

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 3 JUNE 2009

AT 3.00PM

**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
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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 20 MAY 2009**

The minutes of the Board's ordinary meeting of 20 May 2009 are **attached**.

The minutes of the Board's public excluded section of the meeting of 20 May 2009, have been circulated separately to Board members.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's meeting of 20 May 2009 (both open and public excluded sections) be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

**HAGLEY/FERRYMEAD COMMUNITY BOARD
20 MAY 2009**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 20 May 2009 at 3pm in the Board Room,
Linwood Service Centre, 180 Smith Street, Linwood.**

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

Brenda Lowe-Johnson arrived at 3.31pm and was absent for clauses 1, 2, 3, 4, 5, 6, 7, 8, 13, 14 and part of 15.

APOLOGIES: Nil.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. HEREFORD STREET – PROPOSED PAY AND DISPLAY METERED MOBILITY PARKING

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Community Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that a Pay and Display Metered Mobility Park be installed on the north side of Hereford Street.

EXECUTIVE SUMMARY

2. Network Operations has received a request from Lichfield Holdings Limited, the owner of the Guardian Assurance House at 79–83 Hereford Street, just east of Oxford Terrace, that a Mobility Park be installed near to that building (refer **attached**).
3. Lichfield Holdings Limited has signed a Tenancy Agreement with the Human Rights Commission to rent offices in the above building from 1 June 2009. The Human Rights Commission have an obligation to protect and promote disability rights in New Zealand and require access for their disabled clients. They therefore require mobility parking be available in or close to the premises. St Johns Ambulance also has offices in this building and has disabled clients. They support the application for a mobility parking space to be installed nearby.
4. There is private underground car parking in the building. However the only pedestrian access to it is by use of stairs or by a steeply sloping ramp. This makes it unsuitable for wheelchair bound people and unacceptable as a mobility car park. The owners therefore have approached the Council to see if such a parking space can be installed in Hereford Street near the premises.
5. The nearest on-street mobility parking space to this location is situated on Hereford Street beyond its intersection with Colombo Street. This is over 225 metres from the building. The next closest is situated in Worcester Street over 250 metres away. A round trip for a mobility impaired person would involve nearly 500 metres of travel and the crossing of a number of busy intersections. The installation of a mobility parking space at this end of Hereford Street would provide parking in this area for all visitors who display an Operation Mobility permit in their vehicle.

ATTACHMENT TO CLAUSE 2 Cont'd

1 Cont'd

6. Extending east from the intersection with Oxford Terrace on the north side of Hereford Street there are three P120 Pay and Display parking spaces. The easternmost of these spaces is directly outside Guardian Assurance House. This is the best parking space in the vicinity to make into a Mobility Parking Space, as there is a cut-down vehicle crossing immediately in front of this parking space that allows easy access for wheelchairs onto the footpath.
7. Parking concessions adopted by the Council effectively halve the parking fees paid by those people displaying an Operation Mobility permit in a Pay and Display metered parking space. To make this metered space into a mobility parking space, a sign advising it is restricted to persons displaying the appropriate permit, and a separate sign advising that they have to Pay and Display for that parking will have to be installed together with yellow wheelchair symbol markings and yellow special parking boundary markings.
8. Consultation was done verbally and in questionnaire form with businesses in the area. Sixty-six per cent of the respondents supported the proposal. See paragraphs 18 and 19 for further details.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$350.

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

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

1 Cont'd

CONSULTATION FULFILMENT

18. The owners of the Guardian Royal Exchange building at 79–83 Hereford Street support this application to install a Mobility Parking Space, as do the Human Rights Commission and the St Johns Ambulance.
19. The owner of Scorpio Books, outside of which this metered parking space is located, also supports this application.
 - (a) 7 questionnaire forms informing of the request were distributed.
 - (b) 3 or 43% were returned.
 - (c) 66% supported the request to install a Mobility Parking Space in this location.
 - (d) 33% objected to the request to install a Mobility Parking Space believing it should be installed on a nearby 5 minute Goods Vehicle Only Loading Zone.
20. The officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the existing P120 Pay and Display controlled parking space on the north side of Hereford Street commencing 37 metres east from its intersection with Oxford Terrace and extending in an easterly direction for 5.5 metres be revoked.
- (b) That a parking space controlled by Pay and Display which is reserved for disabled persons displaying the appropriate permit in their vehicle and restricted to a maximum period of 120 minutes be installed on the north side of Hereford Street commencing at a point 37 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 5.5 metres.

BOARD'S RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

2. DEPUTATION BY APPOINTMENT

Nil.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. **CORRESPONDENCE**

Nil.

6. **BRIEFINGS**

Nil.

7. **APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – ANNA BUCHANAN AND TIARA HAENGA**

The Board considered a report to seek the approval for two applications for funding from the 2008/09 Hagley/Ferrymead Community Board Youth Development Scheme.

The Board **decided** to defer consideration of this report until the meeting of 3 June 2009.

8. **APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – MATT RYAN FOSTER**

The Board considered a report to seek the approval for an application for funding from the 2008/09 Hagley/Ferrymead Community Board Youth Development Scheme

The Board **decided** to defer consideration of this report until the meeting of 3 June 2009.

9. **HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY FUND – PROPOSED ALLOCATION TO PHILLIPSTOWN SCHOOL FOR AIR QUALITY TESTING**

The Board received a report to consider allocating funds from its Discretionary Response Funds 2008/09 to Phillipstown School for chemical testing of air discharges.

The Board **decided** to defer consideration of this report until the Board received notification of the Environment Canterbury Air Quality Consent Decision.

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

The Board received updates from the Community Board Adviser on forthcoming Board-related activities and over the coming weeks. Specific mention was made to the following:

- The Board **received** the Statement of Proposal for the Council's Grants Funding, and **requested** additional information on the reduction to grants funding. Board members were invited to provide comments on the proposal to the Community Board Adviser by 3 June 2009.
- The Board **received** a memorandum from Civil Defence Emergency Management staff in response to the request for information on a Tsunami Early Warning System made at the meeting on 6 May 2009.
- The Board **received** a memorandum and information from staff relating to the deputation from Tony Simpson, Principal, Phillipstown School, as requested at the meeting on 6 May 2009.
- The Board **received** a memorandum on the 2009/10 Hagley Ferrymead (WPASC) Swimming Scholarships, and were advised that it was anticipated that the Scholarship recipients would be presented with certificates acknowledging their scholarship at the Board's meeting of 3 June 2009.

10 Cont'd

- The Board was requested to appoint a representative to the Tree Policy Working Party. The Board **decided** to appoint Tim Carter to be its representative on the Tree Policy Working Party.
- The Board **received** the schedule and an outline of the process for Board Communication with the Community in June, July and August 2009.

11. BOARD MEMBERS' QUESTIONS

Nil.

12. BOARD MEMBERS' INFORMATION EXCHANGE

- The Board discussed the closure of Whitewash Head due to road subsidence. The Board requested that they be advised of any updates on this matter.
- The Board were updated on the Keep Christchurch Beautiful Street Awards.
- The Board **requested** information on city planning issues, in particular resource consent applications on work to undertaken near Jade Stadium, and Proposed Plan Change 28. The Board were advised that a seminar on resource consent processes will be held in the coming months.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MEETING MINUTES – 6 MAY 2009

The Board **resolved** that the minutes of the Board's ordinary meeting of 6 May 2009 be confirmed, subject to the following correction to clause 3, Deputation from Tony Simpson, Principal, Phillipstown School:

*The Board **decided** to seek a staff response to the issue of the establishment of 464 St Asaph Street in relation to the Business 3B zone, including the adverse effects of emissions and odours and/or any non-compliances with the City Plan.*

14. WILSONS ROAD NORTH – PROPOSED NO STOPPING RESTRICTION

The Board considered a report to seek the approval that the stopping of vehicles be prohibited at any time on the west side of Wilsons Road North.

