

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 18 MARCH 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
Jo Daly
Phone: 941 6601 DDI
Email: jo.daly@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
PART C - DELEGATED DECISIONS

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 4 MARCH 2009

The minutes of the Board's ordinary meeting of 4 March 2009 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 4 March 2009 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

- 3.1 Mrs Marilyn Tiller, resident of Cave Terrace, will present a deputation to the Board requesting the removal of Pine Trees on Cave Terrace.
- 3.2 Mr Chris Thomson, will present a deputation to the Board regarding the Marama Crescent – Proposed Stop Control report to be considered as clause 10 on this agenda.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

**HAGLEY/FERRYMEAD COMMUNITY BOARD
4 MARCH 2009**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 4 March 2009 at 3pm in the Board Room,
Linwood Service Centre, 180 Smith Street, Linwood.**

- PRESENT:** Bob Todd (Chairperson), Tim Carter, John Freeman and
Yani Johanson.
- Rod Cameron and David Cox arrived at 3.04pm and were absent
for Clauses 1, 2, 3 and 10.
- Brenda Lowe-Johnson arrived at 3.11pm and was absent for
Clauses 1, 2, 3, 4, 5 and 10.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

4.1 Maureen and Richard Pierre

The Board received correspondence from Maureen and Richard Pierre requesting an asphalted path be continued along River Road to connect with the current Avonside Drive path.

The Board **received** the correspondence from Mr and Mrs Pierre and requested they be advised to make a submission to the Council's Draft Long Term Council Community Plan on this matter. The Board **requested** staff provide information on the costs for this work to be undertaken.

4.2 Edward Gibbon Limited

The Board received correspondence from Edward Gibbon Limited requesting changes to the weekend parking outside their property on Tuam Street and Madras Street corner.

The Board **received** the correspondence and **requested** staff provide a report in response to the request.

5. BRIEFINGS

Nil.

6. ROAD STOPPING POLICY

The Board considered a report seeking recommendation to the Council to adopt a formal policy in relation to the stopping of legal road. Staff advised comments and recommendations from each of the eight Community Boards would be reported back to the Council in a combined report.

For the record, on being put to the meeting, the staff recommendation was declared **lost** on division No. 1 by 2 votes to 4 with 1 abstention, the voting being as follows:

For (2): Tim Carter, David Cox.

Against (4): Rod Cameron, John Freeman, Yani Johanson, Bob Todd.

Abstained (1): Brenda Lowe-Johnson

That the Board recommend to the Council that the policy be adopted as a draft and put out for public consultation.

On being put to the meeting, the motion was declared **carried** on division No. 2 by 4 votes to 2 with 1 abstention, the voting being as follows:

For (4): Rod Cameron, John Freeman, Yani Johanson, Bob Todd

Against (2): Tim Carter, David Cox,.

Abstained (1): Brenda Lowe-Johnson

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on forthcoming Board related activity and projects. Specific mention was made of the following:

- The Board were advised that the Strengthening Communities Funding Workshop is scheduled for 1 July at 12.30pm in the Linwood Service Centre Boardroom, and the Board Meeting for Strengthening Communities Funding Decisions will start at 2pm on Wednesday 29 July in the Linwood Service Centre Boardroom.
- The Board confirmed the process for formulation of its submission to the draft LTCCP and **requested** confirmation that the financial information, costings and time frames of all projects from the priority list developed in November 2008 will be provided in advance of the workshop on 17 March 2009.

8. BOARD MEMBERS' QUESTIONS

Nil.

9. BOARD MEMBER'S INFORMATION EXCHANGE

- The Board Chairperson advised of attendance at the Garden Party at the Edmonds Factory Gardens on 1 March 2009, and **requested** a letter of congratulations and appreciation be sent to the Friends of the Edmonds Gardens.

9 Cont'd

- Some concern was expressed at the time taken to respond to requests from the Board at Board Meetings, and requested staff follow up on responses outstanding.
- Rod Cameron advised the Board of the Keep Christchurch Beautiful programme Adopt a Spot, which will be launched at the Ellerslie Flower Show.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**10. CONFIRMATION OF MEETING MINUTES – 19 FEBRUARY 2009**

The Board **resolved** that the minutes of the Board's ordinary meeting of 19 February 2009 be confirmed.

