



## Christchurch City Council

# HAGLEY/FERRYMEAD COMMUNITY BOARD

## AGENDA

**WEDNESDAY 17 SEPTEMBER 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 (Acting)**

Graham Sutherland

Telephone: 941-6728

Fax: 941-6748

Email: [graham.sutherland@ccc.govt.nz](mailto:graham.sutherland@ccc.govt.nz)

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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING MINUTES – 3 SEPTEMBER 2008**

The minutes of the Board's ordinary meeting of 3 September and the minutes of the public excluded section will be circulated separately to members.

**STAFF RECOMMENDATION**

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

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 REDCLIFFS RESIDENTS' ASSOCIATION – REDCLIFFS PEDESTRIAN CROSSING**

Mr Stephen Bessant will speak to the Board on behalf of the Redcliffs Residents' Association about the Redcliffs Pedestrian Crossing report. (Clause 9 of this agenda.)

**3.2 MR RICHARD DUDDING – CHESTER STREET EAST**

Mr Richard Dudding will speak to the Board regarding the Chester Street East Vehicle Parking and Berm Maintenance report. (Clause 10 of this agenda.)

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**6.1 SUMNER REDCLIFFS HISTORICAL ASSOCIATION**

A letter has been received from the Sumner Residents Association concerning the Sumner World War One Peace Memorial on Clifton Beach and Vietnam War Dead. (see attached)

**CHAIRPERSON'S RECOMMENDATION**

That the correspondence be received.

**7. BRIEFINGS**

17. 9. 2008

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ATTACHMENT TO CLAUSE 6

copy to HCC Board



Hon Secretary Mrs M O Rule QSM  
5 Main Road Redcliffs  
Christchurch 8081  
Ph 3841-159 Fax 3841-152

6 September 2008

Mr. K A Bovill,  
8 Noble Way,  
Success W.A 6164  
Australia

Dear Mr Bovill,

Ref Sumner World War 1 Peace Memorial on Clifton Beach and Vietnam War Dead

Thank you for your letter re the above. Our committee has met and discussed this matter at great length. We do sympathise with you as most have relatives who served in both of the World Wars and indeed some of us lost family members. We do not wish for our Memorials to have further War names added to it. We feel the proper place is in Wellington.

The Sumner Borough Council erected their Memorial to those who did not return, on the Sumner Borough Buildings cnr Wakefield Ave/Nayland St. The Peace Memorial on Clifton Beach which was unveiled in December 1923, was paid for by the citizens of the district and the Mayor at the time Mr John Barr, who was a stonemason, worked free to erect these priceless Memorials. We have placed these on the CCC Plan for Protection.

The Sumner Redcliffs Returned Services Assn was not formed until November 1933.

Originally there was only one plaque on each representing the battlefields the local men had fought in. By 1925 there was sufficient funds to erect a further 8 pillars with plaques, on the eastern side of Cave Rock, with 6 names added included the ship "Marquette" where a number of nurses from Christchurch Hospital were killed when it was torpedoed. These were all lit up at night and looked splendid, until 1939.

When World War 2 came and the threat of Japanese invasion, Sumner was declared a Fortress area and a huge tank trap was dug along the main beach whereby these pillars were just filled in the ground, so the locals tell us.

When the war was coming to an end, the Sumner Borough Council claimed monies from the NZ Govt for these to be re-installed. This money was handed to the Christchurch City Council because amalgamation took place on 1 4 1945.

In the 1990's the CCC was re-designing the Cave Rock area and an agreement was reached with us that instead of rebuilding the old pillars, at huge cost, the names which had been on them was placed on the south side of the present Memorials. It was my job to locate these sites in the WW 1 History books and get the correct spelling at the time which has been altered today.

After World War 2, monies were again collected for a Memorial to those who did not return but it was decided by the RSA that they should build Club Rooms, instead.



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In 1995, I was secretary for both the RSA and this Society, and it was decided to collect the names of all those who left for both Wars and also those who did not return. I advertised throughout New Zealand to try to get a complete list as possible. Of course some will not doubt be added in the future. We also discussed later wars and we were not aware of any of our residents who died in Vietnam, or they would have been recorded.

A few years ago, I was invited to a Service at The Bridge of Remembrance, for the unveiling of the names, Korea, Malaya, Borneo and Vietnam, which have been added on the north side, and last week I went and photographed these for you, and have enclosed them.

All the information I have stated is available at the Sumner Museum and a copy has been given to Maria Adamski of Christchurch City Council. Further copies should be available with Dennis Preston senior Landscape Officer with the CCC who re-designed the Cave Rock area and who arranged for the new plaques to be erected on the present site, on Clifton Beach.

Yours sincerely,

Mrs M Rule  
Hon secretary

I am forwarding a copy of this letter to the following:

The Sumner Redcliffs RSA  
The Mayor of Christchurch  
Maria Adamski, Parks and Memorials CCC  
✓ Hagley Ferry Mead Community Board  
Councillors Y Johanson and D Cox  
RSA District President C/ Papanui RSA  
Mr Terry Culley National President EVSA 1/14 Miro Road Greenlane Auckland  
Hon Ruth Dyson M P for Banks Peninsula

17. 9. 2008

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**8. SUMNER STATE SCHOOL – SCHOOL PATROL ON COLENZO STREET**

<b>General Manager responsible:</b>	General Manager Jane Parfitt, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager, Alan Beuzenburg
<b>Author:</b>	Michael Thomson

**PURPOSE OF REPORT**

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

**BACKGROUND**

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

**EXECUTIVE SUMMARY**

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

**FINANCIAL IMPLICATIONS**

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

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

7. Refer to paragraph 6 above.

**LEGAL CONSIDERATIONS**

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

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

9. Yes, refer to section 8 above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Yes.

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

11. Yes.

**ALIGNMENT WITH STRATEGIES**

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

**8. Cont'd**

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

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

**CONSULTATION FULFILMENT**

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

**STAFF RECOMMENDATION**

It is recommended that the Board recommends to the Council to approve:

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

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



**8. Cont'd****THE OPTIONS**

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

**THE PREFERRED OPTION**

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

**ASSESSMENT OF OPTIONS****The Preferred Option**

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

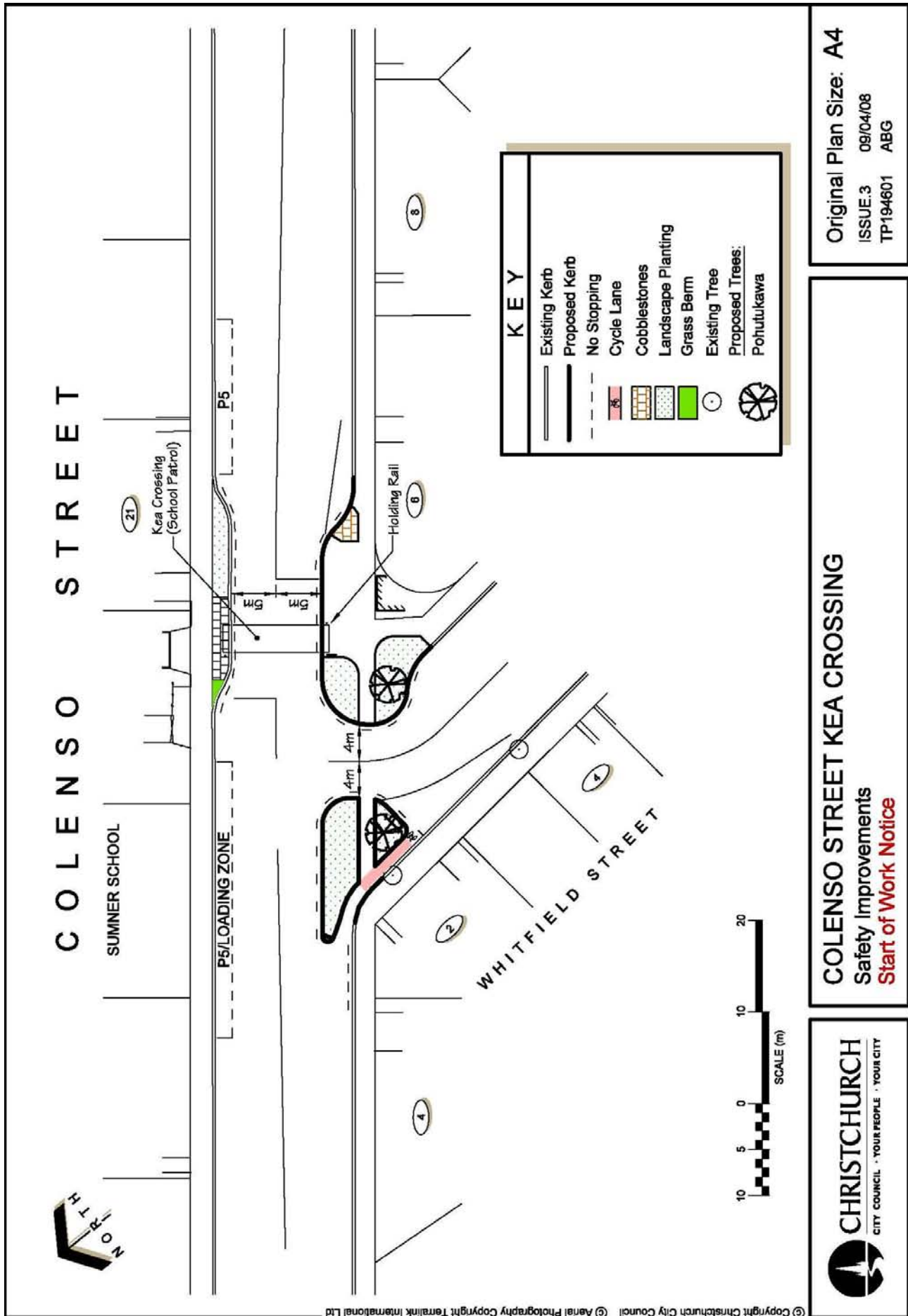
	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Community wellbeing in regard to improved safety for children.	Nil
<b>Cultural</b>	Not applicable	
<b>Environmental</b>	Additional landscaped areas	Included in the approved Capital Works project for this site.
<b>Economic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

## 8. Cont'd


**Maintain the Status Quo (if not preferred option)**

## 18. Status Quo

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



## 9. GLOUCESTER STREET – PROPOSED BUS STOP EXTENSION



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

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to approve the extension of the existing bus stop outside number 205 Gloucester Street.

### EXECUTIVE SUMMARY

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

### FINANCIAL IMPLICATIONS

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

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

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

### LEGAL CONSIDERATIONS

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

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

11. As above.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

**9. Cont'd**

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

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

**ALIGNMENT WITH STRATEGIES**

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

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

15. As above.

**CONSULTATION FULFILMENT**

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

**STAFF RECOMMENDATION**

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

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

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**Original Plan Size: A4**  
 ISSUE. 1    04.08  
 —          RAH

**GOUSCESTER STREET**  
 Proposed Extension to Existing Bus Stop  
**For Board Approval**

**CHRISTCHURCH**  
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MapSource file location - W:\PROJECTS\001 TO 200\001 TO 025\01 CSR CONTRACTED WARD'S\GOUSCESTER STREET-BUS STOP\GOUSCESTER STREET.DWG

**10. ARMAGH STREET – PROPOSED 30 MINUTE PARKING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment, Jane Parfitt, DDI 941-8608
<b>Officer responsible:</b>	Alan Beuzenberg, Transport and Greenspace Manager
<b>Author:</b>	Steve Dejong/Barry Cook, Network Operations and Transport Systems Team leader

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a 30 minute parking restriction on the south side of Armagh Street near the intersection of Fitzgerald Avenue.

**EXECUTIVE SUMMARY**

2. The Council has received a request from Career Force (the national office of an Industry Training Organisation for the health and disabilities sector) situated at 354 Armagh Street for a parking restriction to be installed along the front of their premises to allow couriers and taxis to safely deliver goods and passengers to the business.
3. The request is the result of the frustration this company experiences with not being able to meet their customers' needs for parking, due to all the available on-street parking being taken up by commuters who work in the central city. As a result, there is no available parking for deliveries and visitors. Currently couriers and taxis are double parking when delivering to the business and this concerns Career Force. Traffic flows are very heavy in this location and motorists turning left off Fitzgerald Avenue have limited vision and reaction time, when confronted by couriers or taxi passengers exiting from the driver's side of vehicles which are double parked.
4. The request has been investigated and observations reveal that there are vehicles parked in this location for long periods of time. These vehicles don't appear to be directly associated with the businesses in the immediate area and appear to be commuters working in the central city. This situation can be overcome through the installation of a 30 minute parking restriction covering five spaces, immediately west of the Fitzgerald Avenue/Armagh Street intersection.
5. The installation of the proposed P30, short term parking restriction, as well as providing vehicle turnover will provide opportunities for couriers and taxis delivering to Career Force to park along the kerb side and out of the traffic flow. The proposed P30 will also provide on-street customer parking to Trinity Glass, the only other commercial enterprise in the immediate area.
6. Consultation was undertaken with Trinity Glass, the only other business located in the immediate area and situated directly opposite Career Force. They support the proposal. The Inner City East Neighbourhood Group was also consulted and they accepted the proposal at their meeting of 10 June 2008 without objection.

**FINANCIAL IMPLICATIONS**

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

**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. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
10. The Community Boards have the delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes time limited parking.



**10. Cont'd**

11. 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?**

12. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. Aligns with the streets and transport activities by contributing to the Council's Community Outcomes-Safety.

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

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

**ALIGNMENT WITH STRATEGIES**

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

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

16. As above.

**CONSULTATION FULFILMENT**

17. Consultation has been carried out with Trinity Glass, the business situated opposite Career Force, who give their full support to the proposal These are the only two commercial enterprises in this location. The Inner City East Neighbourhood Group was also consulted and they accepted the proposal at their meeting of 10 June 2008 without objection.