The Board **resolved** to:

Revoke the following parking restrictions on Stevens Street:

- (a) That the existing parking restriction on the south side of Stevens Street commencing at the intersection with Wilsons Road North and extending for 14 metres in a westerly direction be revoked.

Revoke the following parking restrictions on Wilsons Road North:

- (b) That the existing parking restriction on the west side of Wilsons Road North commencing at the intersection with Stevens Street and extending for nine metres in a southerly direction be revoked.

14 Cont'd

Approve the following parking restrictions on Stevens Street:

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

Approve the following parking restrictions on Wilsons Road North:

- (d) That the stopping of vehicles be prohibited at any time on the west side of Wilsons Road North commencing at its intersection with Stevens Street and extending in a southerly direction for a distance of 13.5 metres.

15. HAGLEY FERRYMEAD KEY LOCAL PROJECTS FOR 2009/10

The Board received a report to consider funding applications that it may wish to nominate as Key Local Projects (KLP) for 2009/10.

The Board **resolved** not to nominate any further projects to be considered as Key Local Projects for the 2009/10 Strengthening Communities Fund.

16. HERITAGE PLAQUE NOMINATIONS

The Board considered a report presenting the nominations and working group recommendations for the 2008/09 Heritage Plaque for consideration and decision.

The Board **resolved** to award Heritage Plaques to:

- The Church of the Good Shepherd
- Wards Brewery Building, pending support from all current land owners

17. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the resolution to exclude the public set out on page 38 of the agenda be adopted.

The meeting concluded at 4:46pm.

CONFIRMED THIS 3RD DAY OF JUNE 2009

**BOB TODD
CHAIRPERSON**

8. POLICY OF VEHICLE ENTRANCES AND FOOTPATH REVIEW

General Manager responsible:	General Manager, City Environment Group, DDI 941 8608
Officer responsible:	Asset Planning and Network Manager
Author:	Weng Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council on options to consider in relation to the review of the existing policy of vehicle entrances and footpaths.

EXECUTIVE SUMMARY

2. The Council resolved at its 13 March 2008 meeting:

15. REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD: MEETING OF 4 FEBRUARY 2008

(1) Notice of Motion

It was resolved on the motion of the Mayor, seconded by Councillor Wells, that the Council undertake a review of the existing policy of vehicle entrances and footpaths.

3. The current Council Policy "That the Council will maintain vehicle entrances on roads with an adjacent footpath" was adopted in 25 May 2001.

The reasons for the current policy are:

- (a) Vehicle crossings adjacent to footpaths are recognised as an integral part of the footpath system and thus registered as a footpath asset.
 - (b) Vehicle crossings where there is no footpath are directly attributable to the property owner rather than to the public good.
4. The Council's Traffic Bylaws 2008 Part 4 Vehicle crossing and Section 335 of Local Government 1974 Act requires owners of properties to form vehicle crossings.
 5. A previous review of the policy was carried out in 2004 and the Council at its meeting of 23 September 2004 resolved "that the current policy be confirmed". The reports of May 2001 and September 2004 are **attached (Attachment 1)**.
 6. The issues relating to the maintenance and resurfacing of vehicle entrances, not adjacent to footpaths was raised by Riccarton/Wigram and Fendalton/Waimairi Community Boards in 2007. The key issue being "Where there is a footpath on only one side of the road the current level of service is to only resurface driveways on the footpath side of the road. The driveways on the opposite side of the road do not get resurfaced".
 7. A Council seminar on the policy was held on 28 September 2007. The views of elected representatives on the current policy were mixed and staff did stress that any increased level of service would require additional funding. The Council requested staff review the policy and in particular look at a potential change of level of service that applies to the flat urban part of the city only.

8 Cont'd

OPTIONS

8. The policy review has considered three potential options:
 - (i) Status quo with the current policy reconfirmed.
 - (ii) The status quo remains for the Hills and rural areas, with a change of level of service for the urban flat areas of the city.
 - (iii) Change in the level of service throughout the City Council Area.
9. In determining the implications to a change in the level of service options the following issues have been brought to elected members' attention.
10. Status quo with the Policy reconfirmed.
 - (a) The Council will continue to receive complaints from property owners when footway resurfacing works are undertaken on a particular road or street and their driveways are not included.
 - (b) The budgets included in the draft LTCCP (Long Term Council Community Plan) support the status quo option.
11. Status quo remains for hills and rural areas, with a change in level of service for the urban flat areas of the city.
 - (a) As part of the review external consultants MWH were commissioned to report on the cost implications of changing the level of service associated with the footpath resurfacing program. In the review the footpath resurfacing programme 2008/09, excluding the rural area, (**Attachment 2**) was used to estimate the additional funding required to resurface driveways on the opposite side to where there are no footpaths. An estimated cost of \$250,000 was attributed to resurfacing of these vehicle crossings.
 - (b) In the urban flat area of the city there are a number of property accesses across waterways supported by existing structures e.g. pipes, culverts, or bridges that will require some maintenance works or their replacements prior to resurfacing. It is estimated that \$50,000 per annum will be required to upgrade these structures prior resurfacing works, this figure is an estimate only and could significantly increase once a detailed asset register has been compiled.
 - (c) An increase in the maintenance budget of \$100,000 will be required.
 - (d) Work will be required to clearly define the level of service to be adopted on a street/road basis.
 - (e) The option provides for differing levels of service within the Council's area, some property owners are likely to complain that this is unfair.
12. Change in the level of service throughout the Council area.
 - (a) A change in the level of service that includes resurfacing of all vehicle entrances on legal roads means there would be a need to increase the current resurfacing budget. The current resurfacing budget to resurface approximately 90km of footpath annually is \$4.45 million and this would need to be increased by \$400,000 per annum.
 - (b) Across the City area there are property accesses supported by retaining structures on roads. It is estimated that \$150,000 per annum will be required to upgrade these structures prior to surfacing the accesses on road. Again this is a high-level estimate only and could significantly increase once the details of the assets are known.

8 Cont'd

- (c) For any change to the existing policy there will also be a need to review the current footpath operational repairs and maintenance budget of \$1.45 million per annum. Currently it is estimated that \$500,000 of the \$1.45 million is attributed to maintaining the vehicle crossings that formed the footpath network.
 - (d) The maintenance budget needs to be increased by \$300,000 per annum.
 - (e) Level of service is common across the Councils area.
13. Currently the stand alone vehicle entrances ie. without footpaths adjacent to them are not considered to be the Council's infrastructural assets to maintain and hence, are not included in the Council's asset register. Any change of policy will require these "new" assets to be identified. Depreciation allowances for these assets will need to be included for any increase to the current level of service.
14. Any change of level service without any increase in funding will lead to a decreased level of service increasing the current footway resurfacing cycle from its existing 23 years cycle.
15. It must be noted that if a change of policy was agreed there will be significant change to the management of this section of the Council's asset. The safe use of the entrances over waterways and supports to driveways would become the Council's responsibility. The management of these additional assets will be complex in particular the responsibility of structural integrity of timber bridges across waterways, 'dry rock 'walls supporting driveways on legal roads. There would be a need to review staff resources to manage these structures appropriately.
16. The responsibility of maintaining vehicle entrances on legal roads has always been a contentious issue and it is for this reason that the Council formally adopted the current practice as policy in 2001.
17. Any change of policy will potentially generate additional requests to maintain vehicle entrances from residents residing on roads that have no footpaths.
18. In the consultant's review it included a survey of five other Councils' policies and the findings were:
- (a) Waimakariri, North Shore and Wellington Councils have similar policies as Christchurch's existing policy;
 - (b) Napier has a policy to maintain driveways on legal roads for visual appearance;
 - (c) Auckland City Council is replacing asphaltic concrete footpaths with exposed aggregate concrete and will be replacing the old driveways to achieve uniformity.
19. It must be noted that any change of the present policy will require changes to both Operation and Capital Works budgets for Footpath Resurfacing. Without appropriate budgets staff will not be able to deliver the change of level of service required.