11. RYAN STREET – KERB AND DISH CHANNEL RENEWAL PROJECT

The Board considered a report seeking approval to proceed to detailed design, tender and construction for the Ryan Street kerb and dish channel replacement project.

The Board **resolved** to:

- (a) Approve the Ryan Street Renewal Plan, as **attached**, for final design, tender and construction.
- (b) Request staff to provide information, in conjunction with the Council's Heritage Unit, on opportunities to highlight the character of Ryan Street.
- (c) Approve the following parking restrictions to take effect following completion of construction.

REMOVE NO STOPPING:

- (i) That the existing restrictions on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 8 metres in a north westerly direction be revoked.
- (ii) That the existing restrictions on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 7 metres in a south easterly direction be revoked.
- (iii) That all the existing no stopping restrictions on Ryan Street be revoked.

NEW NO STOPPING:

- (i) That the stopping of vehicles be prohibited at any time on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 8m in a north westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 7 metres in a south easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at its intersection with Ferry Road and extending 27 metres in a north easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at a point 148 metres north east of its intersection with Ferry Road and extending 10m in a north easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at a point 270 metres north east of its intersection with Ferry Road and extending 10.5 metres in a north easterly direction.

11 Cont'd

- (vi) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at a point 380 metres north east of its intersection with Ferry Road and extending 28 metres in a north easterly direction to the centre of the cul-de-sac end.
- (vii) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at its intersection with Ferry Road and extending 24 metres in a north easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at a point 143 metres north east of its intersection with Ferry Road and extending 11 metres in a north easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at a point 271 metres north east of its intersection with Ferry Road and extending 10 metres in a north easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at a point 383 metres north east of its intersection with Ferry Road and extending 28 metres in a north easterly direction to the centre of the cul-de-sac end.

NEW PARKING RESTRICTION:

- (i) That the parking of vehicles be restricted to a maximum period of one minute between the hours of 8.30 and 9.30am, and again between 2.30 and 3.30pm, on the north west side of Ryan Street, commencing at a point 370 metres from its intersection with Ferry Road and extending in a north easterly direction for a distance of 5m.
- (ii) That the parking of vehicles be restricted to a maximum period of one minute between the hours of 8.30 and 9.30am, and again between 2.30 and 3.30pm, on the south east side of Ryan Street, commencing at a point 366 metres from its intersection with Ferry Road and extending in a north easterly direction for a distance of 5 metres.
- (iii) That the parking of vehicles be restricted to a maximum period of one minute between the hours of 8.30 and 9.30am, and again between 2.30 and 3.30pm, on the south east side of Ryan Street, commencing at a point 377 metres from its intersection with Ferry Road and extending in a north easterly direction for a distance of 5 metres.

12. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JOSHUA ORMISTON LOUW

The Board considered a report seeking approval for an application for funding from the Board's 2008/09 Youth Development Scheme.

The Board **resolved** to allocate \$300 from the 2008/09 Youth Development Scheme to Joshua Ormiston Louw to assist him to attend the Ice Hockey Friendship Tournament in Japan in April 2009.

13. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JACK CHRISTOPHER BLACKMAN

The Board considered a report seeking approval for an application for funding from the Board's 2008/09 Youth Development Scheme.

The Board **resolved** to allocate \$300 from the 2008/09 Youth Development Scheme to Jack Christopher Blackman to assist him to attend the Ice Hockey Friendship Tournament in Japan in April 2009.

The meeting concluded at 4.38 pm.

CONFIRMED THIS 18TH DAY OF MARCH 2009

BOB TODD
Chairperson.

8. PROPOSED ROAD AND RIGHT OF WAY NAMING

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

PURPOSE OF REPORT

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

EXECUTIVE SUMMARY

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

Samoan Congregational Christian Church St Lukes Street

A new cul de sac is being constructed which will provide access to the Samoan Church on the corner of Linwood Avenue and Dyers Road. No access is available off Linwood Avenue, and the existing access has always been of a temporary nature. The Church was invited to submit names for the new road, and have proposed two names in order of preference. The first preference is "VILI PLACE". The Reverend Tumama is the present minister of the church and Elisapeta Vili his wife. They arrived from Samoa in December 1985. Under their leadership as minister, the church purchased the land, built all the buildings on the land (the church, hall and preschool and are currently building the manse). According to the church community in Christchurch, this is quite an achievement. The congregation believe that without the Reverend Vili's help, encouragement and perseverance, all these developments would have been very difficult. Reverend Vili retires in a few years, and the congregation wish to name the road Vili Place so that he and his family will be remembered. The second preference provided is "Mapusaga Place". This is the Samoan name for "refuge" or "shelter". The church hall is also called Mapusaga.

