



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 19 MARCH 2008

AT 3.00 PM

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

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

Community Board Adviser

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT 5 MARCH 2008**

The report of the Board's ordinary meeting of 5 March 2008 is **attached**.

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CLAUSE 2 ATTACHMENT

10.4. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 5 March 2008 at 3pm
in the Boardroom, Linwood Service Centre**

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

APOLOGIES: Apologies for absence were received and accepted from Tim Carter
and Brenda Lowe-Johnson.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CASHEL STREET - ANGLE PARKING

General Manager responsible:	General Manager City Environment
Officer responsible:	Unit Manager Asset and Network Planning
Authors:	Weng Kei Chen, Peter Atkinson

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council agree to a trial period to provide 'reverse in' angle parking in the section of Cashel Street between Manchester Street and Madras Street.

EXECUTIVE SUMMARY

2. In September 2007 the Board considered a report on the works associated with the construction of the IRD building on the corner of Cashel Street and Madras Street. This original report was in two parts:
 - (a) Part one, was the approval of the physical works to enable them to be constructed over the Christmas period.
 - (b) Part two, was the approval for consultation to determine the type of parking - angle or parallel parking.
3. This report is the result of this consultation to determine the type of parking either parallel or angle. The general project is illustrated in the **attached** plan.
4. The consultation on this project involved the distribution of over 300 brochures. These were distributed to property owners, property occupiers and other interested parties. The results from this survey are illustrated in the following table where only 38 replies were received, representing a response rate of approximately 12%.

Table A, Shows the Results from a questionnaire on Parking

Support	Number of Responses	% of Total Responses
Full Support of the option indicating angle parking	13	34%
Full Support of the option indicating parallel parking	8	21%
General Support for Angle Parking	9	24%
General Support for parallel Parking	5	13%
Does Not Support either option	1	3%
No Comment	2	5%
Total	38	100%

5. Feedback from the questionnaire highlighted the following changes to the physical characteristics of the proposed works. The responses were varied and included such comments as, "extending the kerb build out areas to Manchester Street, keeping the dining areas out of the pedestrian path, more blips, more trees, can become untidy and the blips are too long". On the question of whether angle or parallel parking be provided, the responses ranged from, "too dangerous, busy street, do not provide enough parking, angle parking provides more parking, parking in the locality is an issue, and angle parking reduces visibility". The locality has its own character as a consequence of the office type of environment and is distinct from the typical retail environments in Colombo and Manchester Streets.
6. Research has shown there is no decipherable difference in safety between angle and parallel parking when compared on an individual parking space basis. As a consequence, angle parking generally provides more spaces with a corresponding increase in the number of incidents.
7. In the questionnaire, some cyclists considered angle parking to be an issue. While, this is not reflected in analysis to date, their concerns can be addressed. At a recent conference, 'reverse in' angle parking was promoted as being that most favoured overseas by cyclists. While, 'reverse in parking' is common overseas, it is relatively new to New Zealand and operates in a few locations such as Queenstown. The mechanics of this type of parking are similar in some respects to parallel parking when entering a car park, but has numerous advantages when exiting the parking space. It also addresses the car door issue which is of concern to cyclists. By placing the driver's position on the traffic approach side of the vehicle, it improves sight lines and, therefore, has the potential to reduce incidents. The only disadvantages to angle parking is that seen by the new urbanists where the aesthetics of a vehicle placed at an angle which is different to a typical building outline, or normal road function, can result in a visual discord with these features.
8. A significant benefit of the scheme is the provision of footpath extensions or kerb buildouts which provide significant improvements to the pedestrian amenity, the opportunity to provide for additional tree planting and more people activities. Two of the planting positions in the roadway are to be complemented with motor cycle parking spaces.

FINANCIAL IMPLICATIONS

8. The major portion of the construction cost is being met by an adjacent property owner. There are costs associated with the installation of the new pay and display parking meters. The use of the devices has been approved by the Council but has not been installed in this section to date because of construction activities. These pay and display meters have the ability to provide for all possible configurations.
9. Any Council costs have been covered by existing unit budgets.

LEGAL CONSIDERATIONS

10. The power to determine the type of parking in the street be it at an angle or parallel, rests with the Community Board and is provided for in current legislation. However, as the street falls within the central city area, the Council acts following a recommendation from the Hagley/Ferrymead Community Board. The type of marking proposed can be described with suitable road markings.

ALIGNMENT WITH STRATEGIES

11. The proposed angle parking arrangement and kerb build outs are supported by a wide range of Council strategies, including The Parking Strategy, Central City Revitalisation Strategy, Pedestrian Strategy, the Central City Transport Strategy, and Tree Planting Strategy.

CONSULTATION FULFILMENT

12. This report is the result of consultation process and reflects the general needs of the community. In order to address the safety concerns, to recognise the changes to the amenity of the locality and enable the Council to meet its objectives, 'reverse in angle parking' is proposed.

STAFF RECOMMENDATION

That the Council resolve:

- (a) That 'reverse in' angle parking be provided on the south side of Cashel Street between Madras Street and Liverpool Street.
- (b) That this parking be subject to a two year trial.

BOARD RECOMMENDATION

- (a) That part (a) of the staff recommendation be adopted.
- (b) That the parking be subject to a 12-month trial, at which time a report be provided to the Board on the success or otherwise of the trial.

2. DISPOSAL OF ROAD LAND AT 80 RETREAT ROAD

General Manager responsible:	General Manager City Environment
Officer responsible:	Acting Unit Manager Transport and Greenspace
Author:	Weng-Kei Chen

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council declare the parcel of road occupied by the owner of 80 Retreat Road surplus to the Council's requirements and commence road stopping procedures.

EXECUTIVE SUMMARY

2. The parcel of road is on the Highbury Place frontage of 80 Retreat Road. The owners have been occupying this parcel of road land prior the construction of Highbury Place in 1946.
3. Highbury Place is a minor residential cul-de-sac and existing road assets are adequate for the road network.
4. The road land currently occupied by 80 Retreat Road is surplus to roading needs and the Council can declare it as surplus to its requirements and commence road stopping procedures.