**STAFF RECOMMENDATION**

It is recommended that the Community Board approve:

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

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.





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

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Alan Beuzenberg, Transport and Greenspace Manager
<b>Author:</b>	Lorraine Wilmshurst / Barry Cook, Network Operations and Transport Systems

## PURPOSE OF REPORT

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

## EXECUTIVE SUMMARY

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

## FINANCIAL IMPLICATIONS

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

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

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

**11. Cont'd**

**LEGAL CONSIDERATIONS**

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

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

14. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**ALIGNMENT WITH STRATEGIES**

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

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

18. As above.

**CONSULTATION FULFILMENT**

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

**STAFF RECOMMENDATION**

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

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

**CHAIRPERSON RECOMMENDATION**

That the staff recommendation be adopted.





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Original Plan Size: A4

ISSUE. 1 08/08

TP RAH

**PETERBOROUGH STREET**  
Proposed Loading Zone and Shuttle Bus Stop Relocation  
**For Board Approval**



ViaStrada file location - W:\PROJECTS\001 TO 200\001 TO 025\01 CSR CONTRACTED WARDS\PETERBOROUGH ST-SHUTTLE STOP RELOCATION-001-9078434\PETERBOROUGH BUS STOP.DWG

**12. GLENSTRAE ROAD - PROPOSED NO STOPPING RESTRICTION**

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Alan Beuzenberg, Transport and Greenspace Manager
<b>Author:</b>	Steve Dejong/Barry Cook, Network Operations & Traffic Systems

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to install a "No Stopping" restriction on the western side of Glenstrae Road, between Glendever Terrace and Rifleman Lane, and to extend the existing "No Stopping" restriction on the eastern side of Glenstrae Road. (See **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council has received a petition signed by the residents of 36 properties in Glendever Terrace and Dunkeld Lane (which runs off Glendever Terrace) requesting that the Council extend the existing "No Stopping" lines on the eastern side of Glenstrae Road, from Glendever Terrace through to Inverness Lane and also extend the existing "No Stopping" lines on the eastern side of Glenstrae Road, south of Glendever Terrace, a further 12 metres south. They are also requesting that "No Stopping" lines be installed on the western side of Glenstrae Road from the intersection of Glendever Terrace through to Rifleman Lane. In addition to the petition, there are also four separate supporting letters from residents. The residents from Glendever Terrace and Dunkeld Lane have many concerns regarding safety at the intersection of Glendever Terrace and Glenstrae Road and they cite numerous examples. (See **Attachments 2 and 3**).
3. An investigation revealed that there are indeed traffic safety issues at the Glendever Terrace/Glenstrae Road intersection where the visibility of the intersection is restricted for uphill traffic due to the crest of the hill just south of Glendever Terrace. The downhill traffic have their view of the intersection impaired by the westward sweeping bend, two properties to the south of the intersection. The same problems are experienced by the residents of Gazelle Lane, Rifleman Lane and Inverness Lane at their intersections with Glenstrae Road, due to the fact that within a space of 66 metres from this location there are four intersecting roads that have very limited vision of oncoming traffic. This section of Glenstrae Road is also about seven metres wide which contributes to the problem.
4. The presence of a vehicle parked on the east side of Glenstrae Road to the south of Glendever Terrace would further restrict the vision of traffic exiting Glendever Terrace. The presence of vehicles parked on the west side of Glenstrae Road means downhill traffic has to cross the centreline and is likely to collide head on with uphill traffic which appear from behind the crest in the road. The presence of the same vehicle parked on the west side of Glenstrae Road leaves no room for right turning motorists exiting Glendever Terrace to go if a vehicle travelling uphill appears over the crest of the hill.
5. The installation of the proposed "No Stopping" lines on the west side of Glenstrae Road would avoid the need for downhill traffic to cross the centreline into the path of uphill traffic at either the blind bend or the crest of the hill. The extension of the existing "No Stopping" lines on the east side of Glenstrae Road, south of the Glendever intersection would give greater vision to traffic exiting Glendever Terrace. The extension of the existing "No Stopping" lines on the east side of Glenstrae Road and to the north of Glendever Terrace down to Inverness Lane would allow uphill traffic an unimpeded view of the Glendever intersection as they come over the crest of the hill. This would also remove the need for vehicles to cross the centreline, potentially into the path of downhill traffic while passing a parked vehicle.

**12. Cont'd**

6. The Council's speed trailer was placed for three days on Glenstrae Road above the Glendeverre Terrace intersection. The screen was not displayed so as not to influence the traffic speed. The speed recorded for both uphill and downhill traffic were less than the average speed expected on a 50 kilometres per hour road. The average speed for northbound (downhill) traffic was recorded at 43.1 kilometres per hour. The average speed for southbound (uphill) traffic was recorded at 34.1 kilometres per hour. The 85<sup>th</sup> percentile being recorded is 55 kilometres per hour. This proposal does have the potential to see a small increase in the average speed (maybe one or two kilometres per hour) however, the improvement to safety is seen as a significant benefit.
7. Thirty-four, or 95 per cent of the residents living in Glendeverre Terrace and Dunkeld Lane have signed this petition as well as all residents (4) on the east side of Glenstrae Road between Glendeverre Terrace and Inverness Lane in support of the installation of the proposed "No Stopping" lines. This is not only in the interests of their own safety but also in the interests of all residents who travel up and down Glenstrae Road.
8. The residents at numbers 58, 60, 64, 68 Glenstrae Road oppose the proposal because they will all lose kerbside parking directly outside their properties. The resident at number 2 Glendeverre Terrace also opposes the proposal because they will lose kerbside parking on the Glenstrae frontage of their property.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is \$500.

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

10. The installation of road markings is within the LTCCP Street and Transport operational budgets.

**LEGAL CONSIDERATIONS**

11. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
12. The Community Boards have the delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes "No Stopping" restrictions.
13. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

14. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**12. Cont'd**

**ALIGNMENT WITH STRATEGIES**

17. The recommendations align with the Councils Parking Strategy 2003.

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

18. As above

**CONSULTATION FULFILMENT**

19. After having received the petition signed by 95 percent of the residents living in Glendeverre Terrace and Dunkeld Lane, staff met with the nominated spokesperson for the group requesting that the residents living on Glenstrae Road who would be directly affected by the loss of their on-street parking also be consulted. Of the Glenstrae Road residents consulted, four of the five residents living on the west side of the road and one of the five on the east side of the road opposed the proposal on the grounds that they would lose the on-street parking directly outside their properties. Some were also concerned that the installation of "No Stopping" lines would increase downhill speeds making it more dangerous for them to exit their driveways. (See attached map).
20. The Mount Pleasant Residents Association was informed of the proposal and stated: "Unfortunately the Residents Association did not have a quorum last night which is unusual but nonetheless we would like to pass on our recommendation to you. It is the opinion of our group that the proposal as written should not be supported. There are actually more problems up there than the one that you are trying to deal with and therefore your solution is inadequate".
21. The "more problems" the Residents Association are concerned about include their desire for a footpath on both sides of the road and traffic calming/speed humps to be installed on Glenstrae Road. The residents group went further by suggesting that we hold a community meeting regarding these matters, however, after consulting the Senior Networks Operations staff and the Community Board Adviser, we felt that these matters were outside the scope of this project.

**STAFF RECOMMENDATION**

It is recommended that the Community Board approve:

- (a) That the stopping of vehicles at any time on the north side of Glendeverre Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of six metres be revoked.
- (b) That the stopping of vehicles at any time on the south side of Glendeverre Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of 10 metres be revoked.
- (c) That the stopping of vehicles at any time on the east side of Glenstrae Road commencing at its intersection with Glendeverre Terrace and extending in a northerly direction for a distance of 26 metres be revoked.
- (d) That the stopping of vehicles at any time on the east side of Glenstrae Road commencing at its intersection with Glendeverre Terrace and extending in a southerly direction for a distance of seven metres be revoked.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Glendeverre Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of six metres.

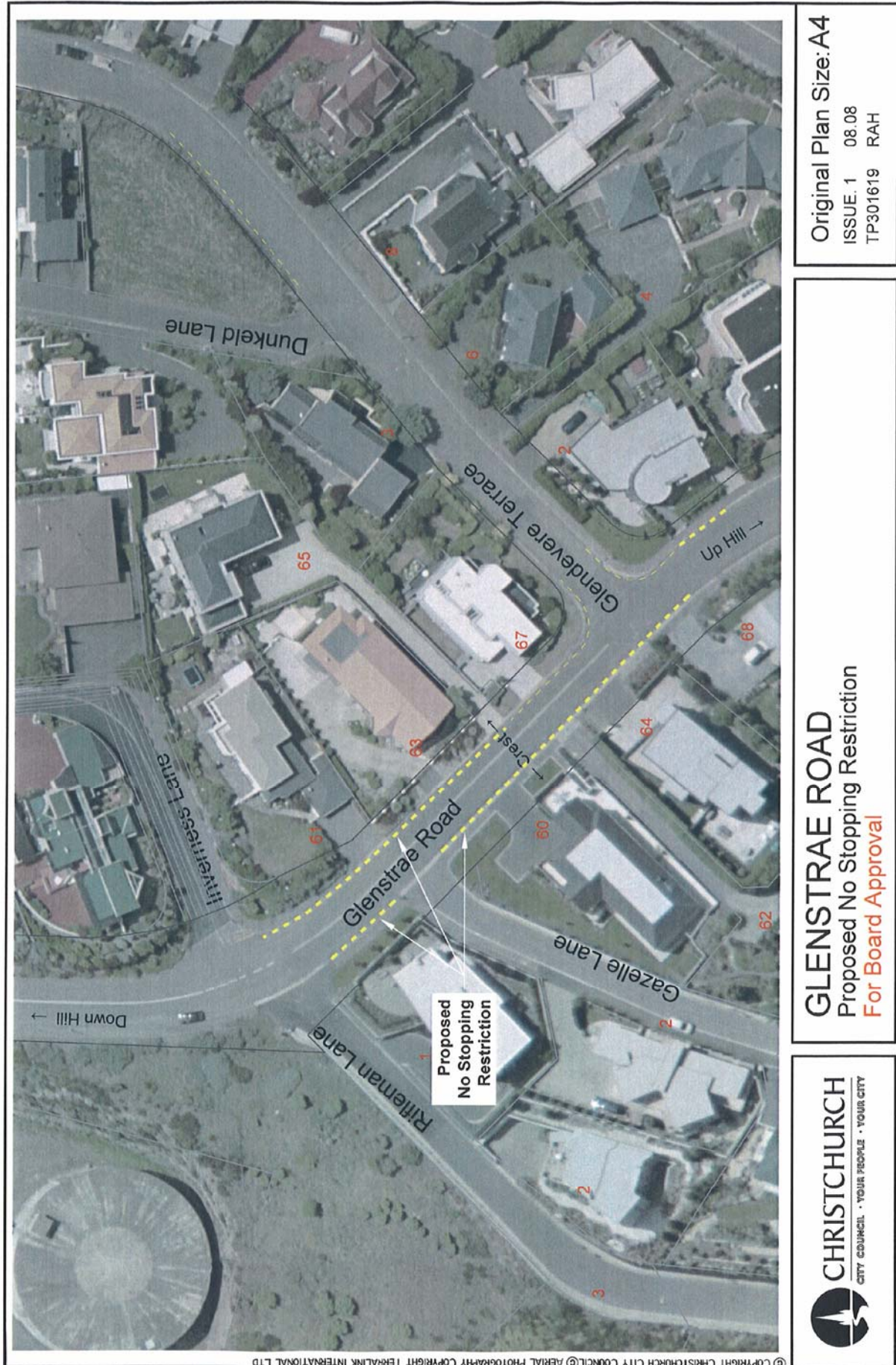
**12. Cont'd**

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

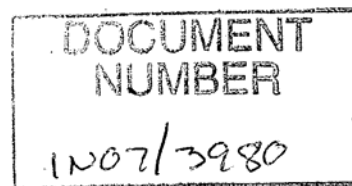
**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.





To: Traffic Engineers  
Christchurch City Council  
PO Box 237  
Christchurch



From: Residents of Glendever Terrace and Dunkeld Lane

Re: Safety in the vicinity of the intersections of Glenstrae Rd, Glendever Terrace, and Gazelle Lane

With the opening of Glenstrae Road to the upper part of Balmoral Hill, Monks Spur Road and Mount Pleasant Road, the amount of traffic on Glenstrae Road has increased significantly and will continue to increase. The residents of Glendever Terrace and Dunkeld Lane are very concerned at the increased possibility of a serious accident as they enter Glenstrae Road from Glendever Terrace for the reasons below.

1. Vehicles coming up Glenstrae Road have limited vision as they approach the brow of the hill. Traffic turning, in particular, right from Glendever Terrace into Glenstrae Road have a limited time to make a turn safely.
2. Because of restricted vision, vehicles turning right from Glendever Terrace into Glenstrae Road could be compromised by vehicles coming down Glenstrae Road around the bend at allowed speed.

Most importantly, there is insufficient road width for two vehicles to pass safely when vehicles are parked on either side of Glenstrae Road near the T intersection with Glendever Terrace. A very dangerous situation exists for a vehicle that enters from Glendever Terrace when vehicles are parked on either side of Glenstrae near the brow of the hill and a vehicle comes up Glenstrae Road.