RMA 2001/5637 132 Port Hills Road I Timpson

This subdivision will create seven new allotments, six of which will gain access from a new formed and sealed right of way. Three names are submitted in order of preference. All three names are those of early ketches and schooners that used to cross the Sumner Bar en route from Lyttelton with goods which were delivered along the Heathcote River. The first preference is "CORDELIA LANE". The Cordelia was a ketch sailed by Captain Hines. The Cordelia was wrecked in 1867. The second preference is "STREAMLET LANE". The Streamlet was a ketch, which carried rails and sleepers from Ferrymead in 1863. It was driven ashore during a gale at Lyttelton in 1866 and was successfully refloated. Third preference is "FAWN LANE". The Fawn was a schooner of 32 tons, sailed by Captain Southan. It was wrecked on the Sumner bar on 31 August 1864 while carrying a large cargo of flour to Heathcote. Names from these early vessels have been used for road and right of way names in this locality in recent years, among them, Rifleman, Gazelle, Daring and Palinurus.

FINANCIAL IMPLICATIONS

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

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

5. Not applicable.

LEGAL CONSIDERATIONS

6. The Council has a statutory obligation to approve road names.

8 Cont'd

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

7. Yes. There are no legal implications

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Not applicable.

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

9. Not applicable.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

Do the recommendations align with the Council's strategies?

11. Not applicable.

CONSULTATION FULFILMENT

12. Where proposed road names have a possibility of being confused with names in use already, consultation is undertaken with Land Information New Zealand and New Zealand Post.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board consider and approve the proposed road name "Vili Place" and right of way name "Cordelia Lane" as submitted.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

