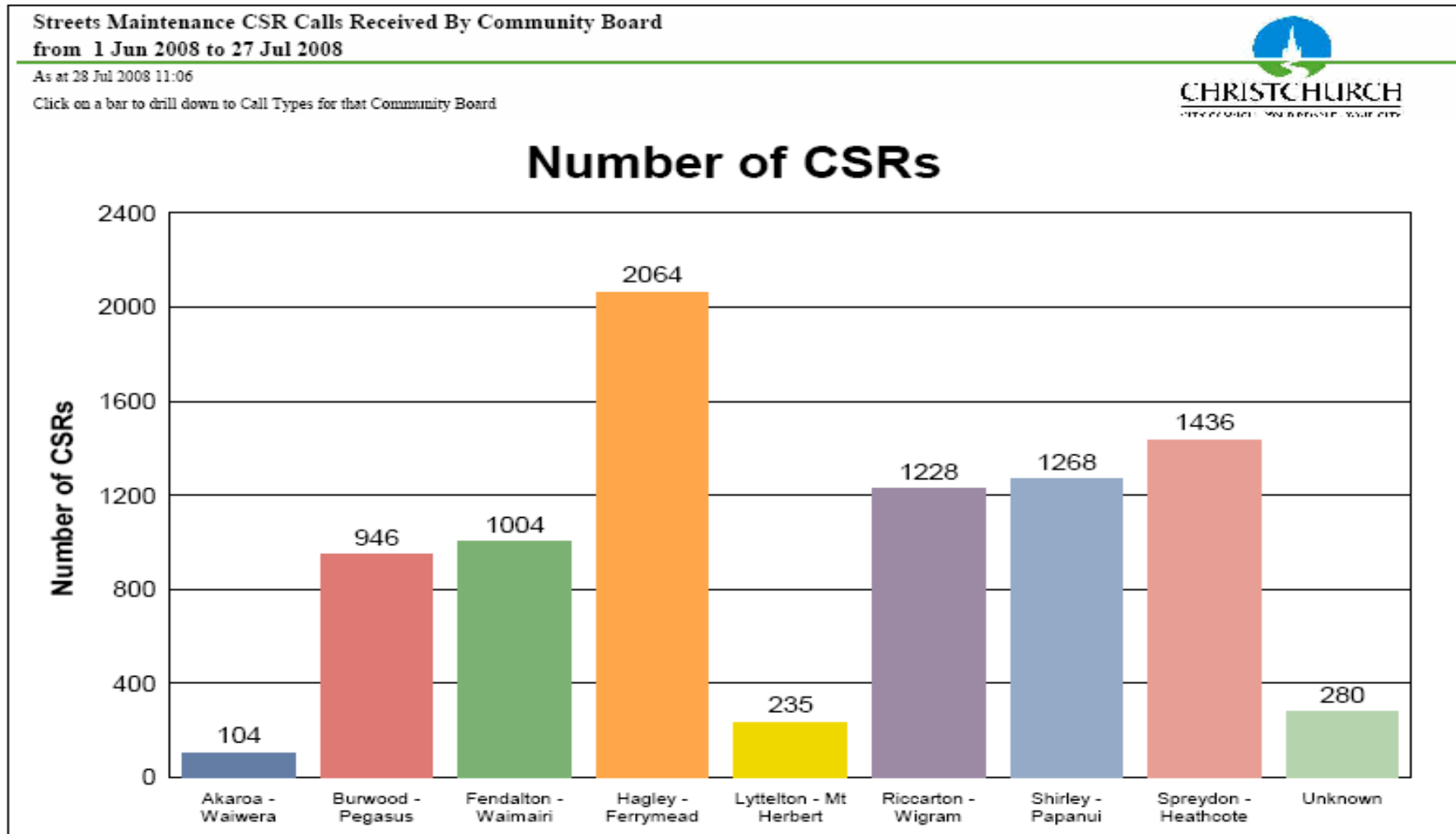
<u>Call Types</u>	<u>Bur / Peg</u>	<u>Fen / Wai</u>	<u>Hag / Fer</u>	<u>Ric / Wig</u>	<u>Spr / Hen</u>	<u>Shr / Pan</u>	<u>Alta / Wai</u>	<u>Lvt / MtH</u>	<u>Unknown</u>	<u>Totals</u>
GRA Graffiti	174	107	391	143	164	217	0	7	11	1,214
PAG Parks General	5	3	8	0	4	6	0	0	5	31
PAM Parks Maintenance	175	175	238	193	166	173	17	16	35	1,188
PKE Parking Enforcement	33	36	64	36	35	54	2	8	25	293
SER Sewer Reactive Maintenance	21	17	90	16	59	24	5	23	4	258
SET Treatment Plant	4	0	2	0	0	0	0	0	0	6
STA Road Markings	4	5	17	6	9	11	0	0	3	55
STB Bus Stops and Bus Shelters	10	6	12	17	3	8	0	0	5	61
STE Street Cleaning / Sweeping	115	132	294	211	271	160	10	29	64	1,286
STF Footpaths	35	32	113	54	60	54	1	6	7	363
STL Street Lights	32	30	58	53	30	51	3	6	3	266
STM Street Maintenance	56	57	172	134	122	79	30	39	39	728
STQ Traffic Engineer Community Enq	11	16	21	24	16	21	1	5	1	117
STS Street Signs	31	36	109	66	56	45	1	6	17	367
STW Pavement Weed Control	1	1	3	1	2	2	0	1	0	11
STX Street Grass Maintenance	15	14	12	10	16	12	0	4	2	85
STY Street Shrubs Maintenance	15	17	28	22	41	32	4	5	6	170
TSA Park Trees	35	36	45	34	41	35	1	6	2	235
TSS Street Trees	63	115	71	56	66	87	4	11	6	478
WAQ Water Quality	2	3	8	2	1	1	2	0	0	19
WAR Water Reactive Maintenance	97	130	254	125	227	149	18	55	15	1,071
WWE Waterways Environmental Asset	5	18	8	9	3	21	1	0	16	81
WWG Waterways General	1	6	24	7	28	9	3	6	0	84
WWU Waterways Utilities	5	12	21	9	17	17	1	2	14	98

Streets Maintenance CSR per Community Board

Page 1 of 3

Totals	946	1,004	2,064	1,228	1,436	1,268	104	235	280	8,565
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Streets Maintenance CSR per Community Board