Also it is dangerous for all traffic ascending or descending Glenstrae Road if there are vehicles parked on either side of the road at the brow of the hill because of the impossibility of seeing oncoming traffic. A number of near misses have occurred recently and an unavoidable serious accident will occur unless action is taken by the Christchurch City Council. We seek solutions to these dangerous situation and suggest namely:

1. No parking (broken yellow) lines from on the upper side of Glenstrae Rd from about 58 Glenstrae Road to Gazelle Lane
2. Extend the no parking lines on the lower side of Glenstrae Rd to Inverness lane
3. A **Slow or Caution Traffic Crossing** sign for downhill traffic about opposite number 77 Glenstrae Rd.
4. A sign indicating **Traffic Crossing, Concealed Entrance** or similar on Glenstrae Rd near Inverness Lane for ascending traffic

Mrs Jillian Bradfield has previously contacted Mr Barry Cook on the above matter. Please respond to Mrs Jillian Bradfield, 23B Glendever Terrace, Redcliffs 8081 and Mrs Anne Frankland, 23 Glendever Terrace, Redcliffs 8081

Hagley/Ferrymead Community Board Agenda 17 September 2008

## Residents of Glendevere Terrace and Dunkeld Lane

Name	Address	Signature
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A. Frankland	23 Glendevere Tce	A. Frankland
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D. Frankland	23 Glendevere Tce	D. Frankland
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Heather Fear	24 Glendevere Tce.	H. Fear
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C. Proctor	28 " " "	C. Proctor
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A. Brokenshire	26 Glendevere Tce	A. Brokenshire
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M. Beth Cook	38 Glendevere Tce	M. Beth Cook
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Sue Beaton	31 Glendevere Tce	S. Beaton
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Robin Fear	24 Glendevere Tce	R. Fear
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Iain Beaton	31 Glendevere Tce	I. Beaton
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Roger Cook	38 Glendevere Tce.	R. Cook
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A. Dawson	36 Glendevere Tce	A. Dawson
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S. Caldwell	36 Glendevere Tce.	S. Caldwell
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Ken Mann	27 Glendevere Tce	K. Mann
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Sue Fairbank	34 Glendevere Tce	S. Fairbank
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Bruce Carey	29 Glendevere Tce	B. Carey
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Diana Carey	29 Glendevere Tce	D. M. Carey
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Julie Farrant	32 Glendevere Tce.	J. Farrant
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Stephen Jenkins	16 Glendevere Tce	S. Jenkins
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Rosemary Hughes	8 Glendevere Tce	R. Hughes
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Michael " "	" " "	M. " "
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Jillian Bradfield	23 Glendevere Tce.	J. Bradfield
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PETER BRADFIELD	23 Glendevere Tce	P. Bradfield
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PETER HYLAND	23a Glendevere Tce	P. Hyland
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Denise Hyland	" "	D. Hyland
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JOAN THOMPSON	14 Glendevere Tce	J. Thompson
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FRANKLIN RECHARTS	" "	F. Recharts
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Dean Atkinson	16a Glendevere	D. Atkinson
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## Residents of Glendevere Terrace and Dunkeld Lane

Name	Address	Signature
O. Palmer	9 Dunkeld Ln.	O. Palmer
B. Palmer	9 Dunkeld Ln	B. Palmer
B. Danksen	7 Dunkeld Lane	B. Danksen
J. Johnson	7 Dunkeld Lane	J. Johnson
R. Johnson	4 Dunkeld Lane.	R. Johnson
R. Jensen	8A Dunkeld Lane	R. Jensen
L. Jensen	" "	L. Jensen
M. Proctor	6 DUNKELD LANE	M. Proctor
J. Grey	3 " "	J. Grey
J. Childs	2 Dunkeld Lane	J. Childs
P. Harris	16 Dunkeld Lane	P. Harris
S. Mellich	16 Dunkeld Lane	S. Mellich
C. Burton	15 Dunkeld Lane	C. Burton
K. Bastion	11 Dunkeld	K. Bastion
Peter Bastion	11 Dunkeld Lane	P. Bastion
Anne Schlumpf	10 DUNKELD LANE	Anne Schlumpf
Michael Schlumpf	" " "	Michael Schlumpf
Annabelle Bittaden	4 Dunkeld Lane.	Annabelle Bittaden



## BRIAN AND OLWYN PALMER

---

9 Dunkeld Lane,  
Redcliffs,  
Christchurch  
New Zealand.  
Fax: 64 3 384 5509  
Phone: +64 3 384 5420  
Email: biarn@xtra.co.nz

Date: 6<sup>th</sup> November. 2007.

To Whom It May Concern:

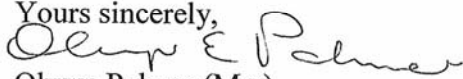
I would like to draw your attention to the very dangerous situation at the junction of Glendever Tce and Glenstrae Rd.

As a resident of Dunkeld Lane, it is necessary for me to turn from Glendever Tce, right onto Glenstrae Rd, whenever I want to leave my house. Since the barrier has been removed from the upper Glenstrae Rd, a far greater volume of traffic is using this road, and it has become very dangerous. Cars coming down the hill, on their way into town, are travelling very fast and for us to turn right onto Glenstrae, it is very dangerous.

We need more signs to warn the downhill traffic that there is a junction road coming up. In my opinion, speed bumps are necessary to slow the downhill traffic and make the corner safer.

I have had a couple of very frightening incidents myself and have witnessed others. It is only a matter of time before there is a collision there.

Yours sincerely,

  
Olwyn Palmer (Mrs).

To: Traffic Engineers  
Christchurch City Council  
PO Box 237  
Christchurch

From: Residents of Glendeverc Terrace and Dunkeld Lane

Re: Safety in the vicinity of the intersections of Glenstrae Rd, Glendeverc Terrace, and Gazelle Lane

With the opening of Glenstrae Road to the upper part of Balmoral Hill, the amount of traffic on Glenstrae Road has increased significantly. The residents of Glendeverc Terrace and Dunkeld Lane are very concerned at the increased possibility of a serious accident as they enter Glenstrae Road from Glendeverc Terrace for the reasons below.

1. Vehicles coming up Glenstrae Road have limited vision as they approach the brow of the hill. Traffic turning, in particular, right from Glendeverc Terrace into Glenstrae Road have a limited time to make a turn safely.
2. Because of restricted vision, vehicles turning right from Glendeverc Terrace into Glenstrae Road could be compromised by vehicles coming down Glenstrae Road around the bend at allowed speed.

Most importantly, there is insufficient road width for two vehicles to pass safely when vehicles are parked on either side of Glenstrae Road near the T intersection Glendeverc Terrace. A very dangerous situation exists for a vehicle that enters from Glendeverc Terrace when vehicles are parked on either side of Glenstrae near the brow of the hill and a vehicle comes up Glenstrae Road. It is dangerous for all traffic ascending or descending Glenstrae Road if there are vehicles packed on either side of the road at the brow of the hill because of the impossibility of seeing oncoming traffic. A number of near misses have occurred recently and an unavoidable serious accident will occur unless action is taken by the Christchurch City Council. We seek solutions to these dangerous situation and suggest namely:

1. No parking (broken yellow) lines from on the upper side of Glenstrae Rd from about 58 Glenstrae Road to Gazelle Lane.
2. Extend the no parking lines on the lower side of Glenstrae Rd to Inverness lane.
3. A **Slow or Caution Traffic Crossing** sign for downhill traffic about opposite number 77 Glenstrae Rd.
4. A sign indicating **Traffic Crossing, Concealed Entrance** or similar on Glenstrae Rd near Inverness Lane for ascending traffic

*5. 1 Traffic Calming measure at the Glendeverc Tce intersection to make traffic slow.*  
Mrs Jillian Bradfield has previously contacted Mr Barry Cook on the above matter.  
Please respond to Mrs Jillian Bradfield, 23B Glendeverc Tce Redcliffs  
Residents of Glendeverc Terrace and Dunkeld Lane and Mrs Anne Frankland  
23 Glendeverc Tce "8081"

Name Address Signature

*Barry Cook, 1 Roffe Lane* *[Signature]*

Attn: Barry Cook  
Traffic Engineering  
PO Box 237  
Christchurch City Council

TM-003-001-4/11	
DN 08/280	
29 JAN 2008	
1) Cook	
CSR 90763228	

Paul & Pauline Gee  
61 Glenstrae Rd  
Redcliffs  
Christchurch 8081  
24<sup>th</sup> January 2008

Dear sir,

Over the past three years we have been in correspondence with your department and subcontractor (Streets in synch) regarding the collision hazard posed by the poor visibility on Glenstrae Rd. The issue was first raised when lower Glenstrae Rd was a no exit road. The upper and lower portions have now been joined for 5 months and the volume and speed of traffic have increased making the risk far greater.

To restate the problem; the portion of Glenstrae Rd between Inverness and Daring lanes is winding and has poor visibility for traffic in both directions - exacerbated by the contour of the hill. Hill roads are narrow and winding by nature but this portion of road has a lot of feeders and a straight downhill leading into it which accelerates cars to higher speeds. This makes exiting driveways (particularly ours) and crossing the road dangerous. My wife and I have several episodes a week where we cautiously exit our driveway and have a car or truck appear over the crest. Both parties have to brake suddenly to avoid a collision. I have been caught on two occasions with my son crossing the road (we wait watch and listen for traffic first) only to be caught in the middle of the road by a car appearing over the crest.

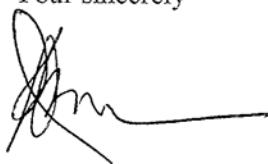
In addition to the connection of upper and lower Glenstrae we have had the recent installation of a playground opposite Daring lane and children regularly cross the road. Glenstrae road has segments of footpath that mean that pedestrians must cross the road several times to get up the hill. For children from Inverness road and lower Glenstrae they must cross roads five times to access the playground (see attached map).

The speed limit of 50kph on this road may be legal but is unsafe on this portion of road. I am sure that a good proportion of traffic during the week travels at the posted limit or higher.

We have been told that speed moderating additions, signage and mirrors aren't allowable under the current by-laws and regulations. However we feel the problem needs fixing. We feel that the situation is dangerous and collisions or other tragedies are inevitable. Signage to make the segment a 30kph section, speed moderating alterations, a pedestrian crossing near Glendever Tce plus signage are all options that may be considered. We have corresponded patiently till now but would like to see some action addressing our concerns soon.

Please can you notify us of any scheduled public meetings that may be held with the Hagley/Ferrymead Community board regarding planning for Glenstrae Rd.

Your sincerely



Paul and Pauline Gee



Mr Barry Cook,  
Traffic Engineer,  
Christchurch City Council.  
7<sup>th</sup> November, 2007

Dear Mr Cook,

My wife and I live in 8a Dunkeld Lane on Balmoral Hill. Over recent weeks we have become increasingly aware of traffic issues Glenstrae Road, especially where Glendevera Terrace enters it. There have always been some issues relating to the narrowness of the road, the nearby bend and the dip down towards Inverness Lane. Recently with the opening of the upper part of Glenstrae Road these issues have increased along with the increased traffic flow.

Recently my wife was stopped at the corner of Glendevera and Glenstrae, expecting to turn right. There were two vans parked along the north side of Glenstrae restricting vision of traffic to the left, to see cars coming down the hill. She had to move forward to see left and despite having twice looked right, she had to stop very suddenly as a car appeared over the crest of the hill coming uphill. Cars from that direction are only visible when they are within 40m of the corner.

We measured some distances at the corner a couple of days ago, and have drawn an approximately scale diagram of the immediate area. I understand that you know the area quite well, however I would be happy to verbally explain some of the points on the diagram if you gave me a ring.

We would ask that serious consideration be given to extend the broken yellow lines in the area as indicated on the diagram. While this could possibly have a negative effect on speed, it will certainly increase visibility and space in the area, and would increase the safety of traffic in that section of the road. A considerable number of the local residents share our concerns.

Thanking you for your attention,

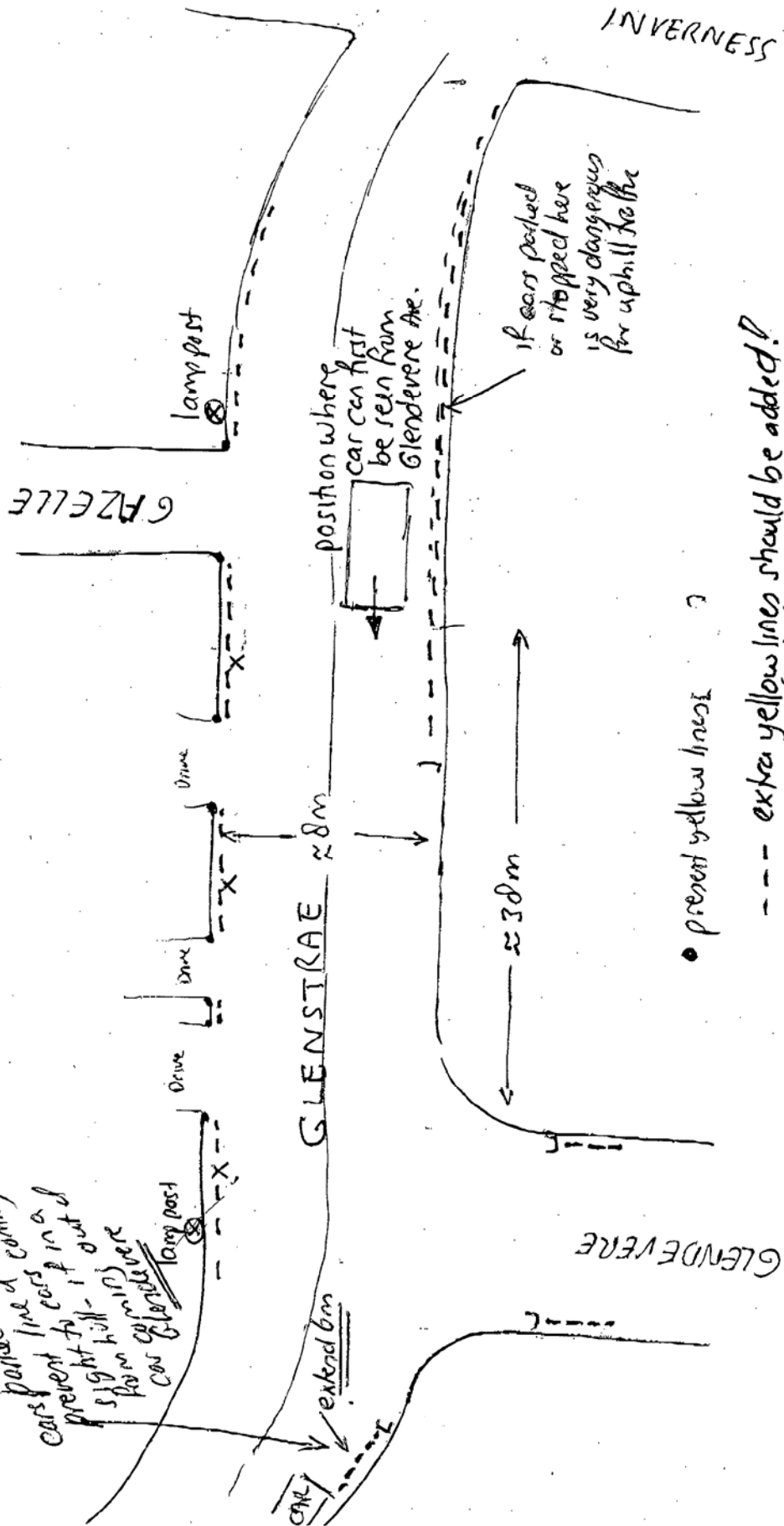
Yours sincerely,

Rudi & Lorraine Jansen  
8a Dunkeld Lane  
Christchurch 8081  
3844 322  
027 313 6906