13. There are no issues

THE OBJECTIVES

14. Approval by the Community Board of the road and right of way names proposed in this report

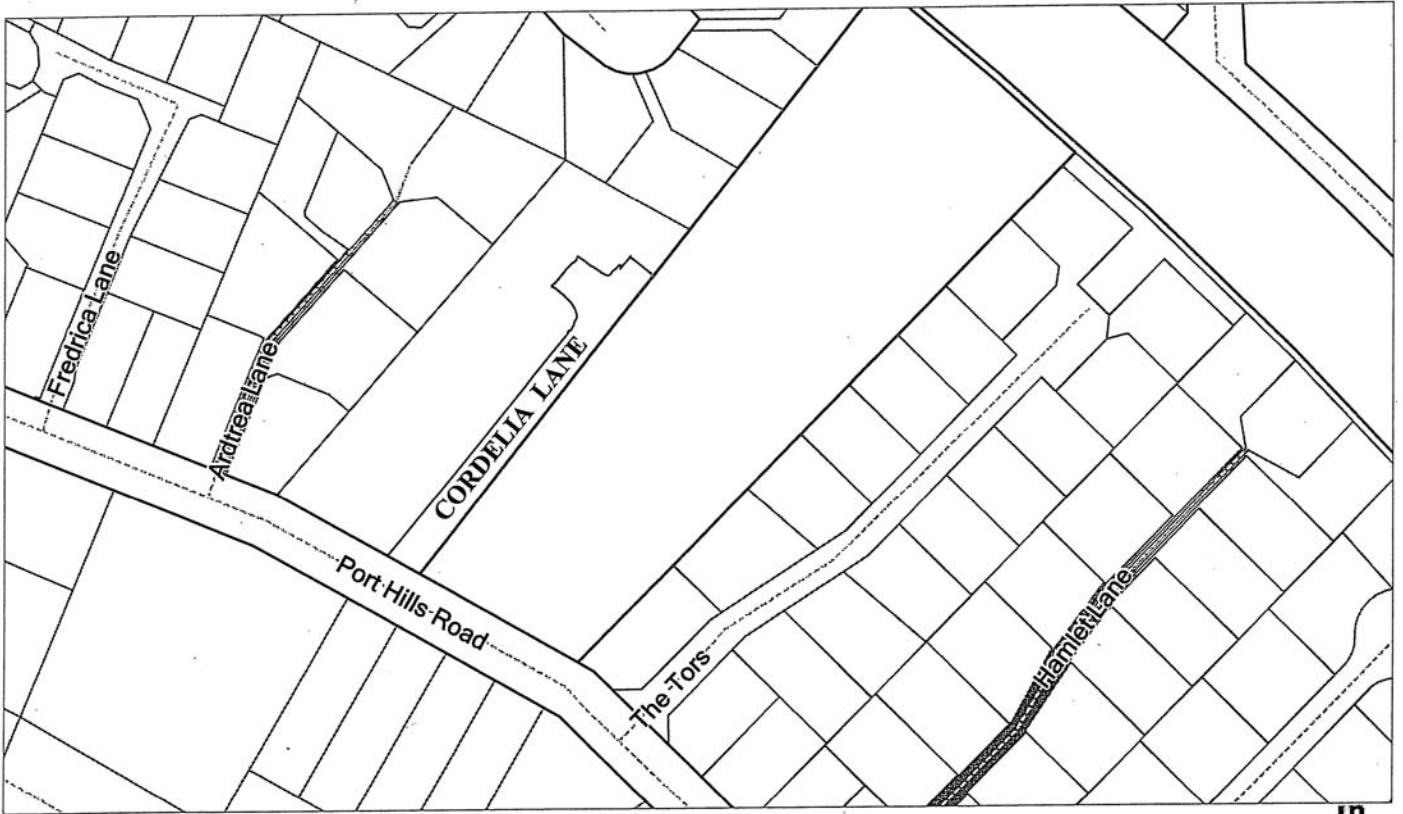
THE OPTIONS

15. Decline the proposed names and require alternative names to be supplied, or select from the alternatives supplied.

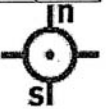
THE PREFERRED OPTION

16. Approve the names as submitted by the applicant.

132 Port Hills Road

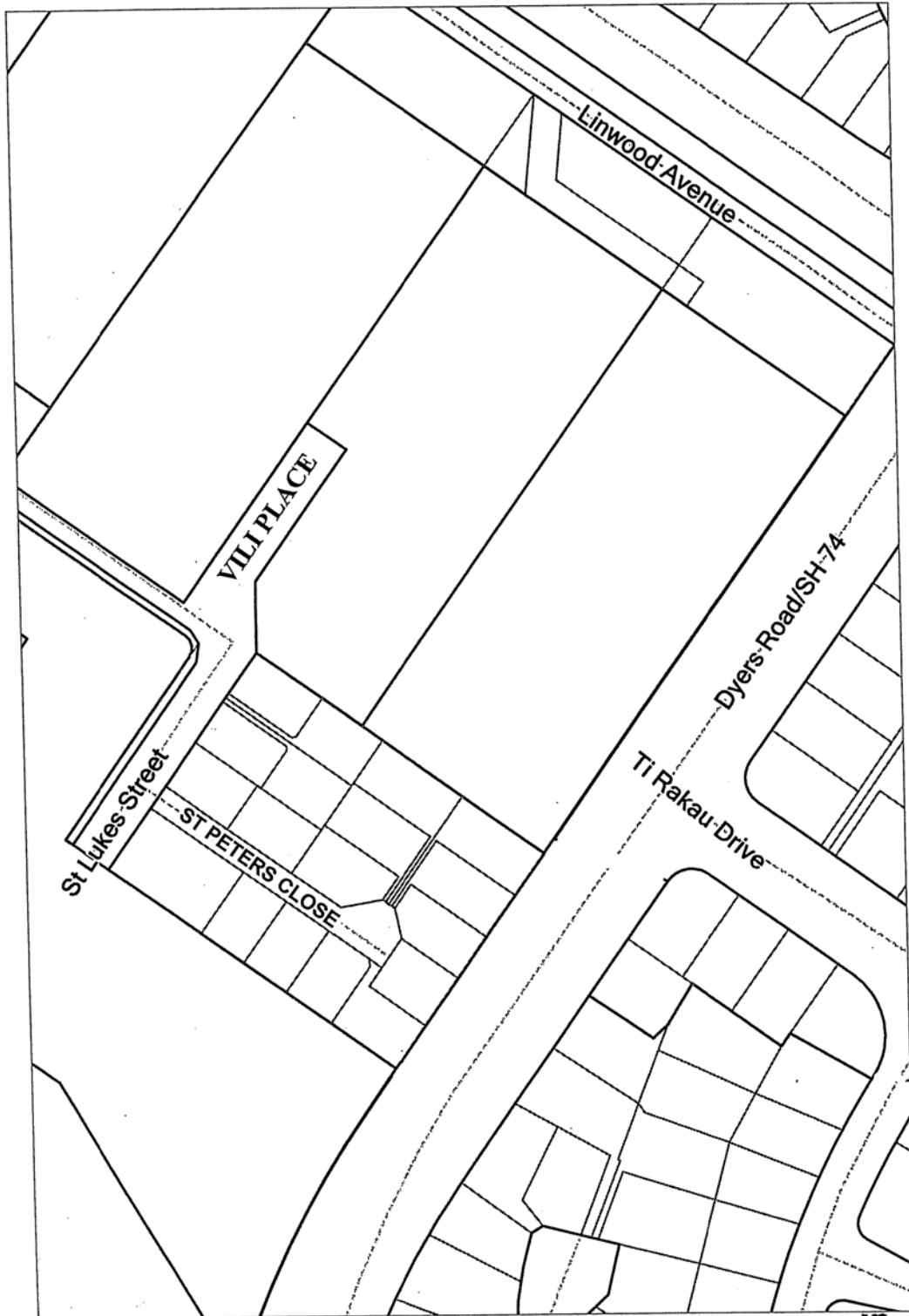


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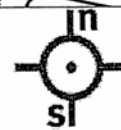


St Lukes Street

ATTACHMENT TO CLAUSE 8
ATTACHMENT 2



Scale: 1:2000
100 metres



9. TANYA STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace 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 to rectify an error in the Board Report submitted to and approved by the Hagley/Ferrymead Community Board on 4 February 2009, that the stopping of vehicles be prohibited at any time on the western side of Tanya Street.

EXECUTIVE SUMMARY

2. On 4 February 2009 I, Steve Hughes, submitted a report to the Board recommending that the stopping of vehicles be prohibited in the vicinity of the roundabout at the intersection of Tanya Street and Shivas Place. Refer to **attached** copy of report from 4 March, including aerial plan.
3. The Board accepted the report and resolved that the stopping of vehicles be prohibited as outlined in that report.
4. Subsequently, it was discovered that a error had been made in paragraph (g) of the Staff Recommendation. The stopping restrictions on the western side of Tanya Street that extended into Shivas Place should have read 70.5 metres instead of the 50.5 metres that was incorrectly recorded. The aerial plan attached to the original report is correct.
5. The resolving of the correct extent of stopping restrictions on the western side of Tanya Street extending into Shivas Place as recorded in the Staff Recommendation segment of this report, will correct this mistake and legitimise the full extent of the no stopping restrictions.

FINANCIAL IMPLICATIONS

6. There is no additional costs incurred as the previous report resolved the correct cost for the works to be completed.

LEGAL CONSIDERATIONS

7. As per the attached report that was submitted to the Community Board on 4 February 2009.

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

8. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. As per the attached report that was submitted to the Community Board on 4 February 2009.

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

10. As above.

ALIGNMENT WITH STRATEGIES

11. As per the attached report that was submitted to the Community Board on 4 February 2009.

Do the recommendations align with the Council's Strategies?

12. As above.

9 Cont'd

CONSULTATION FULFILMENT

13. As per the attached report that was submitted to the Community Board on 4 February 2009.

STAFF RECOMMENDATION

It is recommended that the Hagley Ferrymead Community Board:

Revoke the following parking restrictions:

- (a) That the stopping of vehicles prohibited at any time commencing on the western side of Tanya Street at a point 260.5 metres from its intersection with Wickham Street and extending into Shivas Place predominantly in a southerly direction for a distance of 50.5 metres be revoked.