8 Cont'd

FINANCIAL IMPLICATIONS

20. Summary of Additional Cost Implications

	Annual (\$000K)			
	Footpath resurfacing Capital Maintenance budget.	Maintenance of structures, culverts, etc.	Footpath operational, repairs and maintenance.	Total
Option 1 Status Quo	\$0	\$0	\$0	\$0
Option 2 Status quo for Hills and rural areas, change in level of service for urban flat area.	\$250	\$50	\$100	\$400
Option 3 Change in level of service Throughout Council area.	\$400	\$150	\$300	\$850

There is currently no allowance in the Draft 2009/19 LTCCP to change the policy on private driveway resurfacing.

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

21. The recommendations of the report could have an impact on the 2009/19 LTCCP budgets.

LEGAL CONSIDERATIONS

22. Sections 316, 317, and 319 of the Local Government Act 1974 confer a number of powers over roads on the Council. Specifically, section 316 (1) vests local roads in the Council, while section 317(1) provides that all roads in the district are under the control of the Council (excluding State Highways). Section 319 gives the Council power to do certain things in respect of roads (e.g. constructing and repairing roads etc). Section 319 (a) of the Local Government Act 1974 confers a power on the council *"to construct, upgrade and repair all roads with such materials and in such manner as the council thinks fit."* The section only confers a power to construct, upgrade and repair any road, rather than an express duty to do so.
23. These sections need to be read in light of the common law. The Courts have held that proceedings cannot be brought against a local authority for failure to maintain and repair a road even though a statute gives the Council the power to repair it. This is known as the "non-feasance rule." The rule is subject to a number of technical qualifications. But it has a long history in New Zealand and other jurisdictions. In the last few years the non-feasance rule has been the subject of criticism. It has now been rejected in Australia. In England, the rule has been abolished since 1961 and a positive repair obligation has been placed on highway authorities. However, in the opinion of the Legal Services Unit, the rule is still good law in New Zealand until a court says otherwise or the rule is changed by statute.
24. The opposite of the non-feasance rule is the misfeasance rule. Once the Council decides to reconstruct or repair a road, then it is obliged to exercise reasonable care in the performance of its self-imposed task.

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

25. Yes. The current policy that the Council will maintain vehicle entrances on roads with a footpath complies with the Local Government Act 1974 and is consistent with the non-feasance and misfeasance rules. The Council has a power to maintain and repair footpaths and vehicle entrance ways but it is not under a duty to do so. If the Council exercises its power to maintain footpaths and vehicle entrance ways it must do so with reasonable care and skill.

8 Cont'd

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

26. This review is to consider a potential change to the level of service.

Do the recommendations align with the Council's strategies?

27. Not applicable.

CONSULTATION FULFILMENT

28. If any significant changes are to be made to the existing Policy this will effectively initiate a change in level of service and therefore appropriate consultation will be part of a future LTCCP review or Annual Plan update.

STAFF RECOMMENDATION

It is recommended that the Board recommend that the Council:

(a) Consider the options outlined in the report.

Either:

(b) Decide which option should be adopted, requesting changes to be made to appropriate budgets for the 2009/19 LTCCP.

or

(c) Identify the preferred long term policy and request staff to undertake detailed analysis of the preferred option so that it can be adopted for the 2012/22 LTCCP.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. POLICY OF VEHICLE ENTRANCES AND FOOTPATH REVIEW

General Manager responsible:	General Manager, City Environment DDI 941-8608
Officer responsible:	Asset Planning & Network Manager
Author:	Weng Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is in response to the Council's resolution passed at the meeting of 13 March 2008 *"that the Council undertake a review of the existing policy of vehicle entrances and footpaths"*.

EXECUTIVE SUMMARY

2. The current Council policy "That the Council will maintain vehicle entrances on roads with a footpath" was adopted on 25 May 2001. The reasons for the policy are:
 - (a) Vehicle crossing adjacent to footpaths is recognised as an integral part of the footpath system and thus registered as a footpath asset.
 - (b) Vehicle crossing where there is no footpath is directly attributable to the property owner rather than to the public good.
3. The Council's Traffic and Parking Bylaw 2008 Part 4 Vehicle Crossing and Section 335 of the Local Government Act 1974 requires owners of properties to form vehicle crossings.
4. A review of the policy was carried out in 2004 and the Council at its meeting of 23 September 2004 resolved *"that the current policy be confirmed"*. The reports of May 2001 and September 2004 are **attached**.
5. The maintenance and resurfacing of vehicle entrances, not adjacent to footpaths, was raised by the Riccarton/Wigram Community Board as well as the Fendalton/Waimairi Community Board in 2007. A seminar on the policy was carried out on 28 September 2007. The views of elected representatives on the policy matters were mixed and staff did stress that any increased level of service would require additional funding.
6. As part of this review external consultant Montgomery Watson Harza (MWH) was commissioned to report on the cost implications of changing the level of service associated with the footpath re-surfacing programme. "Where there is a footpath on only one side of the road the current level of service is to only resurface driveways on the footpath side of the road. The driveways on the opposite side of the road do not get resurfaced."
7. In this review the footpath resurfacing programme 2008/09 excluding the rural area was used to estimate the additional funding required to resurface driveways on the opposite side where there are no footpaths. An estimated cost of \$250,000 was attributed to resurfacing of these vehicle crossings. No cost estimates were made for pipes, culverts, bridges and retaining walls replacements. The 2008/09 programme has no footpath resurfacing work programmed along the frontages of properties adjacent to waterways or in the older hill areas where long vehicle entrances are frequently encountered on legal roads.
8. There are a number of property accesses across waterways and the existing structures e.g. pipes, culverts, or bridges that will require some maintenance works or their replacements prior to resurfacing and likewise for hill properties' accesses with retaining structures within the road reserve. It is estimated that at least \$150,000 per annum will be required for upgrading these structures.
9. If there is a change to the existing policy that includes resurfacing of all vehicle entrances on legal roads there will be a need to increase the current resurfacing budget. The current resurfacing budget to resurface approximately 90km of footpath annually is \$4.45M and this would need to be increased by \$400,000 per annum.