FINANCIAL IMPLICATIONS

5. Land valuations for this parcel carried out by Council's appointed valuer Simes Limited, is \$30,000 inclusive of GST. The owner of 80 Retreat Road has been advised that land can be disposed of at valuation plus reimbursement of the Council's cost incurred in road stopping procedures and surveying costs. There will no costs incurred by the Council.

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

6. Yes.

LEGAL CONSIDERATIONS

7. Section 116 Public Works Act 1981 – Stopping Road. This section states that subject to the consent in writing of the territorial authority and the owner(s) of the land adjoining the road proposed to be stopped, then the road can be declared formally stopped by notice in the Gazette.

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

8. Yes. There will be no loss of public access onto Highbury Place.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes.

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

10. LTCCP page 152 "Streets and Transport Objectives" – to provide a sustainable network of streets.

ALIGNMENT WITH STRATEGIES

11. Yes.

Do the recommendations align with the Council's strategies?

12. This action is consistent with traffic objectives stated in the City Plan.

CONSULTATION FULFILMENT

13. Not required.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Declare the parcel of land indicated as Sec 1 on the attached plan (542/137/1/3) as surplus to the Council's requirements.

- (b) Grant approval for the commencement of the road stopping procedures pursuant to section 116 of the Public Works Act 1981.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

3. DEPUTATIONS BY APPOINTMENT

3.1 SERGEANT PHIL NEWTON

Sergeant Phil Newton, Officer in Charge Lyttelton/Sumner Police, outlined a proposal to trial the use of removable bollards on The Esplanade at Sumner to discourage boy racers using the area. Only limited consultation with a few households in the area has taken place at this stage. Sergeant Newton did not believe that the installation of bollards would impede normal use by residents, or that it would displace the issue to other areas of the city.

The Chairperson thanked Sergeant Newton for his submission.

The Board **agreed** to refer the proposal to staff for a report to the Board as soon as practicable, for a costed proposal including accident statistics for the area.

3.2 MR TIMOTHY DE CASTRO AND DR JOHN MUSGROVE

Mr de Castro and Dr Musgrove spoke to the Board seeking to have the area outside the former Trust Bank Canterbury's head office named in honour of Mr Frank Dickson, a previous Chief Executive of the Canterbury Savings Bank, later Trust Bank Canterbury. Dr Musgrove indicated support of the submission made by Mr de Castro and spoke highly of Mr Frank Dickson's contribution to Christchurch.

The Chairperson thanked Mr de Castro and Dr Musgrove for their submission.

The Board **agreed** to seek a staff report as to whether or not the area at the corner of High Street and Cashel Street can be so named, and if not, whether it might be possible to recognise Mr Dickson in another way.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICE OF MOTION

Nil

6. CORRESPONDENCE

Nil.

7. BRIEFINGS

Nil.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events, microphones in the Board Room and other relevant matters including the information requested from staff in relation to the issues raised by a deputation of the Sumner-Redcliffs Historical Society at the Board meeting of 7 February 2008.

The Board **decided** that a copy of the information received from the staff member be forwarded to the Sumner-Redcliffs Historical Society inviting its comment.

The Community Board Adviser advised undertook to forward comments about microphones to the relevant staff.

9. MEMBER'S QUESTIONS

Nil.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING REPORT – 20 FEBRUARY 2008

The Board **resolved** to confirm the report of its ordinary meeting of 20 February 2008 (both open and public excluded sections).

11. ALEXANDRA STREET – PROPOSED INSTALLATION OF VEHICLE NO STOPPING RESTRICTION

The Board considered a report proposing the installation of broken yellow no stopping lines in Alexandra Street.

The Board **resolved** that the stopping of vehicles be prohibited in the following locations:

- (a) At any time on the north side of Alexandra Street commencing at the boundary between 57 and 61 Alexandra Street and extending in an easterly direction for 25 metres.
- (b) At any time on the south side of Alexandra Street commencing at a point one metre east of the vehicle entrance of 64 Alexandra Street and extending for 10 metres in a westerly direction to a point one metre from the vehicle entrance to 66 Alexandra Street.

12. PROPOSED RIGHT-OF-WAY NAMING

The Board considered a report seeking approval for the naming of a right-of-way in the Horncastle Homes St Lukes Street development (71 Dyers Road), as St Peters Close.

The Board **resolved** to approve the name St Peters Close for the new right-of-way for the Horncastle Homes St Lukes Street development.

13. CHANGE OF SHAREHOLDING AND ASSIGNMENT OF LEASE – MOTOKA RENTAL LIMITED

The Board considered a report seeking approval for the assignment and change of shareholding of the lease with Motoka Rentals Limited, 33 Lichfield Street (Lichfield Carpark Building).

The Board **resolved** to:

- (a) Consent to the assignment and record the change in shareholdings of the lease to Motoka Rentals Limited, 33 Lichfield Street.
- (b) Note that the Assignee will meet all costs of the assignment of the lease.

14. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – ELLA HAWTHORNE

19. 3. 2008

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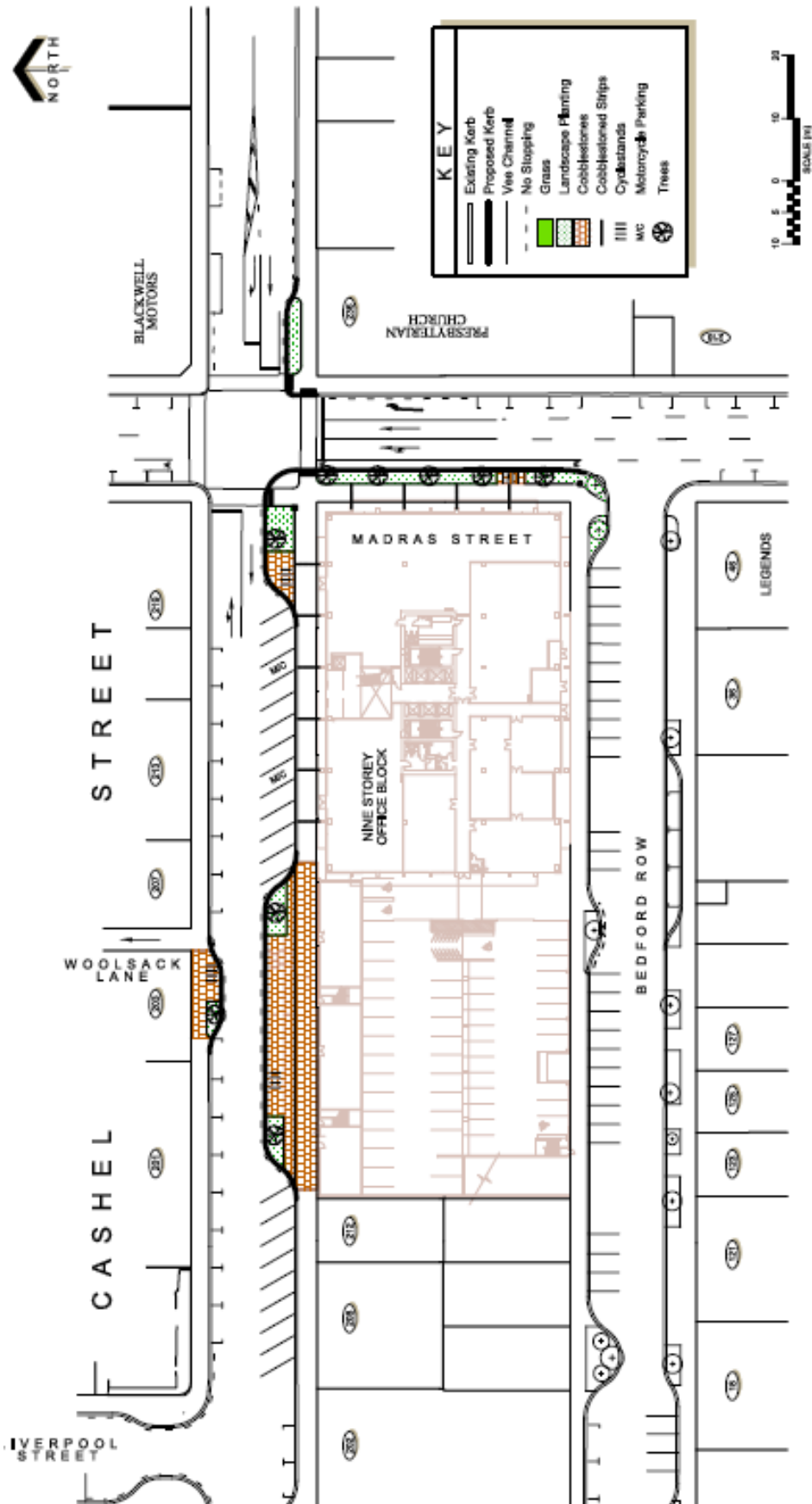
The Board considered a report seeking funding from the Hagley/Ferrymead Community Board's 2007/08 Youth Development Scheme from Ella Hawthorne, for the amount of \$200 to attend the Spirit of Adventure course.

The Board **resolved** to approve the application and allocate \$200 from its 2007/08 Youth Development Scheme to Ella Hawthorne to attend the Spirit of Adventure Course.

The meeting concluded at 4.25pm.