Approve the following on Tanya Street and Shivas Place:

- (b) That the stopping of vehicles be prohibited at any time on the western side of Tanya Street commencing at a point 260.5 metres south from its intersection with Wickham Street and extending into Shivas Place predominantly in a southerly direction for a distance of 70.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. TANYA STREET/SHIVAS PLACE INTERSECTION – PROPOSED NO STOPPING RESTRICTIONS AND GIVE WAY CONTROLS

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

PURPOSE OF REPORT

1. The purpose of this report is:
 - (a) To seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time at the Tanya Street/Shivas Place intersection.
 - (b) To seek the Hagley/Ferrymead Community Board's approval for the installation of three Roundabout Give Way Controls at the Tanya Street/Shivas Place intersection.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a local business that No Stopping Restrictions be installed at the Tanya Street/Shivas Place intersection. It has also come to the attention of staff that the installation of the existing Give Way Controls at this intersection has not been approved by the Board and the signs do not comply with current practice (refer **attached**).
3. The Tanya Street/Shivas Place intersection is a "Y" shaped intersection located in an industrial area which was developed in 2003/2004. At the centre of the intersection there is a 12 metre diameter roundabout and all three approaches to the intersection have Give Way Controls and raised splitter islands to delineate the traffic lanes. The existing Give Way Controls are standard Give Way Signs and it is now current practice to install a Roundabout Give Way Control instead of the straight Give Way Controls that are used at normal intersections.
4. This intersection is within an industrial area serviced by large trucks. The Council have been advised that vehicles parked too close to the raised splitter islands on the approaches to the intersection can prevent larger trucks from being able to negotiate the roundabout.
5. The existing Give Way Controls were installed by the developer in 2003/2004 and, together with the raised splitter islands, are currently providing effective traffic control at this intersection. No record of any Board resolution approving the installation of these Give Way Controls can be located.
6. The installation of the proposed No Stopping Restrictions will ensure clear access through the intersection for all vehicles and will have the added benefit of ensuring the best possible visibility for approaching traffic. Board approval for the installation of the three Roundabout Give Way Controls will provide legal standing for these traffic control devices.
7. Consultation regarding the installation of the No Stopping Restrictions has been completed with 15 businesses in the vicinity. Eight responses were received, of which 87 percent support, either totally or conditionally, the proposed No Stopping Restrictions (paragraph 19).
8. No consultation with the businesses has been carried out in relation to the installing of Roundabout Give Way Controls as the Give Way controls have been in place for approximately five years without complaint.
9. While this is not a residential area, the Bromley Residents Association were consulted in regard to both traffic controlling devices and had no objection to them.

ATTACHMENT TO CLAUSE 9 cont'd

12. Cont'd

10. No record of any previous resolution approving the installation of the above Give Way Controls can be located. However it is considered prudent to formally revoke the existing Give Way Controls in case they technically exist.

FINANCIAL IMPLICATIONS

11. The estimated cost of installing the No Stopping Restrictions is approximately \$250. The Give Way Controls that were installed by the developer in 2003/2004 will have to be replaced by Roundabout Give Way Controls. The estimated costs of replacing or installing these signs is \$1,050. The total estimate for No Stopping Restrictions and signs is \$1,300.

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

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

LEGAL CONSIDERATIONS

13. 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.
14. 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.
15. 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?

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the with 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?

20. As above.

CONSULTATION FULFILMENT

21. Consultation forms regarding to the No Stopping Restrictions were distributed to 15 business premises in the vicinity of this intersection. Eight responses were received:
 - six or 75 percent of the respondents supported the proposed restrictions.

12. Cont'd

- one or 12.5 percent of the respondents conditionally supported the proposed No Stopping Restrictions. This respondent requested that parking be available outside 27 Tanya Street. This is not feasible as this would be within the boundaries of the intersection and would obstruct traffic travelling east along Tanya Street.
 - one or 12.5 percent objected to the proposed restrictions (no reason was given).
22. As the Give Way Controls have been operating for approximately five years, no consultation with businesses regarding installing the Roundabout Give Way Controls has done.
23. The Bromley Residents Association was consulted. They have no objection to the installation of the No Stopping Restrictions or the Roundabout Give Way Controls.
24. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve:

- (a) That all existing No Stopping Restrictions in either Tanya Street or Shivas Place within 50 metres of the centre of the Tanya Street/Shivas Place intersection be revoked.
- (b) That any existing Give Way Controls placed against Tanya Street at its eastern approach to Shivas Place be revoked.
- (c) That any existing Give Way Controls placed against Tanya Street at its southern approach to Shivas Place be revoked.
- (d) That any existing Give Way Controls placed against Shivas Place at its north-east approach to Tanya Street be revoked.