ATTACHMENT 1 TO CLAUSE 8 Cont'd

10. For any change to the existing policy there will also be a need to review the current footpath operational maintenance budget of \$1.45M p.a. Currently it is estimated that \$500,000 of the \$1.45M is attributed to maintaining the vehicle crossings that formed the footpath network. If there is a change of policy to include resurfacing vehicle entrances as stated in paragraph 9 an increase of \$300,000 p.a. will be required for the maintenance budget. Currently these stand alone vehicle entrances i.e. without footpath adjacent to them are not considered to be the Council's infrastructural assets to maintain and hence are not included in the Council's asset register. Any change of policy will require these "new " assets to be identified. Depreciation cost for these assets will need to be included for any increase to the current level of service.
11. The change of service level without any increase in funding will lead to a decreased level of service increasing the current resurfacing cycle from 23 years to approximately 26 years and this option is not supported by staff.
12. The current policy has satisfied the majority of the city residents. However, from time to time staff do receive some complaints from residents, but by and large the majority of them reluctantly accept the staff's explanation of the policy.
13. It must be noted that if the change of policy was agreed there will be a significant change to the management of this section of the Council's asset. The safe use of the entrances over waterways and supports to driveways will become the Council's responsibility. The management of these new assets will be complex, in particular the responsibility of structural integrity of timber bridges across waterways, 'dry rock 'walls supporting driveways on legal roads. There will also be a need to review staff resources to manage these structures.
14. The responsibility of maintaining vehicle entrances on legal roads has always been a contentious issue and it is for this reason that the Council formally adopted its practice as policy in 2001.
15. Any change of policy will potentially generate additional requests to maintain vehicle entrances from residents residing on roads that have no footpath.
16. In the consultant's review it included a survey of five other councils' policies and the findings were:
 - (a) Waimakariri, North Shore and Wellington Councils have similar policies as Christchurch's existing policies.
 - (b) Napier has a policy to maintain driveways on legal roads for visual appearance.
 - (c) Auckland City Council is replacing asphaltic concrete footpaths with exposed aggregate concrete and will be replacing the old driveways to achieve uniformity.
17. It must be noted that any change of the present policy will require changes to both Operation and Capital Works budget for footpath resurfacing. Without appropriate budgets staff will not be able to deliver the change of level of service required.

FINANCIAL IMPLICATIONS

18. If the Council is to increase the current level of service to include resurfacing of all vehicle entrances on legal roads there will be a need to increase the annual capital budget for footpath resurfacing of \$4.45M by \$400,000 and the footpath maintenance of \$1.45M by \$300,000 and provide for additional depreciation costs of \$200,000.

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

19. The projected increased costs for the change of the current footpath resurfacing policy to include resurfacing of all vehicle entrances on legal roads have been included in the aspiration list in the LTCCP process.

ATTACHMENT 1 TO CLAUSE 8 Cont'd

LEGAL CONSIDERATIONS

20. The Council received the following legal opinion in 1975:

“The Council has no legal obligation to maintain the surface of the access track any more that it has an obligation to maintain any other part of the public highway.”

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

21. Yes.

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

22. This review is to consider the change of level of service.

Do the recommendations align with the Council's strategies?

23. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council confirm the existing Footpath Policy.

ATTACHMENT TO CLAUSE 11 COUNCIL 19.12.2008

5. RESURFACING OF VEHICLE ENTRANCES

Officer responsible Transport and City Streets Manager	Author Weng-Kei Chen, Asset Policy Engineer, DDI 941-8655
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The purpose of this report is to present information on the issues, options and additional costs of maintaining vehicle entrances as requested by the Sustainable Transport and Utilities Committee at its March 2004 meeting.

BACKGROUND

In March 2004 the Committee considered a report advising of the request from the Fendalton/Waimairi and Riccarton/Wigram Community Boards that the Committee review the current policy/practice on the maintenance of vehicle entrances.

The report advised the Committee of the recommendations passed at recent meetings of the two Community Boards and the receipt of a petition from residents in Harkness Place to the Fendalton/Waimairi Community Board in November 2003.

The report noted that this policy had been considered by the Council in May 2001 and attached a copy of the report considered by the Committee at that time. In addition it updated the costs that had been included in that report in respect to the additional budget provision required for implementing the change in the policy to reseal all vehicle entranceways and noted that these were now estimated at \$285,000 per annum for resurfacing and \$55,000 for maintenance, total \$340,000.

The Committee decided to review the current policy on the maintenance of vehicle entrances and requested that a report on the issues, options and additional costs be presented to the Committee by July 2004.

ISSUES

There are many different situations where vehicle crossings are not maintained by the Council. The common reason is that the benefit of the crossing is directly attributable to the property owner rather than to the general public. A footpath provides a public benefit so where a footpath exists the Council maintains the footpath, which in most cases includes the vehicle crossing. Situations where the Council does not maintain the crossing are as follows:

1. Private ROW's and driveways in hill suburbs, where no footpath exists or from the back of the footpath if one does exist. Note that in the hill situation the actual road boundary can be many metres back from the edge of the road and if a footpath exists then it is normally immediately behind the kerb.
2. Hill side driveways supported by retaining walls.
3. Properties along waterways where the vehicle crossing includes a bridge or structure.
4. Industrial properties, where no footpath exists.
5. Rural properties.
6. Residential areas, excluding hill areas (Living H), where there is no footpath, eg Harkness Place.

In the above situations the property owners have the advantage of being able to decide on the type of material used in the construction, that is, they can choose to use the same material as they have on their own property.

In looking at the policy the following issues come to mind:

- The maintenance of property owner installed materials. The maintenance is clearly the responsibility of the property owner, but with changes in owners, and trenching by others, this responsibility does get questioned.

ATTACHMENT 1 TO CLAUSE 8 Cont'd

- There is an inconsistency in that in situations where there is a footpath and it is not adjacent to the boundary then the section of driveway from the back of the path to the boundary is maintained by the Council when it could be considered a private benefit.

There are approximately 200 streets in residential areas with footpaths on one side, ie number 6 above where crossings are not maintained by the Council.

OPTIONS AND COSTS

A number of options exist:

1. Council to maintain all vehicle crossings from the kerb to the boundary including structures.
Estimated additional cost - \$340,000 pa plus structures maintenance.
2. Council to maintain only those crossings covered by 6 above and excluding owner installed materials.
Estimated additional cost - \$13,000 pa (\$5,000 maintenance, \$8,000 renewal).
3. Retain existing policy.
Additional cost - nil.

CONCLUSION

There are a number of situations where the Council does not maintain vehicle crossings because the benefit is solely to the property owner and it would seem unfair for ratepayers in general to fund this private benefit. For the majority of these situations, especially hill driveways with supporting structures, it is clearly accepted that the property owner is responsible for the maintenance. There are a number, though, such as the Harkness Place situation, where it is not so well understood by property owners.

In reviewing, the policy officers are of the view that in general it operates satisfactorily, is fair and equitable and consistent with private/public good balance.

Committee

Recommendation: That current policy be reconfirmed.

ATTACHMENT 1 TO CLAUSE 8 Cont'd

6. FOOTPATH RESURFACING AND MOTOR VEHICLE ACCESSWAY MAINTENANCE

Officer responsible City Streets Manager	Author Weng-Kei Chen, Asset Policy Engineer DDI 371-1655
Corporate Plan Output: Footpath Resurfacing	

The purpose of this report is to advise the Council on the present practice regarding the footpath resurfacing programme and the likely financial implications if the Council were to extend this to include all vehicle crossings on legal roads. This report is provided as requested following a presentation by Mr Ross, of the Mt Pleasant Residents' Association, to the City Services Committee in March 2001 on maintenance of vehicle entrances on streets without footpaths.

VEHICLE CROSSINGS AND THEIR MAINTENANCE

The Local Government Act and the Council's Public Places and Signs Bylaw 1992 require property owners to provide vehicle crossings across any footpath on any road, or any water channel on or adjoining any road by means of a crossing properly constructed. Vehicle crossing also includes crossings to all private right-of-ways or private roads. The issue of maintaining that part of the vehicle crossing on legal road has frequently arisen and legal opinion has indicated that "the Council has no legal obligation to maintain the surface of the access track any more than it has an obligation to maintain any other part of the public highway". The opinion was obtained in 1975 to assist the Council to make decisions not to maintain accessways to properties at the foot of St Andrews Hill Road and Rapaki Road (opposite Montgomery Terrace). These two accessways are substantially on legal roads. As recent as 1998 the residents using these accessways raised the maintenance issue with the Council again and these complaints were also subjected to investigation by the Ombudsman. The Ombudsman in both cases did not find any deficiencies or weaknesses in the Council's decisions in 1975.