CONFIRMED THIS 19TH DAY OF MARCH 2008

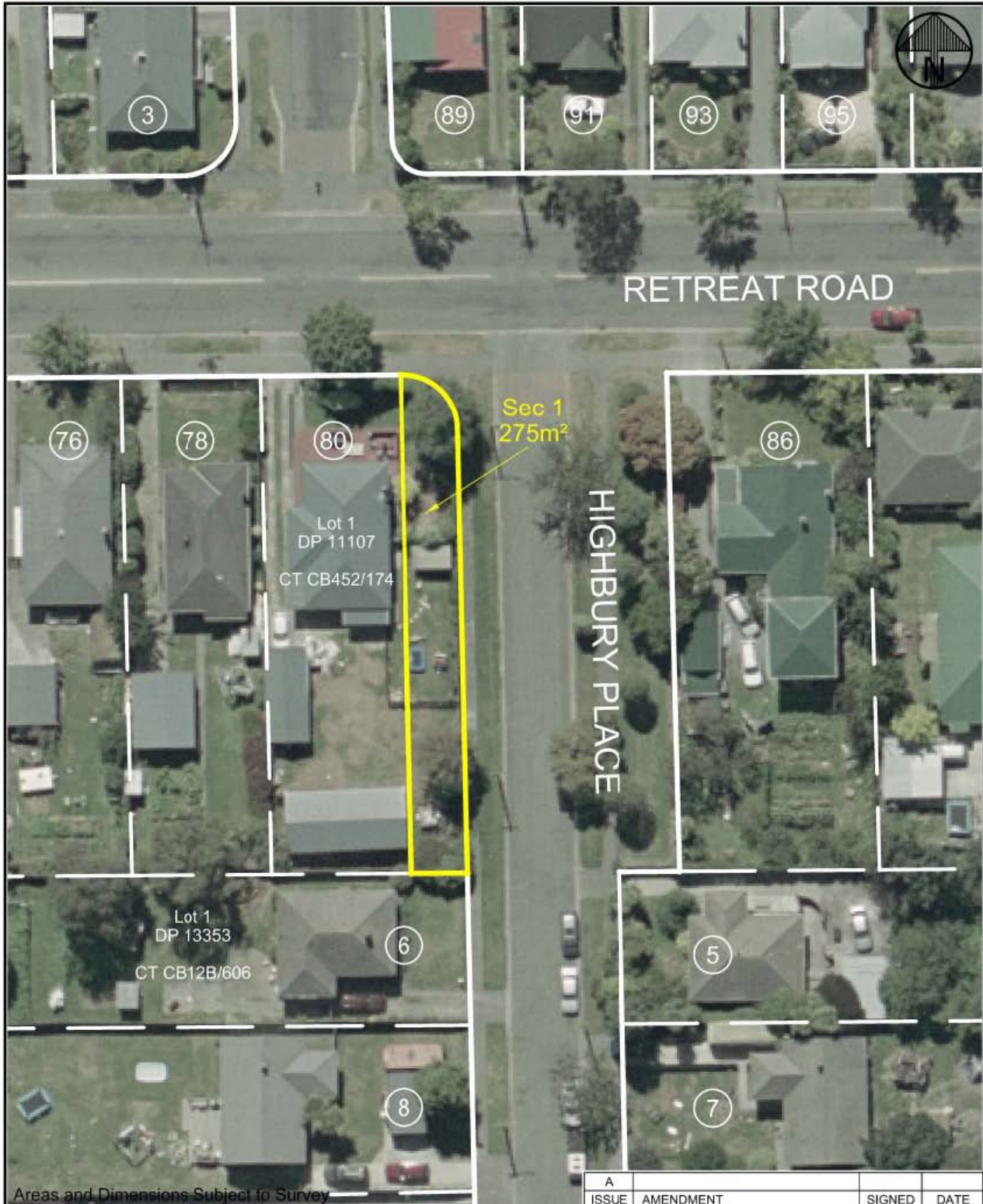
**BOB TODD
CHAIRPERSON**



Original Plan Size: A3
ISSUE 3 22/01/08
TF300704 MJR

Cashel Street Enhancement
Neighbourhood Parking Options





Areas and Dimensions Subject to Survey

A			
ISSUE	AMENDMENT	SIGNED	DATE

ROAD TO BE STOPPED

 CHRISTCHURCH CITY COUNCIL · YOUR PEOPLE · YOUR CITY	SURVEYED DRAWN J Anderson DATE 01/2008	DRAWING NUMBER FILE REFERENCE	ORIGINAL SHEET SIZE A4	SCALES 1:500
	© COPYRIGHT CHRISTCHURCH CITY COUNCIL AERIAL PHOTOGRAPHY © COPYRIGHT TERRALINK INTERNATIONAL LIMITED		PROJECT NUMBER 542/137/1/3	SHEET 1 OF 1

3. DEPUTATIONS BY APPOINTMENT

3.1 BRUCE BELLIS, INNER CITY WEST NEIGHBOURHOOD ASSOCIATION INC

Mr Bellis will speak to the Board with reference to Clause 8 of the agenda.

3.2 OWEN ARNST CATHEDRAL GRAMMAR SCHOOL

Mr Arnst, accompanied by a solicitor, will speak to the Board with reference to Clause 8 of the agenda.

3.3 PETER LEEMING

Mr Leeming will speak to the Board with reference to Clause 8 of the agenda.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. CHESTER STREET WEST – CONSIDERATION OF REQUEST TO REVOKE PEDESTRIAN MALL STATUS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Clare Sullivan, Community Board Principal Adviser

PURPOSE OF REPORT

1. The purpose of the report is for the Board to recommend that the Council decline the request that staff investigate the possible revocation of the Pedestrian Mall in Chester St West between Park Terrace and Chester St West.
2. **The Board should note that this report was previously considered by the Hagley/Ferrymead Community Board on 22 August 2007. At that meeting the Inner City West Neighbourhood Association requested that consideration of this item be deferred to allow the Association time to consult with residents and obtain a legal opinion on the views expressed. The Board resolved that consideration of the report be deferred to a date suitable to the incoming Hagley/Ferrymead Community Board.**

EXECUTIVE SUMMARY

3. A request has been received from the Inner City West Neighbourhood Association (ICON) asking the Board to reconsider the Special Order declaring part of Chester Street West be a pedestrian mall under section 336 of the Local Government Act 1974 (made by the Council in 2000) following consideration by the Board.
4. In December 1999 the Cathedral Grammar School, which is bisected by Chester Street West, approached the Hagley/Ferrymead Community Board suggesting the conversion of part of Chester St West into a pedestrian mall following concerns relating to the safety of school pupils and traffic congestion.
5. In August 2000 the Council under s336 of the Local Government Act 1974 gave public notice to declare part of Chester Street West a pedestrian mall between the hours of 9.30am and 2.00pm, Monday to Friday on a school day, subject to a number of conditions. These conditions mainly related to exemptions for emergency, cleaning, delivery and trade vehicles as well as the delegation to School representatives to physically open and close the street. On 28 September 2000 the Council adopted the notice of motion concerning Confirmation of Proceedings to create a Pedestrian Mall in Chester Street between Park Terrace and Cranmer Square.
6. There were no objections received to the proposed declaration and consequently there were no appeals to the Environment Court.
7. In October 2002, the Board, via a deputation, received a similar request to the one considered in this report seeking that the pedestrian mall status be lifted. Following a site visit, the Board decided in January 2003 that the pedestrian mall status remain. Advice was sought and received in May 2003 from the then Director of Legal and Secretarial Services who reviewed the process to date and reported on the legality of the process.
8. In 2005, following a further deputation and in an attempt to address some other concerns expressed by various parties regarding car parking shortages and congestion the Board asked staff to prepare a report on the possible conversion of part of Chester Street West between Park Terrace and Cranmer Square to a one-way street. A comprehensive report was commissioned from Streets in Sync and the Board considered the report in February 2007 and did not pursue the option of the creating a 'one-way' section.
9. There are two possible options. Either, that the Board recommend to the Council that the request investigating the possible revocation of the pedestrian mall status be declined. If this option is agreed, staff will advise both the Cathedral Grammar School and ICON advising them of the fact.