Give Way Signs

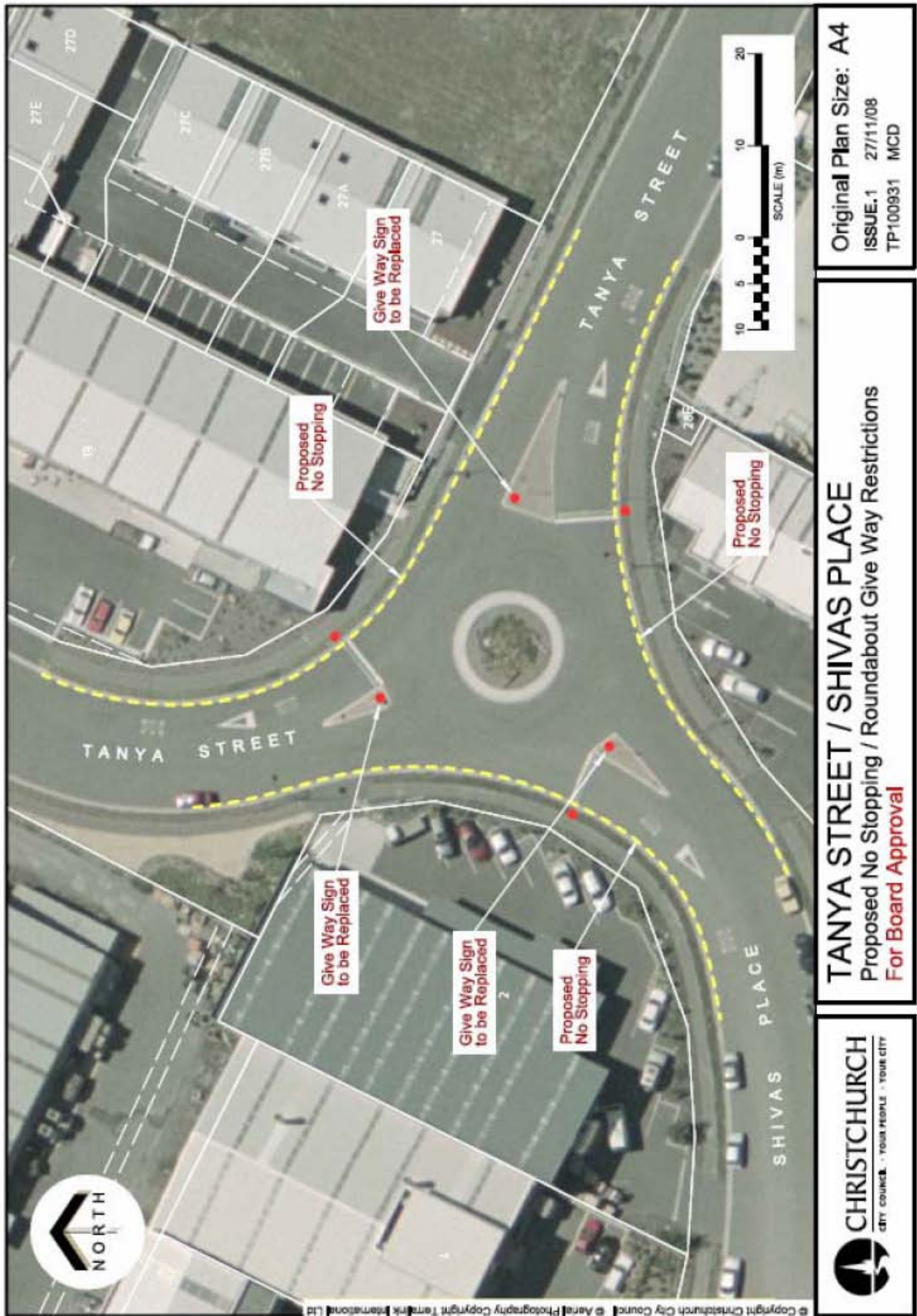
- (e) That a Roundabout Give Way Control be placed against Tanya Street at its eastern approach to Shivas Place.
- (f) That a Roundabout Give Way Control be placed against Tanya Street at its southern approach to Shivas Place.
- (g) That a Roundabout Give Way Control be placed against Shivas Place at its north-east approach to Tanya Street.