In difficult hillside developments the construction of vehicle crossings often requires the construction of retaining walls on legal roads and permission is usually granted with owners entering into a Deed of Licence with the Council. One of the standard conditions is to identify that the owner "is responsible for the maintenance of retaining walls, vehicle crossings and any associated structures installed on legal road". The condition is consistent with the Council's maintenance on road. The Council's policy does permit property owners some flexibility in the installation of pavement materials on vehicle crossings where there is no formal footpath. There are also occasions where residents request the Council to maintain bridges or culverts over waterways on legal roads. These requests are declined for the reason that they don't serve the general public.

CURRENT PRACTICE FOR FOOTPATH RESURFACING

The current practice for footpath resurfacing is to resurface the footpath and area adjacent to the infrastructure which includes vehicle crossings. This practice is to enable a consistent level of service for users of footpaths and recognises that adjacent vehicle crossings are an integral part of the footpath system. The existence of vehicle crossings also provide the users with convenient access and exit to destinations. The table below provides the level of expenditure in recent years.

	<i>Expenditure</i>	<i>Length Sealed</i>	<i>Unit Rate/km</i>
1998/99	\$1.762 m	94.4 km	\$18,670
1999/00	\$2.043 m	92.5 km	\$22,090*
2000/01	\$2.450 m	93.7 km	\$26,147*

*Note the cost increase is due to historical low cost in tendering; increase costs of bitumen and labour; and installation of additional timber battens.

The upgrading cost of vehicle crossings adjacent to footpath amount to 18% of the total cost of the resurfacing programme.

ROADS WITH ONE SIDE FOOTPATH

The City Plan requires subdividers to provide footpath facilities and also linkage to existing or future pedestrian infrastructure. In new subdivisions only one footpath is required for roads in the Living Hill zone or for roads that serve less than 25 dwelling lots. In Living Zones this requirement is consistent with the Council's past practices and also implies that the majority of the existing hillside roads do have only one footpath. The Council has some single footpath roads that serve more than 25 dwelling lots and the Unit has occasional requests to construct additional footpath facilities. The funding for this additional footpath is mostly obtained from Boards' discretionary funding. It is estimated that 100 km of the urban network has one footpath only.

24.5.2001

FUNDING IMPLICATIONS

For the Council to extend its service level to include resurfacing vehicle entrances on roads without a footpath it would need to increase the funding for the footpath resurfacing programme by \$220,000. In addition footpath maintenance expenditure would need to be increased by \$50,000 p.a. In summary \$270,000 is required to increase the level of service.

Recommendation: That the current Council footpath maintenance and resurfacing practice be retained.

Attachment 2

FOOTPATH RESURFACING 2008/09						
Footpath on one side of road only						
RAMM Rd Id	Street	From	To	Side	RAMM Length	Evaluation of Structures
NORTHERN						
361	Brockhall Ln	Kedlestone	End	North	200	no structures
362	Brockham St	Veitches	Glenmore	East	374	no structures
1195	Huntingdon Pl	Berkshire	End	North	200	no structures
1760	Oconnor Pl	Roydvale	End	North	270	no structures
2310	Strathean Ave	Withells	Avonhead	North	300	no structures
2370	Tavistock Pl	Apsley Dr	End	North	110	no structures
2640	Wiltshire Mews	Berkshire	End	West	120	no structures
EASTERN						
762	Drayton Dr	Mt Pleasant Rd	Assisi St	Right	560	yes - retaining walls
789	Dyers Rd	Ruru Rd	Maces Rd	Right	930	no structures
953	Glendevere Tce	Glenstrac Rd	End	Right	300	yes - retaining walls
964	Glenstrae Rd	Finish 2008			300	yes - structures
1162	Holland St	Dunarnan St	Torlesse St	Left	160	no structures
1470	Luxton Pl	Drayton Dr	End	Left	90	no structures
2780	Main Rd (access)			Right	500	no structures
3121	Marine Pde (Cul de Sac)	Caspian St	End	Right	79	no structures
1677	Mt Pleasant Rd	Billys Track	Soleres Ave	Left	670	yes - retaining walls
2021	Revelation Dr	Clifton Tce	End	Right	1120	yes - retaining walls
2261	St Andrews Hill Rd	Main Rd	Te Awakura Tce	Right	250	yes - retaining walls
1847	Summervale Dr	Evans Pass Rd	End	Right	310	yes - pipes
3049	Waitikiri Dr	Alpine View L	Landfill Ave	Left	160	no structures
SOUTHERN						
2332	Sunvale Tce	Bowenvale Ave	End	Right	200	no structures
2594	Westfield Ave	Runnymede St	End	Left	260	no structures
Total length of road with footpath on one side only					7,463	metres
Assume typical street frontage 20m wide, and one entry per property					373	vehicle entrances
Standard vehicle crossing is 3.6m wide by 4.5m deep					16	typical vehicle crossing area
Total area of additional vehicle crossings to overlay with AC					5,968	square metres
Resurface vehicle crossings (including repairs)					40	\$ per square metre
Cost to resurface vehicle crossings					TOTAL	\$238,720
Structural Extras						
Waterways, pipe for entrance, 4.6m long + headwalls					\$3,000	each
Waterways, culvert/bridge for entrance, 4.6m wide + headwalls					\$12,000	each
Retaining Walls (assume 650 m ²)					\$20,000	each

9. CANNON HILL CRESCENT AND BRIDLE PATH ROAD INTERSECTION - SAFETY IMPROVEMENT WORKS

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Anne Cosson, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that the Cannon Hill Crescent and Bridle Path Road intersection Safety Improvement Works Project proceeds to final design, tender and construction (refer **attached**).

EXECUTIVE SUMMARY

2. The safety improvement works were initiated after complaints from the residents expressing concern to the Council for traffic movements at this intersection. This project was initiated by the Council's Network Traffic Engineers to eliminate traffic dangerously cutting the corner at this intersection and to look into providing pedestrians crossing facilities at this location.
3. The primary objectives for the project are as follows:
 - (a) To eliminate vehicles cutting the corner;
 - (b) To create safe pedestrian crossing facilities;
 - (c) To maintain or improve safety for all road users;
 - (d) To complete the project within the allocated budget;
 - (e) to complete the project within the 2009/10 financial year.

FINANCIAL IMPLICATIONS

4. The funding for the proposed safety improvement works for Cannon Hill Crescent and Bridle Path Road intersection are recommended in the draft 2009-19 LTCCP Neighbourhood Safety Improvement Programme and minor safety projects. The funding and timing of the project is still subject to the Council confirming the draft 2009-19 LTCCP in June 2009.

- 5.

Project	2008/2009	2009/2010
Cannon/Bridle Path	\$26,000	\$43,000

6. Application will be made for NZTA co-funding for the components of this project that qualify.

Do the recommendations of this report align with LTCCP Budgets?

7. Yes. Based on current estimates there is sufficient budget allocated in the draft 2009-2019 LTCCP to implement the project which is programmed for the 2009/10 financial year.

LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install traffic and parking restrictions by resolution.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.
10. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

9 Cont'd

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Neighbourhood Improvements Programme of the Capital Works Programme, page 259 of the draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

13. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Safety Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

14. A seminar was initially held with the Hagley/Ferrymead Community Board on 3 December 2008, and the publicity pamphlet (including concept plan) was distributed to residents and other stakeholders for consultation. The feedback period was from 18 December 2008 to 14 January 2009. Approximately 100 pamphlets were distributed in the area, plus those mailed and emailed to interest groups. Twenty eight responses were received. 20 respondents were in general support of the proposal, two were in opposition.
15. The key issues raised related to the size of the kerb build out, planting in kerb built-out, reinstatement of no stopping restrictions along Bridle Path Road, the limited sight lines and the relocation of the post box. Responses to community consultation are as follows:
 - (a) No-stopping lines be installed along the full length of Ferrymead Reserve. Previously there were no stopping signs erected along this portion of Bridle Path Road. These were removed in 2004 as the signs were of a superseded design and were not replaced with new no stopping signs. No stopping lines are more effective for informing motorists that it is a no stopping area.
 - (b) The build-out is to be grassed instead of the originally proposed shrubs and landscaping.
 - (c) Maintenance pruning has been carried out in the road reserve area to increase sight lines.
 - (d) The installation of right and left turning lanes at the Cannon Hill Crescent intersection with Bridle Path Road.
16. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or request to address the Board prior to the decision being made.

9 Cont'd

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the Cannon Hill Crescent at Bridle Path Road intersection Safety Improvement Works, as shown in the attached plan (TP 310601) for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove existing no stopping:

- (i) That the existing no stopping restrictions be revoked on the north west side of Cannon Hill Crescent, commencing at its intersection with Bridle Path Road and extending 20 metres in a northerly direction.
- (ii) That any existing no stopping restrictions, whether by means of signs or road markings, that were installed on the western side of Bridle Path Road between a point 135 metres south of its intersection with the northern side of Cannon Hill Crescent be revoked.
- (iii) That any existing no stopping restrictions, whether by means of signs or road markings, that were installed on the western side of Bridle Path Road between the north side of its intersection with Cannon Hill Crescent to a point 140 metres in a northerly direction be revoked.

New No Stopping:

- (iv) That the stopping of vehicles be prohibited at any time on the east side of Bridle Path Road commencing at its intersection with Cannon Hill Crescent and extending 23 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Bridle Path Road commencing at its intersection with Cannon Hill Crescent and extending 15 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Bridle Path Road commencing at the intersection with Cannon Hill Crescent and extending 140 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Bridle Path Road commencing at the intersection with Cannon Hill Crescent and extending 135 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north-west side of Cannon Hill Crescent commencing at its intersection with Bridle Path Road and extending 20 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south-west side of Cannon Hill Crescent commencing at its intersection with Bridle Path Road and extending 20 metres in a north-east direction.

Give Way Sign

- (x) That a 'Give Way' sign be placed against Cannon Hill Crescent at its intersection with Bridle Path Road

CHAIRPERSON'S RECOMMENDATION

For discussion.

9 Cont'd

BACKGROUND

17. The area surrounding this intersection is largely residential with Ferrymead Reserve adjacent to the intersection. Cannon Hill Crescent's carriageway width is nine metres widening at the intersection to approximately 12 metres wide. Bridle Path Road's carriageway is eight to 15 metres wide. Cannon Hill Crescent is a local road and Bridle Path Road a minor arterial road and part of bus route Number. 35. A sweeping bend from Cannon Hill Crescent South West leads to the intersection with Bridle Path Road. Cars travelling North along Bridle Path Road occasionally cut the corner at speed to turn right into Canon Hill Crescent. Cars turning right onto Bridle Path Road from Cannon Hill Crescent also cut the corner at times. Cars turning left off Cannon Hill Crescent into Bridle Path Road also cut the corner at speed at times.
18. Bridle Path Road is approximately eight metres wide and has 4330 average daily traffic (taken in 2006). There has been a slight rise in weekend traffic over the years.
19. The Land Transport Safety Crash Analysis System shows there have been three crashes recorded for the five year period between 2003 and 2008. There was only one accident that occurred at the Cannon Hill Crescent and Bridle Path Road intersection, and this involved a northbound car turning right into Cannon Hill Crescent being hit by an oncoming car that was southbound on Bridle Path Road. The other two accidents were the result of drivers losing control, and these occurred 50 and 150 meters north of the intersection. Both these crashes involved new or inexperienced drivers.
20. Other projects that will impact on this intersection are the Ferrymead Bridge strengthening and widening project due to commence in February 2010. This work will install signals with other extensive works at the Bridle Path Road and Main Road intersection which may change traffic flows in the area. There is also a 375mm water main on Bridal Path Road to be installed in 2009/10.
21. Street lighting standards will be checked and upgraded where appropriate.

THE OBJECTIVES

22. The aims and objectives of this project are met by:
 - (a) Eliminating vehicles cutting the corner into and out of Cannon Hill Crescent by the introduction of a splitter island and a kerb build-out.
 - (b) Creating a safe pedestrian crossing point by using kerb build-outs to reduce the crossing distance and by pruning and tidying up undergrowth on the bend.
 - (c) Maintaining or improving safety for all road users. The use of the splitter island effectively reduces the speed of vehicles turning into and from Cannon Hill Crescent and this makes the intersection safer for pedestrians, cyclists and other vehicles. Formalising the Give Way at this intersection reduces the likelihood of conflict between a local and minor arterial route and reduces risk associated with corner cutting.

THE OPTIONS

23. Three options were developed for comparison for the improvement of traffic safety at the intersection of Cannon Hill Crescent and Bridle Path Road. Option Two has been selected as the preferred option and was taken to the community for consultation.

9 Cont'd

OPTION ONE

24. Option One includes no changes to existing conditions at the intersection. Which include:
- (a) An uncontrolled intersection.
 - (b) An informal sealed parking area, which varies in width from five to eight metres, immediately south of the intersection. This includes a post box and caters for the Number 35 bus route with a bus stop at the south end. However, buses tend to stop just after the intersection, 30 to 40 metres before the designated bus stop, by the post box where courier vans also park. This area is also provides for informal car parking for between four to six vehicles.
25. Option One has not been selected as the preferred option because key objectives are not met.