8. Cont'd

10. The other option is that staff are requested to prepare a report to commence the revocation procedure which follows the same Special Order process as to make the declaration (Section 336 (13) of the Local Government Act 1974 would apply. The same rights of objection and appeal to the Environment Court would apply. The process would then recommence.

FINANCIAL IMPLICATIONS

11. To commence the revocation procedure a Council resolution is required and public notification and rights of appeal would apply. In order to advise the Board and the Council on whether revocation should occur staff consider that the matter would need to be fully investigated. This is not currently budgeted for in the 2006-16 Long Term Council Community Plan (LTCCP) and the process would incur a significant cost. The technical aspects of revocation are estimated to cost \$20,000. However, the consultation involved, given the rights of objection and appeal to the Environment Court could cost hundreds of thousands of dollars which is not budgeted for.

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

12. There is no money set aside for a report investigating revocation. If the Board and the Council request staff to prepare a report investigating the revocation of the mall status money would have to be redirected from other projects already committed in the LTCCP

LEGAL CONSIDERATIONS

13. If staff are requested to commence the revocation procedure which follows the same Special Order process as to make the declaration (Section 336 (13) of the Local Government Act 1974 would apply. The same rights of objection and appeal to the Environment Court would apply.

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

14. As above. The Board and Council should consider carefully whether there is a genuine desire to commence the process for revoking the pedestrian mall as the mall has now been in place for almost seven years, any revocation is likely to be objected to and possibly appealed. The Board does not have delegated authority in this matter. The Board does, however, have recommendatory powers to the Council.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Not Applicable.

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

16. As above

ALIGNMENT WITH STRATEGIES

17. Not Applicable.

Do the recommendations align with the Council's strategies?

18. Not Applicable.

CONSULTATION FULFILMENT

19. If the Council decides to request the report regarding revocation then consultation will occur as part of that process.

8. Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Board recommend to the Council:

- (a) That the request that staff investigate the possible revocation of the pedestrian mall status for part of Chester St West between Park Terrace and Cranmer Square be declined.
- (b) That the Cathedral Grammar School and the Inner City West Neighbourhood Association be advised of the decision.

CHAIRPERSON'S RECOMMENDATION

For discussion.

9. STRUTHERS LANE AREA - PROPOSED AFTER HOURS TAXI STANDS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Authors:	Steve Dejong / Barry Cook, Network Operations and Traffic Systems

PURPOSE OF REPORT

- The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that the existing loading zones listed below be designated taxi stands between the hours of 6.00pm and 8.00am, Monday to Sunday:
 - the east side of Manchester Street at the intersection of Struthers Lane
 - the south side of Lichfield Street at the corner of Manchester Street
 - the west side of High Street at the intersection of Manchester and Lichfield Streets.

EXECUTIVE SUMMARY

- The Council has received requests from the Taxi Federation, the Police, and a member of the public to install taxi stands for night time use in the immediate vicinity of Struthers Lane. The rejuvenation and redevelopment of Struthers Lane, with its associated bars and cafes, has created an increase of patrons to the area who require the services of taxis late at night and in the early hours of the mornings. At present, there are no taxi stands in the immediate vicinity of Struthers Lane, and taxis queue beside parked vehicles at the entrances to the lanes creating traffic congestion.
- Three loading zones in the immediate vicinity of Struthers Lane, (refer paragraph 1) have been identified as suitable locations to establish night time taxi stands.
- Manchester Street is currently designated as 'P5 at any time' but is signed as a 'P5 Loading Zone'. To enable this area to operate as a taxi stand at night, the P5 at any time restriction will need to be changed to a loading zone. As part of the Central City Loading Zone Review, "Loading Zones" were to be replaced with 'P5 at any time', or, 'loading zones restricted to goods vehicles only for a maximum of five minutes'. Due to the activity in this area, a loading zone restricted to goods vehicles only would not work. The only other alternative is to use a 'P5 Loading Zone'.
- The other proposed locations on Lichfield Street and High Street are presently designated 'loading zones restricted to goods vehicles only, with a maximum of five minutes'. The loading zone restricted to goods vehicles only for a maximum of five minutes in High Street is currently signed as a 'P5 Loading Zone at any time.' Parking restrictions including loading zones operate between the hours of 8am and 6pm, seven days a week unless otherwise stated. Therefore, outside the hours of operation, these loading zones would revert to unrestricted parking. It is felt that the increased service to the general public in providing the proposed night time taxi stands would be more beneficial to the community.
- The Excelsior Tavern and the bars in Struthers Lane have been consulted and all support the proposal. Henderson Management, which oversees a portion of Struthers Lane, was also consulted and is supportive of the proposal. It was considered unnecessary to consult with the wider retail outlets in the area as they do not operate during the hours affected by this proposal. The business located directly adjacent to the loading zones/proposed taxi stands were consulted with all, except one, supporting the proposal.

9. Cont'd

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is \$3,000.

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

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

LEGAL CONSIDERATIONS

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

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

10. As noted in paragraph 8.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As noted in paragraph 12.

CONSULTATION FULFILMENT

15. As this proposal only changes the after hours use of these loading zones, its effect on businesses operating during normal business hours is minimal to nil. The taverns and bars in the immediate vicinity of Struthers Lane were consulted and gave their unanimous support to the proposal. The businesses located directly adjacent to the loading zones/proposed taxi stands were consulted with most supporting the proposal and only one opposing it. The opposition came from Chaos Collectables located at 139 Manchester Street; on the grounds that there were insufficient litter bins and various alcohol related issues associated with the redevelopment of Struthers Lane. It also requested a two hour extension of the Manchester Street Loading zone so that it ceases to operate at 8pm instead of 6pm.

9. Cont'd

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend that the Council approve:

High Street

- (a) That a 'Taxi Stand (6.00pm to 8.00am)' be created on the west side of High Street commencing at a point 10.3 metres from its intersection with Manchester Street and extending in a southerly direction for a distance of 18 metres.