Scale  $\approx 4m/1cm$

X if cars parked here - cars going down hill must cross white line to pass, (observed 5/11/07)

cars parked here coming prevent to cars in a sight hill - it out of from Glendevre



**13. ESPLANADE SUMNER – PROPOSED BOLLARD TRIAL COSTS.**

<b>General Manager responsible:</b>	Jane Parfitt General Manager, DDI 941-8656
<b>Officer responsible:</b>	Alan Beuzenberg Unit Manager Transport and Greenspace
<b>Author:</b>	Steve Hughes

**PURPOSE OF REPORT**

1. The purpose of this report is to provide the Board with approximate costs for a trial installation of removable bollards along the Esplanade Sumner and provide information on the crash history for the area.

**EXECUTIVE SUMMARY****INTRODUCTION**

2. The Hagley/Ferrymead Community Board on 5 March 2008 received a proposal from Sergeant Phil Newton, Officer in Charge of the Lyttelton/Sumner Police to trial removable bollards on the Esplanade at Sumner to discourage boy/girl racers using the area at certain times. As a result of the proposal, the Board resolved the following:

*“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. Information received from the Police reveal that the Sumner boy/girl racer problem exists from Friday night through to Sunday night, being more prevalent from midday to after midnight. It is seasonal, occurring principally during the period of daylight saving.
4. Numbers of younger individuals in their boy/girl racer motor vehicles are attracted to the area to use the Esplanade and other nearby streets as a location to display themselves and their vehicles. The Police identified the main issue as being the drive-through nature of the Esplanade from Main Road south of the Sumner Surf Club, through to the Heberden Ave intersection. The Police advise that often the drivers of the vehicles are exceeding their drivers licence restrictions, that the vehicles do not meet the required legislative standards and that the driving is both unlawful and “causes aggravation for the local and genuine Sumner beach users.”

**TRIAL PERIOD**

5. After consultation with the Police it was determined that if this proposal to restrict vehicle movement on the Esplanade is accepted, the preferred option would be to close the Esplanade every weekend from 7.30 pm on a Friday through to 7 am the following Monday from the last weekend in September to the first weekend in April. The following costs have been calculated over that period although it may be impractical and expensive to run a ‘trial’ for that period of time.
6. A shorter trial road closure period, and a less expensive way of closing the Esplanade than installing removable bollards, may be more appropriate. Some of these cheaper road closing options are discussed later in this report.

**LOCATION & NUMBERS**

7. To stop the above behaviour occurring in this location, the Police proposal requested that removable bollards be installed on the Esplanade at the North West corners of the intersections with Stoke, Hardwicke, Menzies, and Head Streets. (See Attachment 1) To effectively close the Esplanade at these 4 intersections would require the installation of 21 removable bollards and their mounting assemblies. The estimated cost of purchasing and installing each removable bollard and its mounting assembly, not including GST and freight is: \$1,048, making a total estimated cost for 21 removable bollards of \$22,008. These figures were obtained via a quote from one supplier.

## 13. Cont'd

8. However to install removable bollards in the North West position on these intersections raises several safety issues. By being positioned on the left side of the intersections, they may not, due to adjacent landscaping and plantings, be sufficiently visible to vehicles approaching on the left hand side of the side streets until the vehicle is actually turning towards them. As a left turning driver may be putting more emphasis on looking and giving way to traffic approaching from his/her right, he or she may only become aware of the bollards when it is too late to stop. While technically the driver would be at fault, it may be safer to position the bollards on the south east side of the intersections.
9. Also, if the bollards are positioned on the North West side of the intersection, this could create a circuit around the Esplanade, Heberden Ave, Nayland Street, and back via Head Street to the Esplanade. If 'boy/girl racers' congregate and park in this area, it could have a detrimental effect on the Scarborough Restaurant in that customers may be unable to park nearby and therefore not bother to attend the restaurant. The shortage of parking spaces and the presence of possible large numbers of boy/girl racers could also prevent or discourage families from using the children's play and paddling pool facilities at the nearby Scarborough Park.
10. Moving the removable bollards to the south-east corner of the intersections makes them visible to drivers approaching the intersections along the side streets for a longer distance. By being positioned on the right side of the intersection, they are in the direction that drivers should be checking to give way to oncoming vehicles. This makes them more readily visible to the approaching motorist on the side streets and better positioned to prevent a collision with them. (See Attachment 1).
11. The positioning of the bollards on the south east side also has the added benefit of ensuring some degree of protection to all pedestrians crossing the Esplanade at the intersections. The existing speed humps beside the pedestrian crossing area on the North West side already provides some degree of protection to pedestrians from vehicles on that side. The installation of the removable bollards would provide protection to those pedestrians crossing on the south-eastern side of the intersection.

**EXTRA ROAD CLOSURE SITE**

12. There is however a detrimental effect to installing the removable bollards on the south eastern side. If this is done, a fifth road closure is required at the intersection of Marriner Street to prevent the creation of a circuit that "boy/girl racers" could use. (See Attachment 1). This would increase the number of removable bollards required from 21 to 26. The estimated cost of supplying and installing the 26 removable bollards, not including GST and freight, is; **\$27,248**.

**LOSS OF EXISTING PARKING SPACES**

13. The installation of any temporary road closing devices on the Esplanade would require the removal of some of the existing 285 angled parking spaces on the north side of the Esplanade to create a turn around bay for vehicles at the end of the cul-de-sacs that would be created. It is envisaged that 2 parking spaces would be required at each intersection to create turning areas making a loss of 10 parking spaces.

**ASSOCIATED COSTS**

14. There are a number of other costs that would be incurred if this proposed road closure goes ahead. These include costs for installing warning signs, for making the removable bollards visible to motorists, for on-going operational costs, and for additional landscaping to make the road closures effective. These are dealt with in more details in the following paragraphs.
15. Considerable numbers of informational and regulatory signs are required to advise all motorists of the road closure. These include signs to advise that the Esplanade is closed to through traffic and that at some intersections traffic can turn right only or cannot turn right. It is estimated that 33 signs are required if the 5 road closures go ahead. The preferred signs would be of the 'folding type' that can be permanently attached to posts and can be left folded and locked when not being used, or unlocked and opened up when needed. There is also a legal requirement to install "Road Closed" signs on both sides of the middle bollard at each intersection. The estimated cost of installing the folding type signs and the "road closed" signs is **\$9,900**.

## 13. Cont'd

16. Removable bollards are made visible at night by a circle of reflectorised tape around the top. To ensure that the bollards are visible to motorists at night and at times of low visibility, the addition of a vertical strip of similar tape on both sides of each removable bollard, facing the direction of oncoming traffic, is recommended. The cost of this additional tape is minimal.
17. There is considerable difficulty in estimating the on-going operating cost of trialling removable bollards. The frequency of operating, the length of the trial, the distance to and from storage, the number of staff required, the size of the vehicle, the amount of time it takes, and the need to have and follow a Traffic Management Plan while doing so are all currently unknown factors that will effect the on-going operating costs. Discussions with a security firm indicate that it may cost more than **\$500** each time to install or remove the removable bollards. Any costs for the storage of the removable bollards while they are not in use will be additional to this amount, as will any costs at the end of the trial period should the decision be for them to be removed.
18. If it is accepted that this trial takes place during the period of daylight saving, there are 28 weekends during which the road closure will be needed. If the road closure is installed and removed on each of those weekends as outlined, this makes 56 operations. Calculating this at **\$500** per time, this means that it may cost **\$28,000** for the 6 month trial period. No allowance has been made for operating the road closures on public holidays such as Labour Day, Anniversary Day, Christmas Day, Boxing Day, New Years Days (2 days), and Waitangi Day. All of these occur during the daylight saving period and may require extra road closures.

**EFFECTIVENESS**

19. While the proper installation of removable bollards would prevent most 4 wheeled vehicles from driving along the Esplanade, smaller vehicles such as motorbikes and bicycles could pass between them. This could, for example, cause problems when Police are pursuing these sorts of vehicles. If it is intended to stop all wheeled traffic from travelling along the Esplanade, the welding of metal 'eyes' onto the bollards would enable chains to be attached between them preventing smaller vehicles from easily bypassing the road closure.
20. To prevent some motorists using the adjacent lawns, gardens, and footpaths to drive around the removable bollards, some type of permanent barrier is required. Wooden posts concreted along the edge of the lawns, gardens and footpaths on both sides of the Esplanade may be suitable. It is estimated that there is a requirement approximately 50 posts to make the 5 road closures effective. It is estimated that to purchase and install this number of wooden posts it would cost up **\$5,000**. Other more attractive measures could be used but are likely to cost more.

**ESTIMATED TOTAL COST OF INSTALLING REMOVABLE BOLLARDS**

21. The estimated cost of purchasing, installing, providing signage, landscaping and operating 26 removable bollards is estimated as being \$70,148 not including GST, freight or storage.

**OTHER ROAD CLOSING OPTIONS**

22. While the Board has only requested costs for the supply of removable bollards as a means of closing the Esplanade, as a comparison estimates have been obtained for the purchase of; retractable bollards, swinging arm barriers, and water filled plastic barriers.
23. Retractable bollards, swinging arm barriers, and water filled plastic barriers have advantages over removable bollards in that they can remain at the location until they are needed, then they can be operated to close the roadway. Water filled barriers also have the added advantage in that an initial expenditure of capital is not required to purchase them as they can be hired, and if the trial proves that a permanent closure is not warranted, there is no additional cost involved in removing them, selling them, or using them elsewhere in an attempt to recover some of the initial cost.

## 13. Cont'd

24. Retractable bollards can be lifted from their buried mounting assemblies when the road closure is needed, and when not needed dropped into and secured back in place. The cost of the retractable bollards and the cost of installation are greater than that for removable bollards. The cost of purchasing and installing 26 retractable bollards ranges from between **\$179,100** for manual retractable bollards, to **\$491,314** for automatic electromechanical bollards. These prices do not include GST or freight.
25. Swinging arm barriers are the simplest type of road closing device. In effect they are a gate that is secured to a locking post on the opposite side of the road to affect a road closure, and swung back to another post and secured when not needed. An estimate of **\$6,100** plus GST has been obtained for the supply and installation of each swinging arm barrier. The cost of purchasing and installing 5 swinging arm barriers is therefore **\$30,500** plus GST.
26. Water filled plastic road barriers can be hired to temporarily close the road. These barriers can be linked together to make them difficult to move by human or vehicle means. When filled, they weigh approximately 300 kilograms each and could be stored in the turning bay areas set aside to use when exiting the cul-de-sacs. They can be moved to and from the allocated storage area/turning bays using a hand operated fork-lift type hand truck. An all up quote of **\$31, 652** has been provided to hire, install, operate, and remove the road closure using these water filled barriers over the 28 weekend period. As mentioned above, they provide advantages over the other road closing devices if the trial proves that the permanent closure of the road is not warranted.