OPTION TWO

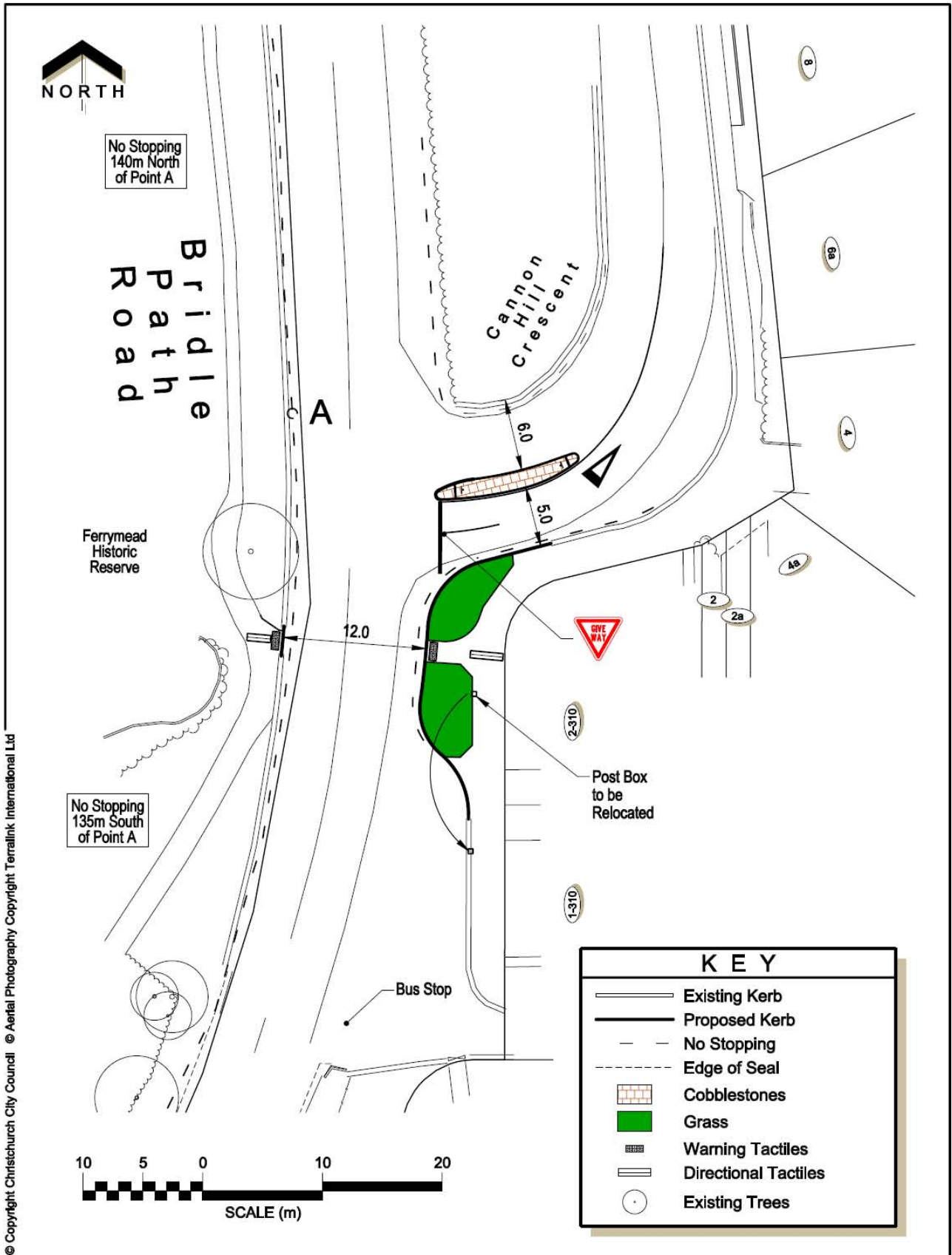
26. Option Two includes
- (a) Installing a Give Way sign at the Cannon Hill Crescent and Bridle Path Road corner.
 - (b) Constructing a solid raised splitter island to prevent corner cutting from right turning traffic.
 - (c) Building a kerb extension on the southeast corner to prevent the left-turn corner cutting from Cannon Hill Crescent.
 - (d) A footpath on this kerb extension for those crossing Bridle Path Road, providing better access to Ferrymead Reserve for pedestrians.
 - (e) Relocating a NZ post box approximately 30 metres south along Bridle Path Road.
 - (f) Some landscaping and general maintenance of the area.
 - (g) Extending no parking lines around the build-out and approximately 20 metres north of the crossing point to improve intersection visibility.
27. Option Two was selected as the preferred option, as it meets all the objectives of the project.

OPTION THREE

28. Option Three includes option two plus the following:
- (a) Formally marking out the bus bay.
 - (b) Marking 60 degree angle parking for four vehicles.
29. Option Three has not been selected as the preferred option due to the affect of marking the bus bay on car parking.

THE PREFERRED OPTION

30. Option Two is the preferred option. This option meets the objectives. It provides a good level of traffic calming with the use of the splitter island and kerb build-out.



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Cannon Hill Crescent
Safety Improvements
For Board Approval

Original Plan Size: A4
 ISSUE.3 22/04/09
 TP310601 MJR 500946

10. CASHEL STREET – PROPOSED CHANGE TO P30 PARKING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that existing P30 parking restrictions applying from Monday to Sunday on Cashel Street be changed to apply from Monday to Saturday only.

EXECUTIVE SUMMARY

2. The Network Operation staff has received a request from the Elim Church at 289 Cashel Street that the existing P30 parking restrictions on Cashel Street between Barbadoes Street and Fitzgerald Avenue that currently apply from Monday to Sunday be changed so they apply from Monday to Saturday only.
3. On the northern side of this section of Cashel Street there is parking for 33 to 36 average sized cars in three P30 parking areas interrupted by two P5 Loading Zones. On the southern side of this section of Cashel Street there is parking for 15 to 17 cars in P30 parking between Barbadoes Street and Clarkson Avenue and unrestricted parking for 17 to 19 vehicles between Clarkson Avenue and Fitzgerald Avenue. In total on this section of Cashel Street there is on-street parking for 65 to 72 average sized cars (refer **attached**).
4. The Elim Church was established in Cashel Street in 2001 when normal parking restrictions applied from Monday to Saturday, ie six days a week. In February 2005, the Land Transport (Road User) Rule 2004 increased the days of application of parking restrictions to seven days a week by including Sundays.
5. The Elim Church hold services on Sunday mornings, afternoons, and evenings. The services take approximately 90 minutes. Since February 2005, when the extended parking restrictions were introduced, church goers attending the morning and afternoon services have been unable to parking in the P30 areas in Cashel Street without exceeding the parking time restriction.
6. The proposed change of the existing P30 restriction to P30 Monday to Saturday only will provide an additional 48 to 53 parking spaces in this section of Cashel Street for use on Sunday by church goers and other long term visitors to the area. The existing P30 signs will be replaced with P30 Mon-Sat signs using the existing posts. There is no change to the hours of operation of the P5 Loading Zones.
7. Consultation was carried out with all businesses in this section of Cashel Street. There is 100% support for this proposal. See paragraph 18 for further details.

FINANCIAL IMPLICATIONS

8. The estimated cost of replacing the existing 12 P30 signs with new ones is approximately \$750.

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

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.

10 Cont'd

12. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation questionnaires were distributed to 37 businesses in the area.
- (a) 28 or 75% were returned.
 - (b) 27 or 96% of the 28 initially supported the proposal. This was later increased to 100% support.
 - (c) One person initially objected to the proposal on the grounds that they thought that the 30 minute restrictions would also be lifted for Saturdays. After it was explained to the objector that the P30 time limit would still apply from Monday to Saturday, the objector changed to supporting the proposal.
19. There are no residential properties in this area, and the area is not covered by any Residents Association.
20. The officer in Charge - Parking Enforcement agrees with this recommendation.

10 Cont'd

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

Revoke the following parking restrictions on Cashel Street:

- (a) On the north side of Cashel Street
 - (i) That the parking of vehicles currently restricted to a maximum period of 30 minutes from 8am to 6pm on Monday to Sunday on the north side of Cashel Street commencing at a point nine metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 24.5 metres be revoked.
 - (ii) That the parking of vehicles currently restricted to a maximum period of 30 minutes from 8am to 6pm on Monday to Sunday on the north side of Cashel Street commencing at a point 72.5 metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 39.5 metres be revoked.
 - (iii) That the parking of vehicles currently restricted to a maximum period of 30 minutes from 8am to 6pm on Monday to Sunday on the north side of Cashel Street commencing at a point 154.5 metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 152 metres be revoked.
- (b) On the south side of Cashel Street.
 - (i) That the parking of vehicles currently restricted to a maximum period of 30 minutes from 8am to 6pm on Monday to Sunday on the south side of Cashel Street commencing at a point 47 metres east from its intersection with Barbadoes Street and extending in a easterly direction for a distance of 155.5 metres be revoked.