Lichfield Street

- (b) That a 'Taxi Stand (6.00pm to 8.00am)' be created on the south side of Lichfield Street commencing at a point 37.5 metres from its intersection with Manchester Street and extending in a westerly direction for a distance of 15 metres.

Manchester Street

- (c) That the parking of vehicles restricted to five minutes at any time on the west side of Manchester Street commencing at a point 28 metres from its intersection with Tuam Street and extending in a northerly direction for a distance of 20 metres be revoked.
- (d) That a 'Loading Zone restricted to five minutes' which operates from 8.00am to 8.00pm be created on the west side of Manchester Street commencing at a point 28 metres from its intersection with Tuam Street and extending in a northerly direction for a distance of 20 metres.
- (e) That a 'Taxi Stand (8.00pm to 8.00am)' be created on the west side of Manchester Street commencing at a point 28 metres from its intersection with Tuam Street and extending in a northerly direction for a distance of 20 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

Original Plan Size: A4
ISSUE: 1 02.08
RAH

STRUTHERS LANE AREA
Proposed After Hours Taxi Stands
For Board Approval

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10. **PROPOSED ROAD STOPPING – ORBELL STREET (BETWEEN RAILWAY LINE AND MOORHOUSE AVENUE)**

General Manager responsible:	General Manager City Environment DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	WengKei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council to stop that part of Orbell Street between the railway line and Moorhouse Avenue, and to amalgamate the land with the adjoining title, pursuant to section 116(1) of the Public Works Act 1981 (the **attached** plan refers).

EXECUTIVE SUMMARY

2. The section of Orbell Street road is 90 metres in length and is situated between the railway corridor and Moorhouse Avenue. It provides road frontages to two properties and public car parking facilities to the businesses in the vicinity.
3. Being a 'No Exit' road it has no network function.
4. Owners of properties fronting this road have consented to the road closure and it is recommended that the Council declare this part of the road as surplus to its requirements and dispose of the road land to the adjoining neighbours.

FINANCIAL IMPLICATIONS

5. This parcel of road land will be disposed of at valuation plus reimbursement of the Council's cost incurred in the road stopping procedure and surveying cost. The valuation for this parcel of road land is \$800,000 plus GST.
6. There will be a write-off cost in the road asset registered at a value of \$15,000.

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

7. Yes.

LEGAL CONSIDERATIONS

8. Section 116 of the Public Works Act 1981 - Stopping Road states that subject to the consent in writing of the territorial authority and the owner(s) of the land adjoining the road proposed to be stopped, then the road can be declared formally stopped by notice in the Gazette. The consent of the affected parties has been obtained and the requirement complied with.

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

9. Yes, access to the adjoining property and the infrastructural services are to be protected by way of easements.

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. LTCCP page 152 "Streets and Transport Objectives" – provide a sustainable network of streets.

ALIGNMENT WITH STRATEGIES

12. Yes.

10. Cont'd

Do the recommendations align with the Council's strategies?

13. This action is consistent with the traffic objectives stated in the City Plan.

CONSULTATION FULFILMENT

14. Not required.

STAFF RECOMMENDATION

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

- (a) That pursuant to sections 116(1), 117(3)(b), 120(3) of the Public Works Act 1981, the Council resolves to stop that parcel of road shown as Section 1 on Scheme Plan SM 1446 -06 containing 1766 m2 (subject to survey) and amalgamate that parcel of land with the adjoining property comprised in Certificate of Title 27A /853.
- (b) That the Council certifies that it considers it equitable to vest the road, when stopped, in Power Centre Moorhouse Limited, the adjoining owner.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. Cont'd

BACKGROUND

15. The section of Orbell Street lies between the rail corridor and Moorhouse Avenue. It is a 'No Exit' road 90 metres in length and provides road frontages to three properties owned by Power Centre Moorhouse Limited and 218 Moorhouse Avenue together with the rail corridor owned by Ontrack.
16. The road provides vehicle access and car parking facilities to the businesses in the area. This road was constructed in 1925 and is in need of a road upgrade at some stage.
17. The request to close the road provides the Council with an opportunity to review the need for this section of road in the city. The road has no network function and is not required for access to the rail corridor. The disposal of this road will relieve the Council's obligation to maintain the road assets.
18. Initially, the street was offered for sale to the owners of the properties lying to the east and west of the road, however, only the Power Centre Moorhouse Limited expressed an interest in acquiring the property. 218 Moorhouse Limited, which owns the properties to the east, declined the offer but raised no objection to its sale provided its access to the site was preserved by way of a right of way. This has been provided and will be created on transfer of the property to Power Centre Moorhouse Limited. Similarly, the services running through the site and owned by the Council and Orion will be protected by easements.
19. The land was valued on the Council's behalf by Ford Baker, Registered Public Valuers, who placed a sum of \$800,000 plus GST on the property which reflected the limitations the respective service easements and right of way would place on the site. This will effectively prevent its use as a building site. The offer has been accepted by the company, which in collaboration with 218 Moorhouse Limited, will develop the site for additional car parking to service the businesses.

11. WICKHAM STREET AND DYERS ROAD INTERSECTION - PROPOSED VEHICLE STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install vehicle stopping restrictions at the intersection of Wickham Street and Dyers Road (**attached** plan refers).