## ASSOCIATED COSTS

27. The estimated cost of installing signs for any of the above barriers will be the same as installing the warning signs for removable bollards, i.e. **\$9,900**.
28. The on-going operating costs for retractable bollards or swinging arm barriers is considerably less than for removable bollards due to there being nothing to be transported, no need for any storage, no heavy vehicles required to remove them, and less people required to operate them in the case of retractable bollards. With swinging arm barriers, in addition to these reasons, there is the advantage that only 1 is required at each intersection. The estimated cost of installing or removing the retractable bollards or swinging arm barriers and associated signs is approximately \$100 a time. Using the same frequency criteria as used for removable bollards, this means that it may cost up to **\$5,600** to operate the chosen road closure devices.
29. The cost of adding landscaping to prevent bypassing of any of the above road closure options is estimated to be **\$5,000**, being the same as that listed for removable bollards.
30. Summary of estimated costs for 26 bollards, 5 swinging arm barriers, or 5 water filled plastic road barrier closures:

	Removable bollards	Manual Retractable bollards	Swinging Arm Barrier	Water Filled Barriers
Purchase & install	27,248	158,600	30,500	(Hire) 1,176
Signage	9,900	9,900	9,900	9,900
Landscaping	5,000	5,000	5,000	5,000
<i>Capital Costs Subtotal</i>	<b><i>\$42,148</i></b>	<b><i>\$173,500</i></b>	<b><i>\$45,400</i></b>	<b><i>\$16,076</i></b>
Operating Costs For 28 weekends	28,000	5,600	5,600	30,476
<b>Total</b>	<b>\$70,148</b>	<b>\$179,100</b>	<b>\$51,000</b>	<b>\$46,552</b>

### 13. Cont'd

31. Whatever road closing devices are chosen, in addition to the cost, consideration should be given to other factors such as;
- (a) What is the exact problem that this proposal is going to solve?
  - (b) Are there better ways of addressing the problem?
  - (c) Will the road closures eliminate this problem or change it in nature?
  - (d) Will creating these "parking cul-de-sacs" just provide arenas for the boy/girl racers to perform?
  - (e) If the road closures in this location succeed in solving the problem at the Esplanade, will it just cause the problem to be transferred to another location?
  - (f) The Board was presented with a similar proposal some years ago by a resident of the Esplanade who drew up quite detailed plans, and no action was taken by the Board on that occasion.
  - (g) What vehicles do we want to stop from using the Esplanade?
  - (h) Are there any vehicles that we do not want to stop from using the Esplanade?
  - (i) How efficient in stopping vehicles is the chosen road closing device?
  - (j) How easy is it to operate?
  - (k) What is the on-going operating and maintenance costs?
  - (l) Who is responsible for activating or putting it in place?
  - (m) What are the normal hours, days, and the times of the year that the road closure will be activated?
  - (n) What are the criteria or 'trigger points' that cause it to be put in activated outside these normal times should the behaviour warrant it?
  - (o) What are the criteria or trigger points that cause the road closures to be removed?
  - (p) Does the chosen device require off-site storage and transportation to that location?
  - (q) Where is that storage and what is the cost?
  - (r) How is the effectiveness of the road closure going to be monitored and by whom?
  - (s) What additional signage is required to advise of the possibility of the road closure?
  - (t) What provision is required for emergency vehicle access?
  - (u) The implications of the road closure for residents and other 'legitimate' users.
  - (v) Is the chosen road closing device sufficiently visible during the day, at night, and at times of low visibility to ensure that motorists become aware of them in time to stop.
  - (w) How can the possibility of the road closure be indicated on a street map?
32. The Crash Analysis System of the New Zealand Transport Agency (ex Land Transport New Zealand), shows that since January 2003 there have been 8 reported accidents either on the Esplanade, or within 25 metres of the Esplanade. Of the 8 accidents;
- None were fatal,
  - 2 involved serious injury,
  - 3 involved minor injuries,
  - 6 occurred on the Esplanade,
  - 1 each was on Hardwicke Street and Heberden Ave.
  - None can be directly attributed to "boy/girl racer" behaviour.  
(See Attachment 2 for full details).

### FINANCIAL IMPLICATIONS

33. There is no provision for any funding in the LTCCP for the installation and on-going maintenance and operation of removable bollards or swinging arm barriers on the Esplanade.

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

34. There is no provision within the LTCCP Streets and Transport Operational Budget for the installation of bollards or any other road closing devices on the Esplanade.

### 13. Cont'd

#### LEGAL CONSIDERATIONS

35. The Police advise that the boy/girl racers using the Esplanade are: "often in breach of their driver's licences and the motor vehicles they possess are used in a manner that is often careless and/or dangerous." Presumably, the Police cannot deal with these offenders using their normal Policing powers hence the need to request council assistance to close the road.
36. The Police have canvassed local residents and frequent users of the Esplanade area and Sumner Beach. Residents agree that the problem is "not as bad as other areas," but agree with the beach users that it is getting to a "point of disagreement."
37. Sections 342 and Schedule 10 of the Local Government Act 1974 contains the authority for the "Chairman" (Mayor) of the council, or "any officer of the council authorised by the council in that behalf," to close any road to traffic or any specified type of traffic in; "order to resolve problems associated with traffic operations on a road network," or "during any period when public disorder exists or is anticipated." The Council Secretary also has the delegated authority in this instance.
38. "Public disorder" is not defined in Statute or Case Law. It could have aspects of 'disorderly behaviour' which is defined in Butterworth's Law Terms as being; "Conduct which causes disturbance to others present." Therefore drivers; "in breach of their drivers licences" and vehicles being "used in a careless and/or dangerous manner," may meet the legislative requirement of either 'public disorder' existing or anticipated.
39. For the Esplanade to be closed to traffic as proposed, the Board will have to convince the Council Secretary or the Chairman (Mayor) of the council, that the closure is likely to resolve an existing problem or will prevent public disorder from occurring.
40. Section 82 of the Local Government Act 2002 requires the Council to consult with persons who will, or may be affected, by any decision of Council. In this instance, as the decision to "temporarily" close the road is programmed rather than spontaneous, consultation before arranging a 'regular temporary' closing of the Esplanade appears to be required.

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

41. As above.

#### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

43. As above.

#### ALIGNMENT WITH STRATEGIES

44. This proposal aligns with the Safer Christchurch Strategy.

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

45. As above.

#### CONSULTATION FULFILMENT

46. Consultation with Sergeant Phil Newton, Officer in Charge of the Lyttelton/Sumner Police has been undertaken to establish the extent of the problem and to clarify aspects of the proposal.



**13. Cont'd**

47. I have spoken to the Deputy Fire Chief of the Sumner Volunteer Fire Brigade in relation to the effect that the closing of the Esplanade would have on his organisation. He believes that the closure of the Esplanade will not provide any insurmountable difficulties especially if they are provided with a key if the bollards or swinging arm barriers are used.
48. I have spoken to the Secretary of the Sumner Lifeboat Association. She advises that the closure of the Esplanade will not be a problem most of the time. She believes it would only be a problem if they had to take their Rescue vehicle along the Esplanade or to Cave Rock. Providing them also with a key to bypass the road closure should the bollards or swinging arm barriers be chosen would alleviate any serious problems. Water filled plastic barriers will prevent them from using the roadway.
49. The Police report that they have canvassed local residents and other beach users in relation to this matter. The extent and nature of the canvassing is not known. The Police report that:
- "Local residents are aware of the on-going issues facing many other residents in the greater Christchurch City from this boy/girl racer element. They agree that their problem is not as bad as other areas, but are wishing to be proactive in controlling the problems arising from the weekends. They believe that the problem is getting to a point of disagreement between the boy/girl racers, the beach users, and local residents."*
50. Full consultation with, and a survey of all affected residents of the area, should be carried out in accordance with the requirements of the Local Government Act 2002 before a decision to run a trial road closure of the Esplanade is undertaken.

**STAFF RECOMMENDATION**

It is recommended that the board receive this report for consideration.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.







17. 9. 2008

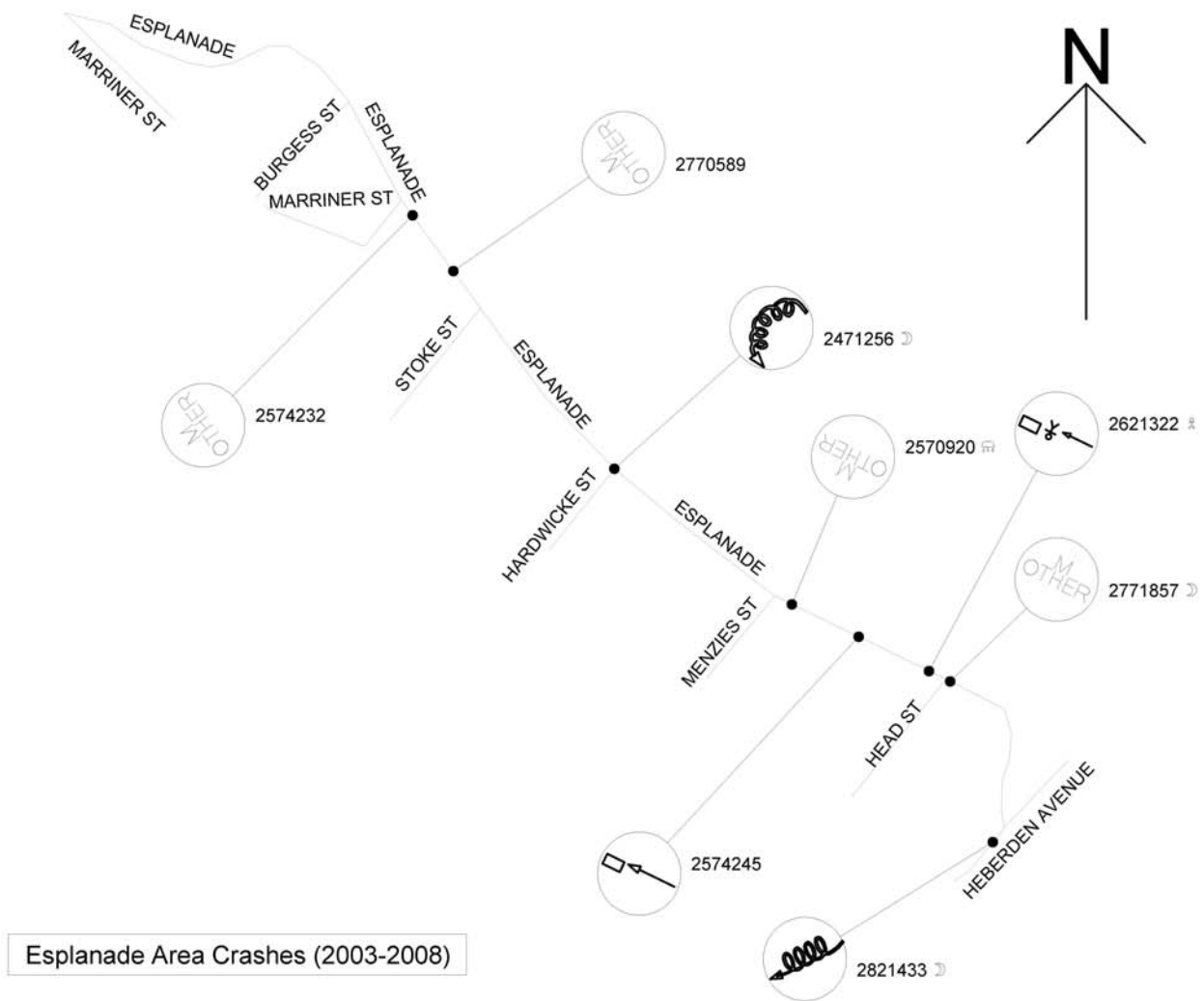
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ATTACHMENT 2 TO CLAUSE 13



Esplanade Area Crashes 2003 to 2008  
Plain English report, run on 20-Aug-2008 Page 1

First Street	Distance (R)	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day Time DD HHMM	Description of Events	Crash Factors (ENV - Environmental factors)	Road Light	Weather	Junction	Cat1	Tot Inj F S M A E I T R W	
ESPLANADE	55	HEAD ST	2771857	12/06/2007	Tue 2345	CAR1 WB on ESPLANADE hit Packed Vehicle while manoeuvring	CAR2 didnt see/look behind when reversing/manoeuvring, misjudged speed of own vehicle	Day	Dark	Fine	T Type Junction	M/A	
ESPLANADE	200	HEAD ST	2621322	16/01/2006	Mon 1250	CAR1 WB on ESPLANADE hit PEDESTRIAN2 (Age 17) attend vehicle	CAR1 engine failure PEDESTRIAN2 pedestrian working on road	Day	Bright	Fine	Unknown	M/A	1 1
ESPLANADE	205	MARRIMER ST E	2574232	22/12/2005	Thu 1005	VAN1 WB on ESPLANADE hit Packed Vehicle while manoeuvring	CAR2 didnt see/look behind when reversing/manoeuvring	Day	Bright	Fine	Unknown	M/A	
ESPLANADE	1000	KENSIES ST	2574245	04/12/2005	Sun 1710	CAR1 WB on ESPLANADE hit packed veh, CAR1 hit Packed Vehicle, CAR2 hit Packed Vehicle	CAR1 too far left/right, attention diverted by scenery or persons outside vehicle	Day	Bright	Fine	Unknown	M/A	
ESPLANADE	205	KENSIES ST	2570820	02/01/2005	Sat 1755	CAR1 WB on ESPLANADE hit Packed Vehicle while manoeuvring	CAR1 didnt see/look behind when reversing/manoeuvring, misjudged speed of own vehicle	Wet	Overcast	Heavy Rain	Unknown	M/A	
ESPLANADE	500	STOKE ST	2770589	14/02/2007	Wed 1823	CAR1 WB on ESPLANADE hit Packed Vehicle while manoeuvring	CAR1 didnt see/look behind when reversing/manoeuvring, didnt see/look behind when pulling out from parked position	Day	Bright	Fine	Unknown	M/A	
HARDWICKE ST	1	ESPLANADE	2471256	02/05/2004	Sat 1821	CAR1 WB on HARDWICKE ST lost control turning left, CAR1 hit Packed Vehicle	CAR1 alcohol test above limit or test refused, lost control when turning	Day	Dark	Fine	T Type Junction	M/A	
HEBERDEW AVENUE	205	ESPLANADE	2821433	28/02/2008	Thu 0632	CAR1 WB on HEBERDEW AVENUE lost control, went off road to right, CAR1 hit Packed Vehicle	CAR1 too far left/right, attention diverted by cigarette etc	Day	Dark	Fine	Unknown	M/A	1
MAIN ROAD	1	WYLAND ST	2623230	04/11/2006	Sat 0936	CYCLIST1 (Age 41) WB on MAIN ROAD hit CAR2 merging from the left	CAR2 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction ENV: visibility limited	Day	Bright	Fine	T Type Junction	Give Way Sign	1
MAIN ROAD	1	WYLAND ST	2321610	09/04/2003	Wed 1830	CAR2 turning right hit by oncoming CYCLIST1 (Age 61) WB on MAIN ROAD	CAR2 alcohol test below limit, failed to give way when turning to non-turning traffic, dazzling headlights	Wet	Dark	Light Rain	T Type Junction	Give Way Sign	1



**14. MAIN ROAD REDCLIFFS PEDESTRIAN CROSSING - RELOCATION/UPGRADE**

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

**PURPOSE OF REPORT**

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

**EXECUTIVE SUMMARY**

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

**BACKGROUND**

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

**14. Cont'd**

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

**OPTIONS**

**Option 1: Install Traffic Signals (see attachment 1)**

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

This option creates a number of issues:

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

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

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

**14. Cont'd**

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

**Option 3: Installation of Road Level Warning Lights**

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

**Option 4: Status Quo (do nothing)**

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

**FINANCIAL IMPLICATIONS**

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

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

27. As above.



**14. Cont'd**

**LEGAL CONSIDERATIONS**

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

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

29. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

31. As above.

**ALIGNMENT WITH STRATEGIES**

32. As above.

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

33. As above.

**CONSULTATION FULFILMENT**

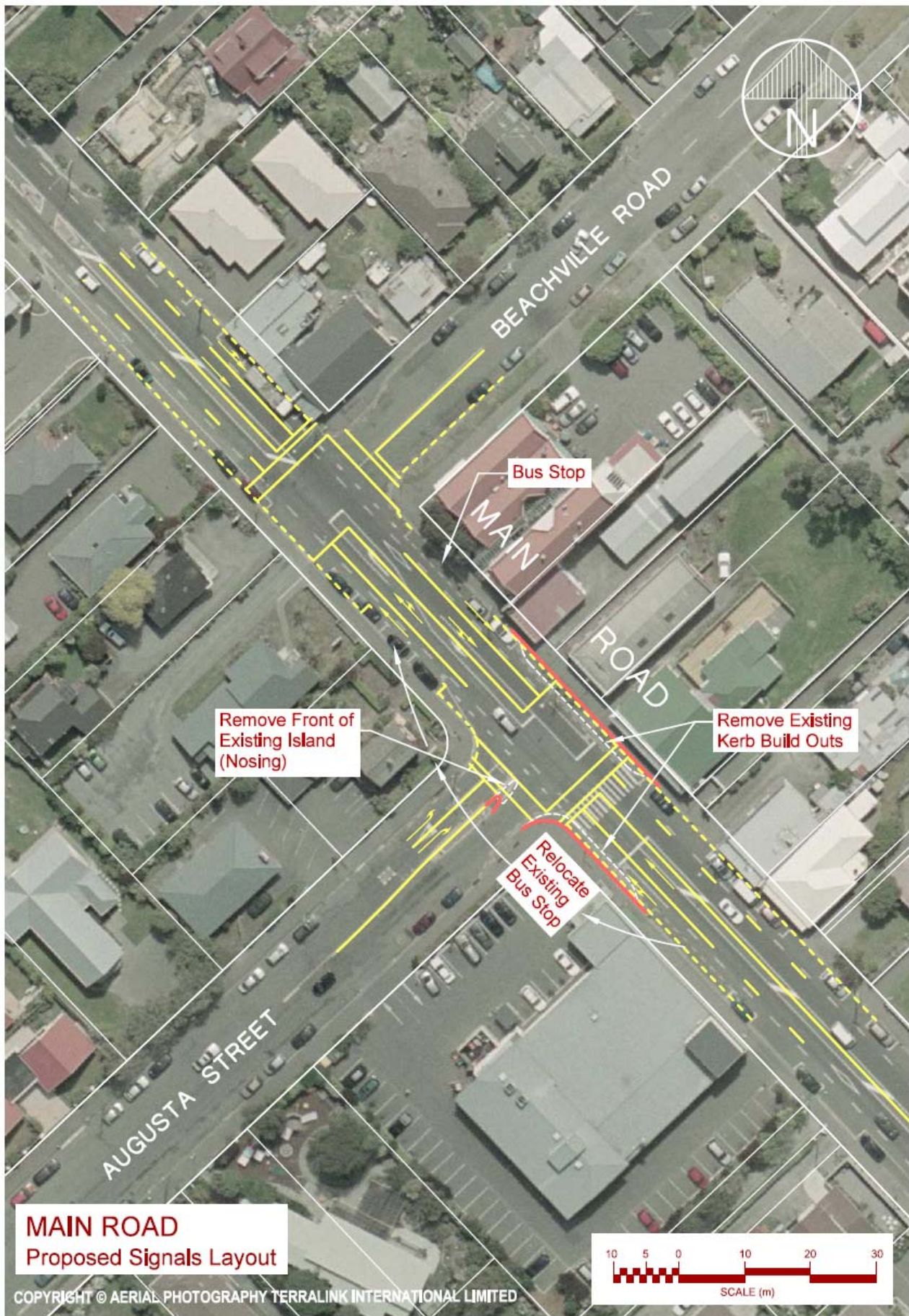
34. There has been no consultation undertaken as the recommendation is for the status quo.

**STAFF RECOMMENDATION**

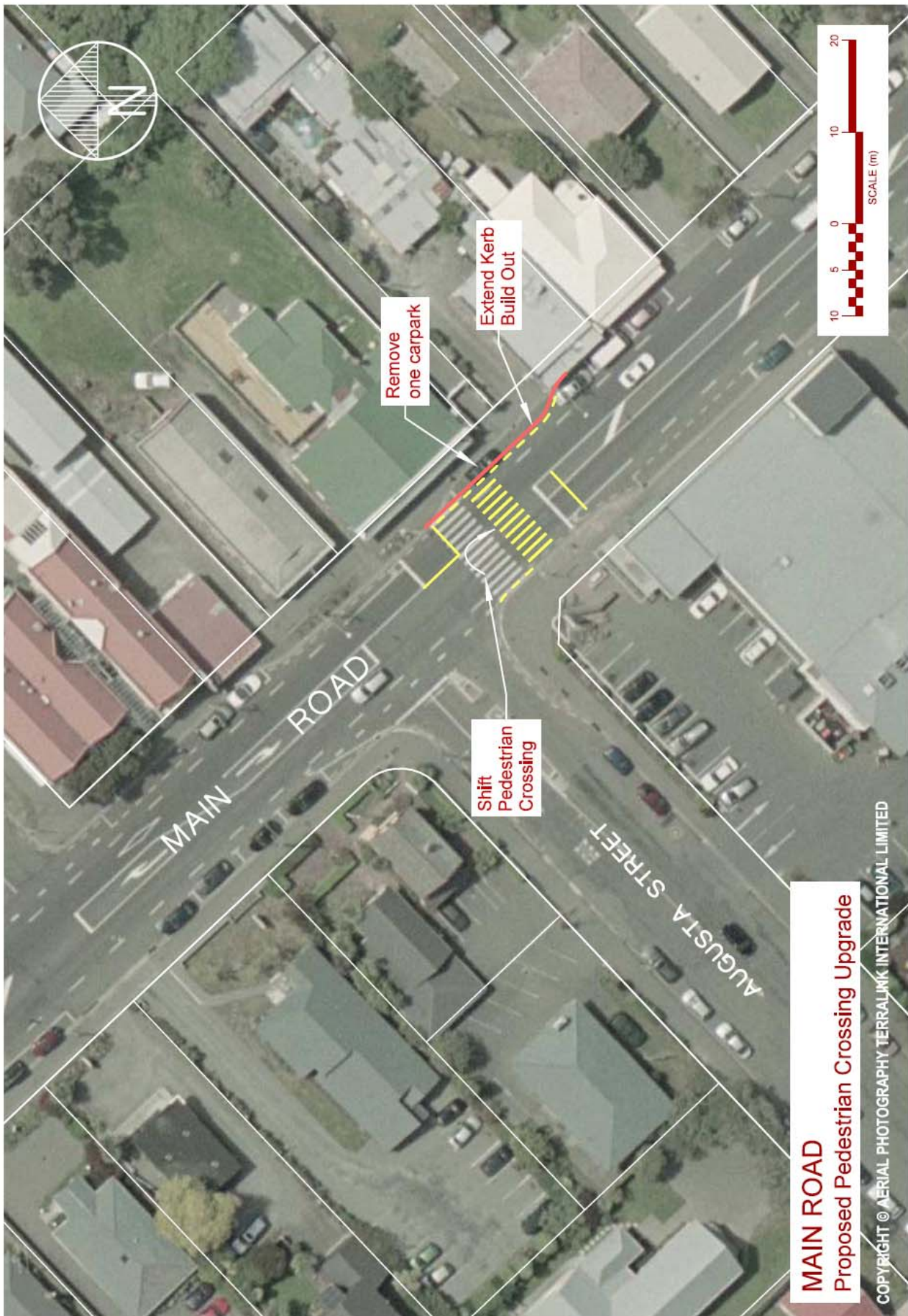
It is recommended that the Board support Option 4 (Status Quo). Should the Board decide to pursue any other option, it would be required to make a recommendation to the Council to that effect.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.







**15. CHESTER STREET EAST: VEHICLE PARKING AND BERM MAINTENANCE**

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

**PURPOSE OF REPORT**

1. The purpose of this report is to address concerns expressed by some residents of Chester Street East regarding both the parking of vehicles and issues relating to the maintenance of the grassed berm outside 88 to 96 Chester Street East (**Attachment 1** and photo below refer).
2. The report provides a list of possible solutions, several of which have been presented to residents in the past, but were not deemed acceptable at that time. The report also addresses the issues raised by Mr Dudding in his deputation to the Board in February 2008.
3. This report was first considered by the Board at its meeting on 4 June 2008. Below is the Board's decision at that meeting:

"Yani Johanson moved that option (h) be adopted. The motion was seconded by Bob Todd and on being put to the meeting was declared **lost**.

It was **resolved** on the motion of Bob Todd, seconded by Yani Johanson that the Board defer consideration of the report until there had been further discussion with residents on the options included in the report, with the exclusion of option (c) – placement of bollards, which is not supported by staff for reasons of safety."

**EXECUTIVE SUMMARY**

4. The part of Chester Street East where numbers 88 to 96 are situated is on the south side between Madras Street and Barbadoes Street.
5. There are six 90 degree angled parking spaces that have no parking time restrictions outside those addresses that pertain to this report. The angled parking spaces are 4.8 metres deep from road edge to kerb line.
6. This part of Chester Street East is a residential area and is classified as a Special Amenity Area (SAM30) in the City Plan.
7. The concerns expressed on behalf of residents of the above addresses have been that the fronts of some vehicles parked outside the addresses extend over the grass berm. This makes the mowing of the grass under these vehicles difficult.
8. Over the last three or four years, Council staff have on six or seven occasions attempted to provide an acceptable solution to this issue. A number of possible solutions have been put forward for consideration. None of the possible solutions have been accepted.



15. Cont'd



**BACKGROUND**

9. The grass berm is currently listed on the Council's "Landscaped Area Mowing Register." It has been requested that the Council mow the grass more often and to a better standard than it is currently.
10. Areas on the above register are mowed and maintained to a higher standard than the normal "Urban Road" residential grass berm. Grass berms on the register are mowed before the grass reaches 65 mm in length, and are mowed approximately 12 times a year depending on the growing season.
11. The standard for the cutting of grass for a normal "Urban Road" residential berm is that the grass is cut before it reaches 150 millimetres in length. This is more than twice the length for a landscaped area such as in Chester Street East. This usually means that it is done about three or four times a year.
12. Therefore, this area of Chester Street East already receives a considerably better service than the average Christchurch residential street. The grass is mowed when it is less than half the length, and it is mowed more often each year.
13. Residents can, if they so wish, mow the grass themselves to a shorter length and more often, as happens with many of the other grass berms in Christchurch residential streets.
14. This section of Chester Street East was reconstructed in 1993. Consultation with residents at that time resulted in the current parking layout being approved by them. Residents involved in the consultation process at the time agreed with the advantages that the design of the street had for the residents.
15. Photos of this street have been used in documents and for on-site visits during Traffic Engineering Conferences as an example of "best practice."

15. Cont'd

**SUGGESTED SOLUTIONS/OPTIONS**

**(a) Resident mow the grass berm (Status Quo)**

16. Residents can mow the grass berm (see attachment 1). They could do this at weekends when there are fewer if any cars parked in the location. As the parking area is immediately outside their residences, they are in the ideal position to mow the grass berm when no or few vehicles are present.
- This would maintain the Status Quo.
  - This is the solution that is chosen by residents in many other streets in the city.
  - It is the easiest solution if residents want to maintain a better appearance to the grass berm than the present 12 or so cuts a year the Council provide.
  - Residents are in the best position to see when the grass needs to be mown, and when it can be done.
  - This designation is compatible with the SAM designation of the street.

There would be no cost to the Council for this solution.

**(b) Council to mow the grass according to the existing Road Landscape Maintenance (Behind the Kerbs) Contract, but during the weekend**

17. The Council to mow the grass berm once a month or so in accordance with the above contract, but arrange for this to be done on weekends when there are fewer parked vehicles. There still may be occasions when vehicles are parked overhanging the berm that prevent it from being mowed completely (see attachment 1).
- The overhanging of vehicles over the grass berm seems to restrict the growth of grass in these areas.
  - It would be in accordance with existing Council policy and contractual agreements.
  - It would not be extending any additional service to this residential street that is not accorded to any other street.
  - Mr Dudding, the residents' representative, is concerned that the regularity and the standard of the maintenance of the grass berm are not sufficient. This may be caused by the parked vehicles.
  - This designation is compatible with the SAM designation of the street.

There may be an additional small cost to the Council for getting it mowed in the weekend.

**(c) Installing Bollards**

18. Mr Dudding has suggested, on behalf of residents, that bollards be installed immediately behind the kerb to prevent vehicles from overhanging the grass berm (see attachment 2). The grass berm could then be mowed more easily by either residents or by the Council.
- The Guidelines for Traffic Engineering that the Christchurch City Council accepts and use is contained in the Austroads Guide to Engineering Practice. Part 11 of that publication contains the guidelines for the parking of vehicles.
  - In that part of the guidelines the depth, (Effective Space Encroachment), of 90 degree angled parking spaces such as those installed in this part of Chester Street East is listed as being from 4.8 metres to 5.6 metres.
  - The shorter distance of 4.8 metres is acceptable when vehicles overhang the end of the bay.
  - The angled parking spaces in Chester Street East are 4.8 metres deep (see attachment 3).
  - The installation of bollards would reduce the length of the angled parking space to under the 4.8 metres minimum accepted by the Council.
  - The above publication also lists a suggested minimum of 11.6 to 12.2 metres for the total of the depth of the angled parking space and the amount of manoeuvring space. The manoeuvring space is the distance between the end of the angled parking space and the centreline that a vehicle has to exit a park.