Approve the following parking restrictions on Cashel Street:

- (c) On the north side of Cashel Street
 - (i) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Cashel Street commencing at a point nine metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 24.5 metres. This restriction is to apply from 8am to 6pm on Monday to Saturday.
 - (ii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Cashel Street commencing at a point 72.5 metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 39.5 metres. This restriction is to apply from 8am to 6pm on Monday to Saturday.
 - (iii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Cashel Street commencing at a point 154.5 metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 152 metres. This restriction is to apply from 8am to 6pm on Monday to Saturday.
- (d) On the south side of Cashel Street
 - (i) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Cashel Street commencing at a point 47 metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 155.5 metres. This restriction is to apply from 8am to 6pm on Monday to Saturday.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



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CASHEL STREET
Proposed Change to P30 Parking Restrictions
For Board Approval

Original Plan Size: A4
ISSUE.1 15/04/09
TG100957 MCD

11. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – ANNA BUCHANAN AND TIARA HAENGA

General Manager responsible:	General Manager, Community Services, DDI 941 8607
Officer responsible:	Recreation and Sports Unit Manager
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for two applications for funding from the 2008/09 Hagley/Ferrymead Community Board Youth Development Scheme.
2. At its meeting on 20 May 2009 the Board deferred consideration of this report.

EXECUTIVE SUMMARY

3. Funding is being sought by Anna Buchanan, a 20 year old Canterbury University student of Phillipstown and Tiara Paremoerangi Haenga, a 21 year old Ko Tane/Willowbank performer of Linwood. The applicants are members of Te Mana O Mareikura, Christchurch's Senior Maori Performing Arts Group. There are thirty members in the group from across the city of whom eighteen are under 25 years of age. Te Mana O Mareikura have been invited by The National Confederation of French Folklore Groups to tour France from 23 June 2009 – 21 July 2009.
4. The confederation is recognised by the French Ministry of Youth and Culture which is looking forward to hosting Te Mana O Mareikura on the tour. The group will arrive in Paris on 24 June 2009 and travel to the festivals of Voiron and Bourg Saint Maurice - French Alps. Te Mana O Mareikura will also perform throughout the south-eastern part of France: Voiron, Grenoble, Crest, Thorens Gileres, Annecy, St Laurent du Point, Chambery, Moutiers, La Frette, Rives, Tournus. Performance venues include high schools, educational institutions, elderly homes, city theatres and outside festivals that attract thousands of people each year. The selected team of 30 have started training for the four week tour and will be performing traditional and contemporary brackets while in France.
5. A dress rehearsal starting at 7pm on 15 June 2009 at the Te Rangimarie Centre in Christchurch is being organised. Supporters, sponsors and whanau of the tour are invited to view the performances that will be part of the month long tour.
6. The invitation to tour France is regarded by both applicants as an incredible opportunity and honour. It may also lead to further opportunities on an individual and/or group basis. Intense training and fundraising is underway to enable the tour to happen and any financial assistance will be gratefully received.

FINANCIAL IMPLICATIONS

7. This is the first time Anna has applied for funding from the Hagley/Ferrymead Community Board. This is the second application by Tiara who received a grant of \$175 from the Hagley/Ferrymead Youth Development Scheme to assist her as a member of Te Ahikaaroa attend the National Te Matatini Kapahaka Competitions in Tauranga, February 2009. Other eligible group members are applying to their respective Community Boards.
8. Each group member must raise \$2,710 to pay for their flight ticket.
9. Te Mana O Mareikura has applied to the French Embassy Fund for \$35,000 and a decision regarding this is expected by the end of May (if successful this will result in a contribution of \$1,166 per individual). The group busk each Sunday and so far have raised over \$1,500 (\$50 per individual). In addition the group will be doing further fundraising including a \$10 a ticket production to be held on 25 April 2009 at the Te Rangimarie Centre, a \$100 gourmet drag cabaret dinner to be held on the 2nd May at the MUU Bar featuring Miss Boomboom, and a \$5 Variety show will to be held on the 9th May. Group members are also expected to make a personal contribution of \$500 each.

11 Cont'd

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

10. Yes. The Board resolved to allocate \$10,000 to the Youth Development Scheme from the Discretionary Response Fund. There is currently \$3,025 unallocated in the Board's 2008/09 Youth Development Scheme.

LEGAL CONSIDERATIONS

11. There are no legal issues to be considered.

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

12. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with LTCCP, regarding Community Board Discretionary funding.

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

14. Yes. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board allocate \$100 each from the 2008/09 Youth Development Scheme to Anna Buchanan and Tiara Haenga, to go towards costs of attending the festivals of Voiron and Bourg Saint Maurice and perform throughout the south-eastern part of France from 23 June – 21 July 2009.

CHAIRPERSON'S RECOMMENDATION

For discussion.

12. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – MATT RYAN FOSTER

General Manager responsible:	General Manager, Community Services, DDI 941 8607
Officer responsible:	Recreation and Sports Unit Manager,
Author:	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 Hagley/Ferrymead Community Board 2008/09 Youth Development Scheme.
2. At its meeting on 20 May 2009 the Board deferred consideration of this report.

EXECUTIVE SUMMARY

3. The applicant, Matthew Ryan Foster is a 17 year old student who lives in Morgan's Valley, Heathcote and is seeking community board support to travel to Melbourne for the Australasian U19 CP Maddern Badminton Tournament. This trip will take place from 30 June – 8 July 2009.
4. Matthew is a committed Badminton Player who has been consistently representing Canterbury in badminton every year since 2005 for the Under 14, Under 16 and Under 18 teams. This is the first time that Matthew will be representing New Zealand having been selected for the Under 19 Mainland New Zealand Badminton Team.
5. Matthew attends St Andrews College where he has risen to the top of his chosen sport and is currently Head of Badminton. He is a committed player attending all training sessions not only to better his own skills but also to coach younger players. In doing this Matthew has proven himself to be reliable and organised and he has also developed many people skills. He also enjoys reading, running, information technology, fishing and looking after his dog.
6. Extremely passionate about playing badminton, Matthew has made many friends through the sport and is also aware that it has contributed significantly to improving his health having been diagnosed with Coeliac Disease at eight years old. Matthew is committed to passing on skills to younger players and in 2008 coached the Canterbury Under 16 C Team in the week long South Island Tournament held in Christchurch. He holds a Level 1 Coaching Certificate. Matthew is hoping the experience gained from this trip will assist his development as both a player and coach.
7. Matthew has been actively fund raising for the trip selling raffle tickets and chocolates. He also has a regular child minding job tutoring a 10 year boy in reading and spelling twice a week. Team fund raising is also underway with sausage sizzles. Matthew would greatly appreciate any financial assistance from the community board.

FINANCIAL IMPLICATIONS

8. The following table provides a breakdown of funding requested.

MATTHEW RYAN FOSTER	
EXPENSES	Cost (\$)
Airfares	\$570
Internal travel	\$281
Accommodation	\$800
Training Fees	\$178
Entry fee	\$55
Uniform	\$182
Meals	\$350
Total Cost	\$2416.00
Amount Requested from Community Board	\$500.00

12 Cont'd

9. This is the first time the applicant has applied to the Community Board's Youth Development fund.

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

10. Yes, see page 172, Youth Development Scheme and Discretionary Fund. The Board resolved to allocate \$10,000 to the Youth Development Scheme from its Discretionary Response Fund. There is currently \$3,025 unallocated in the Board's 2008/09 Youth Development Scheme.

LEGAL CONSIDERATIONS

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

11. There are no legal issues to be considered.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with page 170 LTCCP, regarding Community Board Project funding.

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

13. Yes, see page 172, Youth Development Scheme and Discretionary Fund.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. All appropriate consultation has been undertaken.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board support the application and allocate \$500 from the Youth Development Scheme to assist Matthew Ryan Foster compete in the Under 19 CP Maddern Badminton Tournament to be held in Melbourne 30 June – 8 July 2009.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

3. 6. 2009

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- 13. COMMUNITY BOARD ADVISER'S UPDATE**
- 14. BOARD MEMBERS' QUESTIONS**
- 15. BOARD MEMBERS' INFORMATION EXCHANGE**