EXECUTIVE SUMMARY

2. Wickham Street and Dyers Road are situated in a predominantly industrial part of Bromley. The intersection of these two roads is a "T" intersection.
3. Wickham Street has a 50 kph speed limit. There is a give way sign in Wickham Street that requires all turning traffic to give way to Dyers Road traffic. A large number of trucks use Wickham Street.
4. Dyers Road has a 70 kph speed limit. It is part of State Highway 74 and, therefore, comes under the jurisdiction of Transit New Zealand. Transit New Zealand has delegated the control of road side parking restrictions to the Christchurch City Council. Dyers Road also forms part of the Christchurch ring road system.
5. Apart from the requirement in the New Zealand Road Code to not park within six metres of a corner, and the give way sign for vehicles exiting Wickham Street, there are no other stopping or parking restrictions at the intersection.
6. When a vehicle is parked on the west side of Dyers Road, approximately six metres south of the intersection with Wickham Street, drivers of right turning vehicles exiting Wickham Street can see vehicles coming from their right on Dyers Road only when they are approximately 38 metres away. A vehicle travelling at 70 kph covers this distance in less than two seconds.
7. Installing no stopping restrictions, extending passed the six metre point on the west side of Dyers Road south of the intersection with Wickham Street to a point 23 metres south of the intersection, will more than double the distance that drivers of right turning vehicles can see of vehicles from their right hand side - from 38 metres to approximately 80 metres. A vehicle travelling at 70 kph will then take over four seconds to cover that distance to the turning vehicle.
8. When a vehicle is legally parked on the west side of Dyers Road approximately six metres north of the intersection with Wickham Street, drivers of right turning vehicles exiting Wickham Street can see vehicles coming from their left on Dyers Road from approximately 51 metres. Travelling at 70 kph, a vehicle covers this distance in about two and a half seconds.
9. Installing no stopping restrictions past the six metre point on the west side of Dyers Road north of the intersection with Wickham Street to a point 17 metres north of the intersection, will extend the view right turning drivers have of vehicles coming from their left from 51 metres to approximately 95 metres. Travelling at 70 kph, a vehicle will take over five seconds to travel this distance.
10. In both instances this will double the distance that a driver of a turning vehicle has to decide whether to commence a turn, to execute the turn, and then to accelerate up to the 70 kph speed limit.
11. Installing no stopping restrictions on the south side of Wickham Street from the intersection with Dyers Road to a point 15 metres west of the intersection will also allow any vehicle, especially the longer heavy vehicle, to make a left turn into Wickham Street without having to cross the centreline to clear vehicles parked in Wickham Street close to the corner.

11. Cont'd

12. Installing of no stopping restrictions on the north side of Wickham Street from the intersection with Dyers Road to a point 15 metres west of the intersection will allow any vehicle, especially a longer heavy vehicle, to make a left turn from Wickham Street into Dyers Road without having to cross the centreline to keep clear of vehicles parked in Dyers Road close to the corner.

FINANCIAL IMPLICATIONS

13. An estimated cost for this work is \$120.

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

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

LEGAL CONSIDERATIONS

15. The Land Transport Rules provide for the installation of vehicle no stopping restrictions.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

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

ALIGNMENT WITH STRATEGIES

19. This proposal aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

20. As above.

CONSULTATION FULFILMENT

21. The two businesses outside where the no stopping restrictions will apply, Gourock NZ Limited (south-west corner) and Mr Boats (north-west corner), have been consulted. These businesses agree with the installation of no stopping restrictions.
22. While the area concerned is not technically in the Bromley Residents Association area, that organisation was consulted and has no objection to the proposed no stopping restrictions.
23. Transit New Zealand has also been consulted and support the recommendations in this report.

11. Cont'd

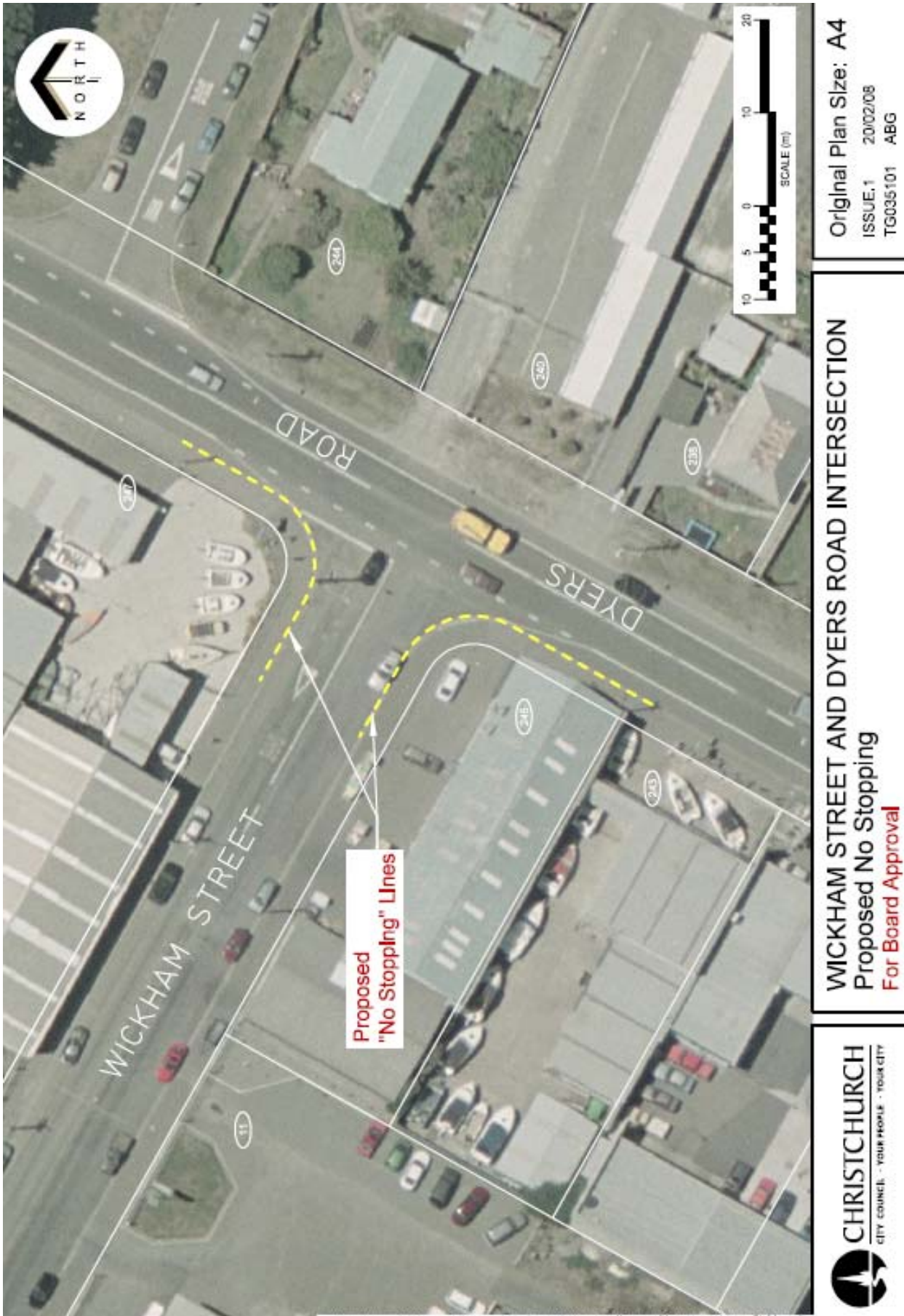
STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the stopping of vehicles be prohibited at any time at the following locations:

- (a) On the west side of Dyers Road commencing at the intersection with Wickham Street and extending in a southerly direction for 23 metres.
- (b) On the south side of Wickham Street commencing at the intersection with Dyers Road and extending in a westerly direction for 15 metres.
- (c) On the north side of Wickham Street commencing at the intersection with Dyers Road and extending in a westerly direction for 15 metres.
- (d) On the west side of Dyers Road commencing at the intersection with Wickham Street and extending in a northerly direction for 17 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



12. ENVIRONMENT CANTERBURY – CHRISTCHURCH AREA COMMITTEE – BOARD REPRESENTATION

General Manager responsible:	General Manager Peter Mitchell, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Peter Dow, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to invite the Hagley/Ferrymead Community Board to consider the appointment of a Board representative to be a member of Environment Canterbury's Christchurch Area Committee.

EXECUTIVE SUMMARY

2. The **attached** paper describes the terms of reference, objectives and delegated powers of the Christchurch Area Committee being a Standing Committee of Environment Canterbury.
3. In the 2004/07 term, the city boards were represented on the Christchurch Area Committee by the Board Chairs or deputies.

FINANCIAL IMPLICATIONS

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

4. Where Board members are appointed to outside organisations, attendances at meetings are covered by their elected member's salary. Thus, there are no financial implications apart from mileage allowances for attending such meetings.

LEGAL CONSIDERATIONS

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

5. There are no direct legal issues involved.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

6. Not applicable.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies/policies?

7. Council's 2006/16 Strategic Directions – yes, contributes to Strong Communities and the Community Outcomes (Governance and Community).

Strengthening Communities Strategy 2007 – yes, is aligned with the engagement components of this strategy.

Board Objectives 2006/09 – yes, the appointments contribute to meeting various objectives set by the Board for the period.

CONSULTATION FULFILMENT

8. Not applicable.

12. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board consider appointing a representative to Environment Canterbury's Christchurch Area Committee.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

COUNCIL AREA COMMITTEES
TERMS OF REFERENCE
CHRISTCHURCH AREA COMMITTEE

PURPOSE

“To build and maintain the highest and best co-operative relationship with the community of Christchurch, encompassing the regional and legislative responsibilities of Environment Canterbury”.

1. MEMBERSHIP

The Christchurch Area Committee shall be a Standing Committee of the Council and comprise the eight Christchurch constituency councillors, two Christchurch City Council councillors, one representative from each of the Community Boards in the city, at least one representative of Tangata Whenua and appointees from key stakeholder groups, and individual opinion leaders.

In addition the Council Chairperson will be an ex-officio member, with the Deputy Chairperson as his/her alternate. Alternates will be sought for all external members.

2. QUORUM

Four Regional Councillors and four other members.

3. OBJECTIVES AND DELEGATED POWERS

In achieving its purpose the Christchurch Area Committee shall engage with key stakeholders and groups in the community and support the Council's Communications Strategy. In order to do these the Committee shall:

- (a) Meet in committee mode in February each year to identify issues and to programme its activities for the year (including forums and liaison meetings) designed to:
 - listen to stakeholder views on issues and report back to the councils, boards and organisations its members represent;
 - communicate the role, objectives and responsibilities of the Regional Council and raise awareness of an interest in them; and
 - generate stakeholder involvement, support and satisfaction.
- (b) Meet in committee or workshop mode, as required, to aid the implementation of the Purpose;
- (c) Assist in the facilitation of the consultation process and discussion of issues before the Regional Council's Portfolio Committees;
- (d) Report annually and make recommendations from time to time to the councils, boards and stakeholders represented on the committee; and
- (e) Publicise the results of the work of the Committee.

13. NEW ZEALAND PLANNING INSTITUTE CONFERENCE – BOARD MEMBER ATTENDANCE

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Fiona Shand, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for Rod Cameron to attend the New Zealand Planning Institute Conference.

EXECUTIVE SUMMARY

2. The conference is being held in Greymouth from 2 to 5 April 2008. The programme includes aspects such as development contributions, infrastructure, sustainability, climate change, tourism, built environment, urban design and development, affordable housing, energy and heritage.

FINANCIAL IMPLICATIONS

3. The conference registration cost is \$850 with travel and accommodation costs estimated at a further \$750.
4. The Board's 2007/08 operational budget has the necessary conference and training funding available.

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

5. Yes.

LEGAL CONSIDERATIONS

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

6. There are no legal considerations involved.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. Yes, clause 4 above refers.

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

8. Not applicable.

ALIGNMENT WITH STRATEGIES

9. Not applicable.

Do the recommendations align with the Council's strategies?

10. Not applicable.

CONSULTATION FULFILMENT

11. Not applicable.

13. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board give consideration to approving the attendance of Rod Cameron to the New Zealand Planning Institute Conference at Greymouth from 2 to 5 April 2008.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. COMMUNITY BOARD ADVISER'S REPORT

15. MEMBERS' QUESTIONS