## 15. Cont'd

- The existing distance of 4.8 metres of angled parking space and 3.5 metres of manoeuvring space making a total of 8.3 metres is already well under by 3.3 to 3.9 metres the 11.6 metres considered an acceptable minimum (see attachment 3).
- Bollards could cause vehicles to extend into the roadway and cause other vehicles to drive over the centreline to pass parked vehicles.
- The Council could have a responsibility for any accidents caused by vehicles extending into the roadway thereby contributing to an accident.
- There would be regular ongoing maintenance costs with installing bollards as they tend to be pushed over and damaged.
- This is not an acceptable traffic engineering option due to an increased safety hazard being created.
- It is also not an acceptable traffic engineering option due to the reduced distance for parking and manoeuvring to and from the park.
- Installing wooden bollards would not be in keeping with the SAM designation of the street.
- Installing cast iron decorative bollards would be in keeping with the SAM designation of this street, but the cost of those bollards would be considerably more than for wooden bollards.
- Installing bollards was the preferred option for Mr Dudding.

The cost of installing wooden bollards has been estimated at \$1000.

The cost of installing Cast iron decorative bollards is estimated at \$4000.

### (d) Installing a 500mm strip of seal behind the kerb

19. The installation of a 500 millimetre wide strip of seal behind the kerb will still allow vehicles to overhang the kerb and would remove the need to mow under the area of the vehicle overhang (see Attachment 3).
  - It will allow the grass between the seal strip and the footpath to be mowed without interference.
  - This solution will not reduce the size of the Effective Space Encroachment to under the accepted minimum.
  - This solution was installed in another part of Chester Street East following a request from Mr Dudding.
  - This option would address the problem of being unable to mow under the front of overhanging vehicles.
  - There would be minimal ongoing maintenance costs.

The cost of removing the grass for 500 mm behind the kerb and replacing it with a seal strip would be about \$600.

### (e) Installing cobblestones between the parked vehicles and the footpath

20. All of the grass could be removed between the kerb and the footpath in front of the car parking spaces only, and the grass replaced with a base coarse and cobblestones laid (see attachment 4).
  - There would still be an area of grass berm towards Madras Street that does not have any cars parked overhanging or near it so the cobblestones would not be obtrusive.
  - The cobblestones could be of a colour and design to complement the existing landscapes and residences.
  - There would be minimal ongoing maintenance costs.
  - This option would be more in keeping with the SAM designation of the street.
  - This option is contrary to the Council "Berm Policy" which states that; "Footpaths exceeding 2.5 metres in width in residential areas shall be laid out with grass berms."
  - To install cobblestones will set a precedent.
  - Although the cost for this could be found within existing budgets, the cumulative effect of doing this whenever individuals have a problem would be enormous.

**15. Cont'd**

The cost of removing the grass and replacing it with cobblestones in front of the six car parks is estimated to be \$4000.

**(f) Removing the angled parking markings and replacing them with parallel parking**

21. The six angle parking spaces could be removed by sandblasting the white road markings and replacing them with three parallel parking spaces (see attachment 5).
22. This would result in two parallel vehicle parking spaces being created in the four existing western angled parking spaces, and one parallel parking space being installed in the two existing eastern angled parking spaces.
  - Parallel parking of vehicles would not cause the parked vehicles to overhang the grass berm.
  - It would half the available parking spaces for residents, visitors, and the public in general (a net loss of three spaces).
  - There is a high demand for all day parking in this area. This is shown by the fact that this problem has arisen.
  - This option would be in keeping with the SAM designation for the street.
  - The increased width of parked cars from the roadway may increase traffic speeds in the street.
  - There would be minimal ongoing maintenance costs.

The estimated cost of replacing the angled parks with parallel parking spaces is \$300.

**(g) Installing time limited parking in the six angled parking spaces**

23. The six angled parking spaces could have a maximum parking time limit of 60, 120 or 180 minute restriction installed on them (see attachment 6).
  - This would mean that vehicles could not park there all day.
  - This would increase the possibility of the spaces being empty when mowing is done.
  - It would cause a reduction in the number of unlimited parking close to the Central Business District.
  - The mowing of the grass berm would still have to be done by residents or by the Council.
  - There would be minimal ongoing maintenance costs.
  - Board members may be aware of the concerns relating to Pay and Display signs being erected in this area. A parking restriction would require at least two signs being installed.

The cost of installing time restriction signs in this area would be around \$400.

**(h) Removal of all six car parking spaces and moving the kerb out to the road edge**

24. The sealed vehicle parking area could be removed entirely and replaced with grass and landscaping (see attachment 7).
  - This would result in a reduced parking service to the public and to residents.
  - The kerb would have to be removed, re-aligned, and re-installed at the road edge.
  - The existing sealed parking area would have to be removed as well as the hard fill underneath.
  - Vehicle entrances/exits to the properties would have to be designed and installed.
  - The reclaimed parking area would have to be filled with soil and grass and plants re-established.
  - It would increase the area of grass berm that the residents or the Council would have to mow with a small increase in maintenance costs.
  - This option would be in keeping with the SAM designation for the street.
  - In his original approach to the Board Mr Dudding put this forward as an option.



**15. Cont'd**

The cost of removing the car parking area and replacing it with grass and trees would be in the range of \$15,000, providing there are no drainage issues that arise from doing so.

**FINANCIAL IMPLICATIONS**

25. The estimated costs of the eight possible solutions range from no cost to the Council to around \$15,000 plus.
26. The cost of options (a) to (g) can be covered under existing budgets.
27. There is no funding allocated for the estimated \$15,000 plus in the 2006-16 LTCCP budgets for option (h).

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

28. There is no specific funding provided in the LTCCP for the alteration to parking in Chester Street East. Some of the no cost or lower cost solutions fall within existing LTCCP operational budgets.

**LEGAL CONSIDERATIONS**

29. The Local Government Acts 1974 and 2002 provide for the installation and the removal of parking spaces.

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

30. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

31. Depending on which option is adopted, it will align with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety and Parking.

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

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

**ALIGNMENT WITH STRATEGIES**

33. These proposals, except for option (c) which could reduce safety, align with the Christchurch Road Safety and Parking Strategy.

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

34. As above.

**CONSULTATION FULFILMENT**

**In the last three or four years**

35. There have been six or seven occasions in the last three or four years that Council staff have attempted to address the concerns expressed by Mr Dudding on residents' behalf.
36. On these occasions, a number of possible solutions, including many of those outlined above, have been put forward to alleviate residents concerns. To date, Mr Dudding has remained clear that installing bollards is his preferred option.
37. During discussions with staff, Mr Dudding was advised that Council staff believe installing bollards is an unacceptable solution and the reasons for it being un-acceptable.

**15. Cont'd**

- 38. Mr Dudding has maintained his view that bollards are the preferred approach.
- 39. Mr Dudding has advised staff that he represents the other effected residents.

**July/August 2007**

- 40. In July/August 2007, a questionnaire listing a number of possible solutions was given to all effected residents. The options listed were:
  - (1) Leave it as is.
  - (2) Install a seal strip approximately 300 millimetre wide along back of kerb.
  - (3) Put bollards behind the kerb to prevent vehicles over hanging the grassed area.
  - (4) Any other suggestions by residents.
- 41. Ten copies were distributed, five were returned with six suggestions for a 50 percent return.
- 42. Option 3 (Install Bollards) should not have been listed. It is not an acceptable option due to it reducing the size of the angled parking space depth to less than the 4.8 metre minimum (Effective Space Encroachment; see attachment 7).
- 43. Installing bollards also reduces the total of the Effective Space Encroachment and the Manoeuvre Space (see attachment 7), to 8.3 metres. This is approximately two-thirds of the measurements of 11.6 to 12.2 metres that is considered desirable in the Austroads Guide to Traffic Engineering Practice; Parking Part 11.
- 44. This could result in ramifications for other motorists using Chester Street East and for the Council should there be an accident that the parking configuration contributed to.

*Results of Questionnaire/Survey*

- 45. Three of the respondents chose option 3 - installing of bollards.
- 46. One respondent wanted option 1, retaining the status quo.
- 47. One respondent wanted option 2, installing a sealed strip approximately 300 millimetre wide behind the kerb, but also suggested that the grass be removed and replaced with cobblestones.

**April 2008**

- 48. In April 2008 Council staff talked to some of the residents and owners in the street in an attempt to see if common ground, or an acceptable solution, could be found. Staff also spoke to former Councillor Anna Crighton, who while not directly affected by the parking, lives close by and was most helpful.
- 49. A possible solution of installing cobblestones between the kerb and the footpath for approximately 26 metres in front of the parking spaces was identified. When staff approached Mr Dudding with this suggestion he advised that his preferred option was the installation of bollards.

**STAFF RECOMMENDATION**

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

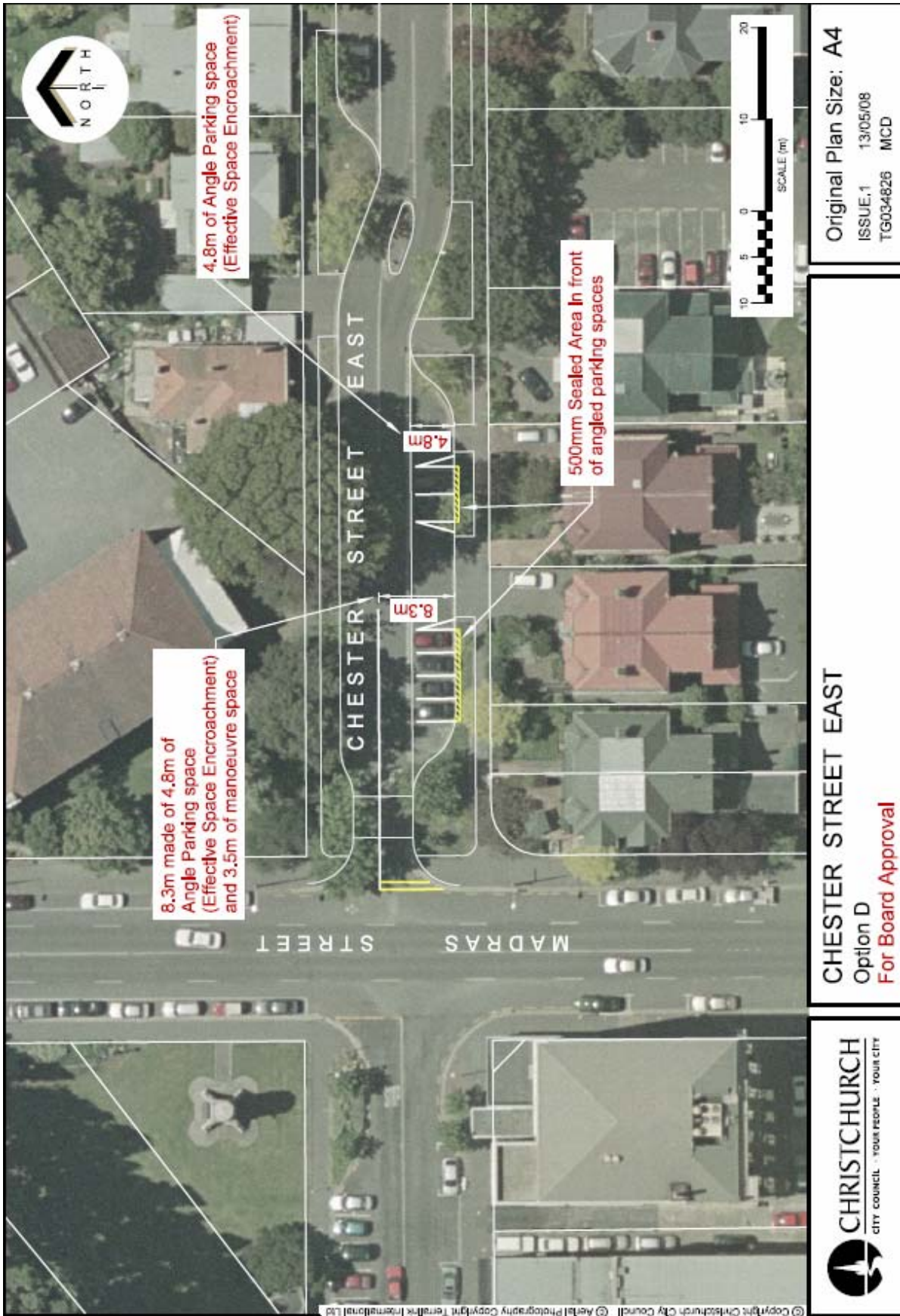
**CHAIRPERSON'S RECOMMENDATION**

For discussion.