No stopping Restrictions

- (h) That the stopping of vehicles be prohibited at any time on the north-east side of Tanya Street commencing at a point 139 metres in a westerly direction from its intersection with Newtown Street and extending predominantly in a northerly direction for a distance of 88 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south-west side of Tanya Street commencing at a point 135 metres in a westerly direction from its intersection with Newton Street and extending predominantly in a westerly direction for a distance of 72 metres into Shivas Place.
- (j) That the stopping of vehicles be prohibited at any time on the western side of Tanya Street commencing at a point 260 metres in a southerly direction from its intersection with Wickham Street and extending predominantly in a southerly direction for a distance of 51 metres into Shivas Place.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



10. MARAMA CRESCENT – PROPOSED STOP CONTROL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jon Ashford/Steve Hughes – Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that a Stop Control be placed against Marama Crescent at its intersection with St Andrews Hill Road (refer **attached**).

EXECUTIVE SUMMARY

2. Council staff have received a request from a concerned resident that some form of traffic control be installed at the intersection of Marama Crescent and Major Hornbrook Road due to excess speed and lack of clear priority for vehicles using this intersection.
3. Marama Crescent is a local road with a 50km/h speed limit. The eastern section of Marama Crescent is very steep, as it drops from its intersection with Major Hornbrook Road down to St Andrews Hill Road. Although St Andrews Hill Road is designated as a Collector road, the north western end of Major Hornbrook Road and the eastern section of Marama Crescent are often used as a cut through by traffic to bypass buses and other slow vehicles travelling down St Andrews Hill Road.
4. Speed radar checks were carried out over four days in Major Hornbrook Road and Marama Crescent. These identified that speed in this area was not excessive, with average speeds all below 50km/h. However, staff believe that the issue of priority at the Major Hornbrook Road/Marama Crescent intersection would not be resolved by the installation of a Give Way control, but would be better addressed by the installation of appropriate traffic calming in the form of build outs and/or raised traffic islands.
5. Traffic calming work is outside the capacity of existing operational budgets and would have to be undertaken as part of a specific capital project. It is therefore suggested that the Board make an application for money to be allocated for this project through the LTCCP process to enable this request to be progressed.
6. As part of this investigation, it was identified that vehicles using the eastern section of Marama Crescent as a cut through are often not checking carefully for approaching traffic, in their haste to exit Marama Crescent and rejoin St Andrews Hill Road. This is compounded by the fact that St Andrews Hill Road angles sharply to the south east at this intersection, greatly restricting the visibility of oncoming traffic for vehicles exiting Marama Crescent.
7. Staff recommend that the installation of a Stop control against Marama Crescent is the appropriate control at this intersection in accordance with the MOTSAM (*Manual of Traffic Signs and Markings*) guidelines regarding visibility requirements at intersections.
8. The proposed Stop control against Marama Crescent will improve the safety at this intersection by requiring vehicles exiting Marama Crescent to come to a stop and confirm it is safe before pulling out. It will also make the Major Hornbrook Road/Marama Crescent cut through less attractive as St Andrews Hill Road traffic will have right of way.
9. Consultation was carried out with the three properties closest to the proposed Stop Control and all three support this proposal. The Mount Pleasant Residents Association supports this proposal.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$700.

10 Cont'd

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

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

LEGAL CONSIDERATIONS

12. 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.
13. The installation of any signs and/ or markings associated with traffic control devices 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 and Community.

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

16. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation was carried out with the three properties closest to the proposed Stop Control: 52 and 53 Marama Crescent and 52 St Andrews Hill Road, and all three support this proposal.
20. The Mount Pleasant Residents Association support this proposal.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve that a Stop Control be placed against Marama Crescent at its eastern intersection with St Andrews Hill Road.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



11. **COMMUNITY BOARD ADVISER'S UPDATE**
12. **BOARD MEMBERS' QUESTIONS**
13. **BOARD MEMBERS' INFORMATION EXCHANGE**