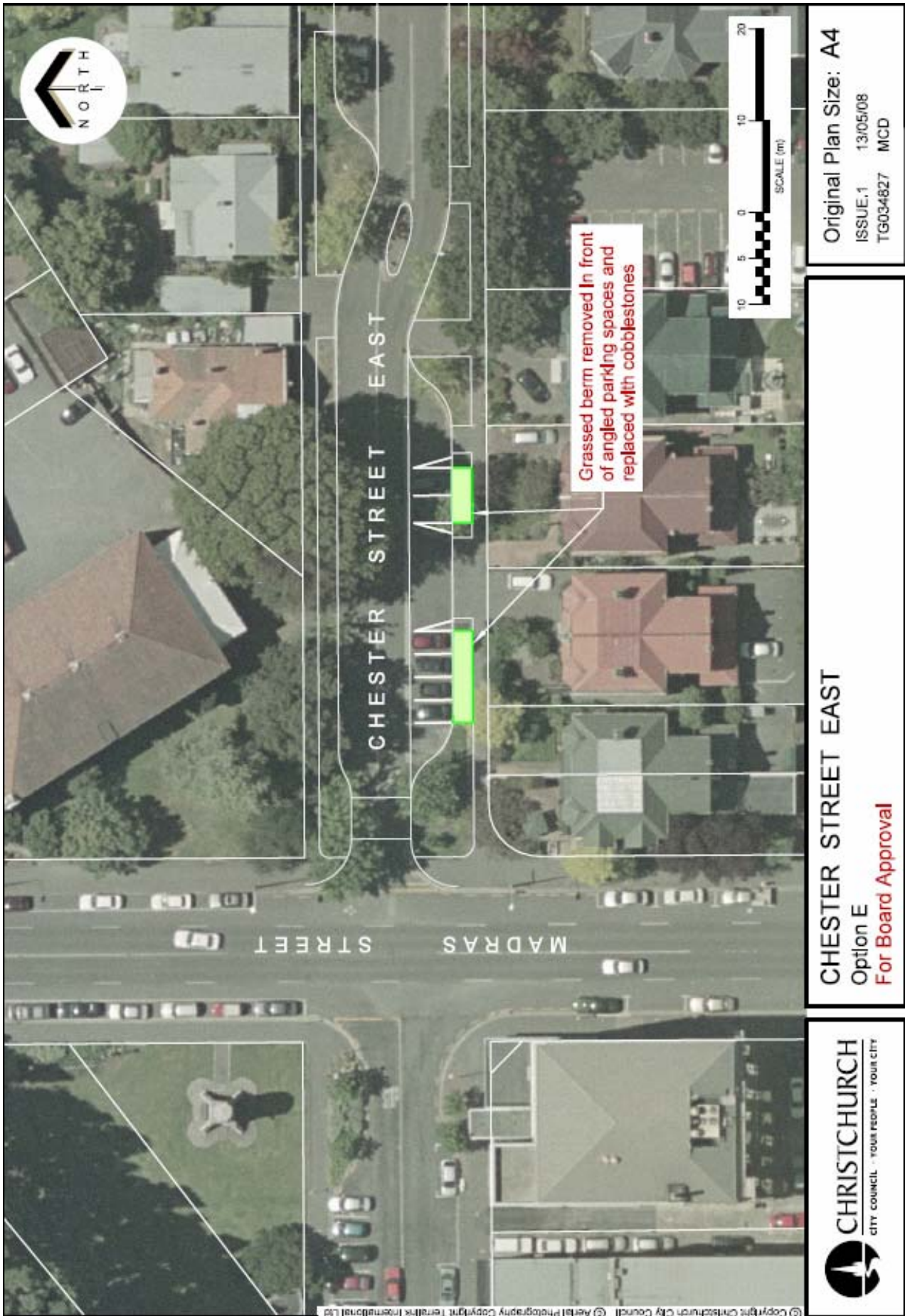


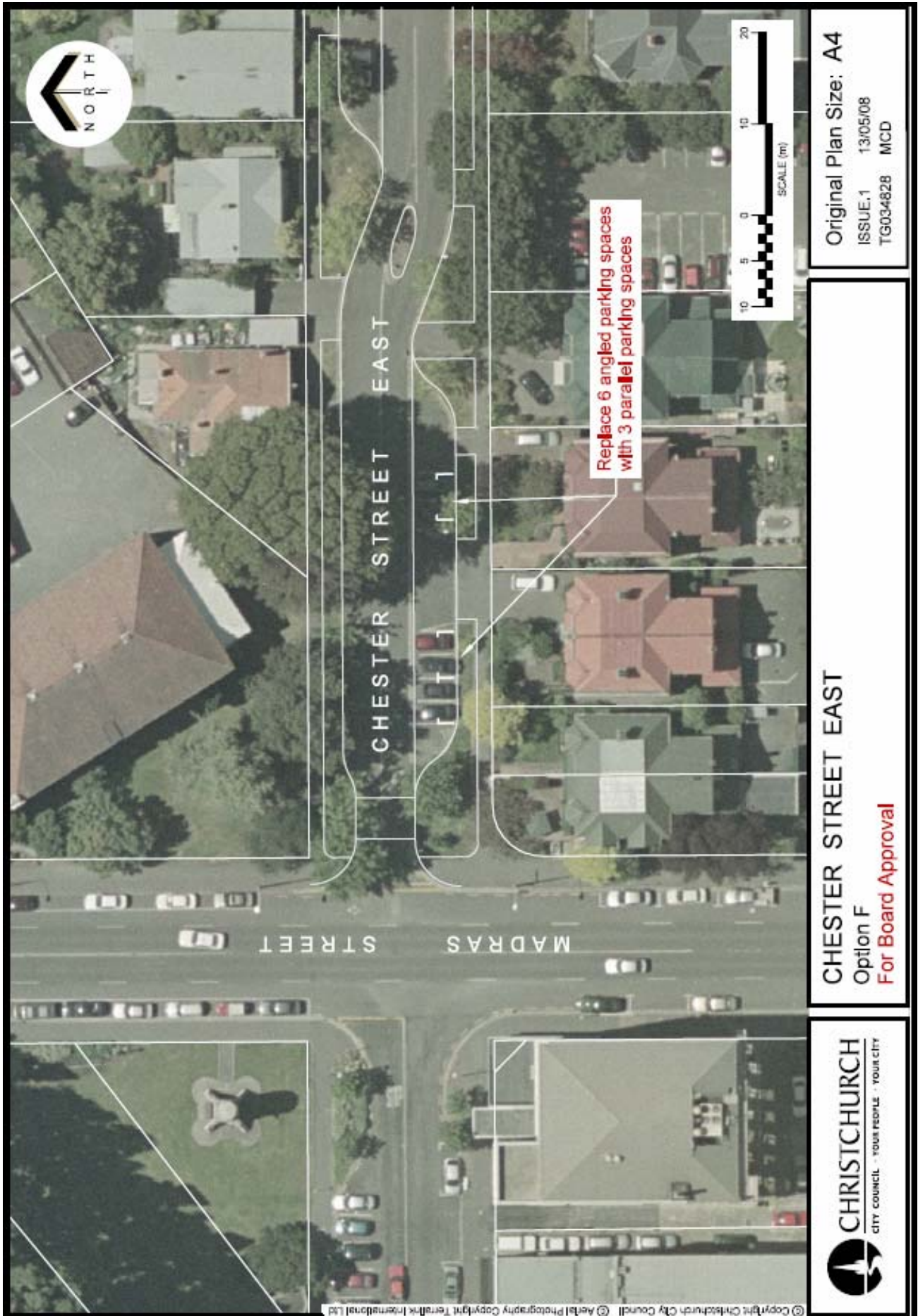




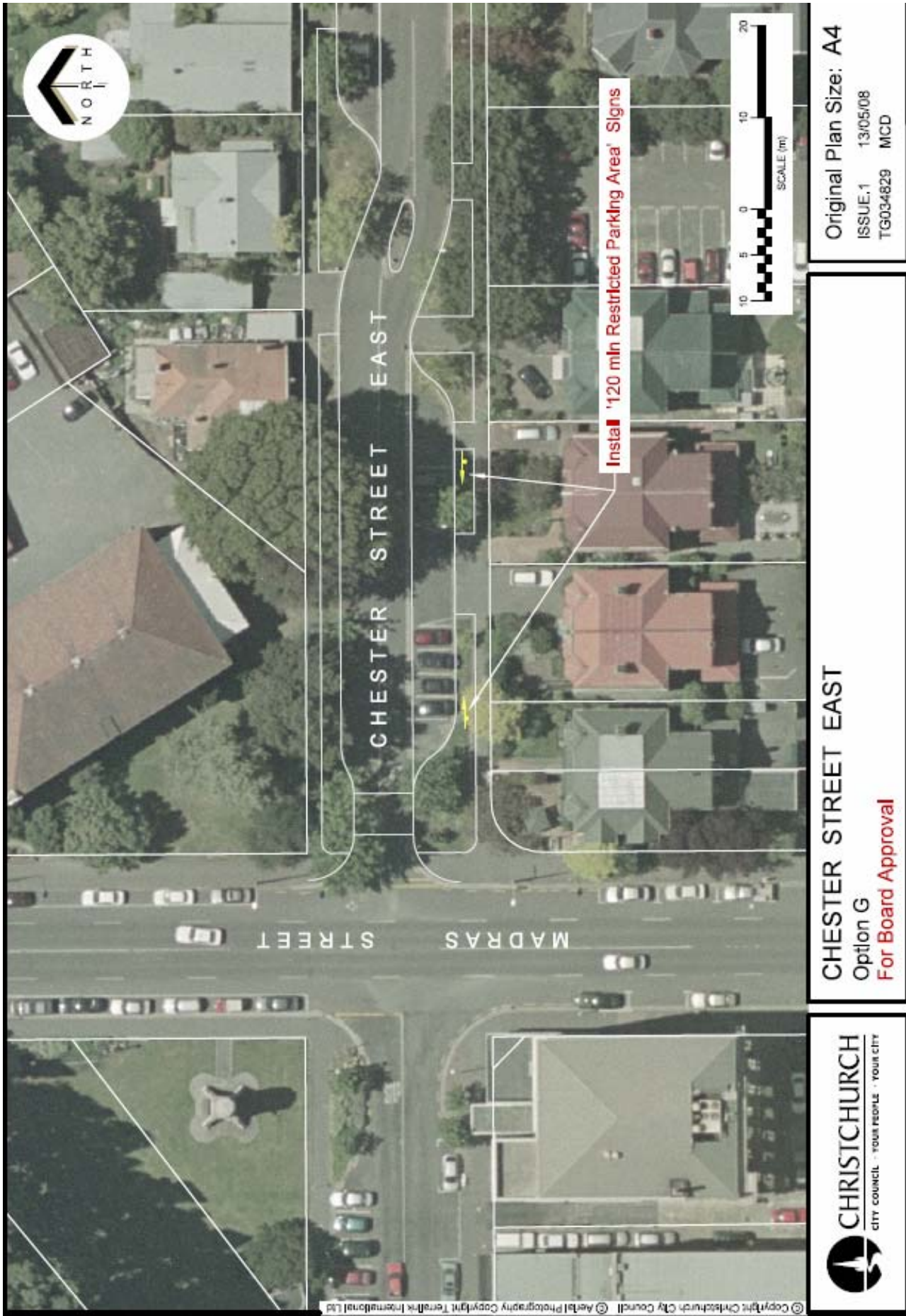
















# 16. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – NAVARONE AUSTRIA HAMILTON

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Diana Saxton, Community Recreation Adviser

## PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Community Board's 2008/09 Youth Development Scheme.

## EXECUTIVE SUMMARY

2. The applicant, Navarone Austria Hamilton, is a 13 year old of Takapu Place, Bromley, who plays in the Junior Strikeforce League at Garden City Bowl.
3. Navarone has been selected to compete at the Junior/Youth Nationals 2008 in Wellington from 30 September to 2 October 2008.
4. Trials were held at Garden City Bowl and the team was picked from the trialists. All the children and youth bowlers bowl at Garden City Bowl weekly. Navarone is passionate about his sport and in his fifth year of playing Ten Pin Bowling. This is his second time representing Canterbury. Navarone's goal is to be one of the top 10 young Ten Pin Bowlers in New Zealand.
5. Garden City Bowl will be providing ten pin bowling at LYFE 2009 and this may also be an opportunity for talented local players like Navarone to assist with the promotion.

## FINANCIAL IMPLICATIONS

6. Eleven bowlers and five adults will be attending the Nationals. The following table provides a breakdown of expenses per bowler. Cost per person is \$560. Team fundraising through sausage sizzles, raffles and a bowling night will amount to approximately \$200 each leaving a shortfall of \$360. Garden City Bowl are sponsoring the team uniforms.

EXPENSES	Cost (\$)
Competition fees	80
Return airfares	205
Share of van hire/transport	50
Accommodation	125
Food/daily expenses	100
<b>Total Cost</b>	<b>\$560</b>

7. The applicant was awarded \$150 from the Hagley/Ferrymead Youth Development Scheme in September 2007 towards attending the Ten Pin Bowling Nationals in Auckland 2007.

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

8. This application seeks funding from the Board's 2008/09 Youth Development Scheme which has been allocated from the Discretionary Response Fund.

## LEGAL CONSIDERATIONS

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

9. There are no legal implications in regards to this application.

**16. Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Aligns with LTCCP, regarding Community Board Project funding.

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

11. As above.

**ALIGNMENT WITH STRATEGIES**

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

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

13. As above.

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board approve the application and allocate \$200 from the 2008/09 Youth Development Scheme to Navarone Austria Hamilton to attend the Ten Pin Bowling Nationals in Wellington in September/October 2008.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

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

**18. MEMBERS' QUESTIONS**

**19. RESOLUTION TO EXCLUDE THE PUBLIC**

As per the attached Resolution.

**HAGLEY/FERRYMEAD COMMUNITY BOARD****RESOLUTION TO EXCLUDE THE PUBLIC**

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

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 20.

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

	<b>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>	<b>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER</b>	<b>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
<b>PART C 20.</b>	<b>REQUEST FOR PROPOSALS – GUIDED SHUTTLE TOUR OF CHRISTCHURCH BOTANIC GARDENS</b>	<b>) GOOD REASON TO WITHHOLD EXISTS UNDER SECTION 7</b>	<b>SECTION 48(1)(a)</b>

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

<b>Item 20</b>	<b>REQUEST FOR PROPOSALS – GUIDED SHUTTLE TOUR OF CHRISTCHURCH BOTANIC GARDENS</b>	<b>(Section 7(2)(i))</b>
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**Chairman's**

**Recommendation:** That the foregoing motion be adopted.

**Note**

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

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
  - (b) Shall form part of the minutes of the local authority.”