

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
AGENDA**

**WEDNESDAY 21 OCTOBER 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  
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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING MINUTES – 7 OCTOBER 2009.**

The minutes of the Board's ordinary meeting of 7 October 2009 are **attached**.

**CHAIRPERSON'S RECOMMENDATION**

That the minutes of the Board's ordinary meeting of 7 October 2009 be confirmed.

**3. DEPUTATIONS BY APPOINTMENT**

3.1 Graham Allan, regarding mountain biking in the Hagley/Ferrymead Ward.

3.2 Kevin O'Connell, regarding litter.

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

7.1 Inspector Derek Erasmus and Senior Sergeant Philip Dean will provide the Board with an update on Policing in the ward.

## 8. REVIEW OF CENTRAL CITY DELEGATIONS



<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941 8462 General Manager Strategy and Planning, DDI 941 8281
<b>Officer responsible:</b>	General Manager Regulation and Democracy Services General Manager Strategy and Planning
<b>Author:</b>	Peter Mitchell Mike Theelen

**PURPOSE OF REPORT**

1. The purpose of this report is to seek a recommend from the Hagley/Ferrymead Community Board to the Council for a change in delegations to the Hagley/Ferrymead Community Board regarding Street, Parks and Leases within the Central City.

**BACKGROUND (THE ISSUES)**

2. Since the Community Boards were established in 1989 the Council has delegated to them powers in a number of areas including roads, sale of liquor, resource management and parks.
3. During its 1992 - 1995 term, the Council established a Central City Committee and as a consequence of the appointment of that Committee, the Council changed the roading delegations of the Hagley/Ferrymead Community Board so that they did not apply within a part of the Board's area, which was described as the 'Central City Area'. The roading delegations in that 'Central City Area' were to be exercised directly by the Council. The concept of this Central City Area and the Hagley/Ferrymead Community Board not exercising roading delegations in that area has continued to the present day.

4. At its meeting on 13 December 2007 the Council passed a resolution regarding delegations to Community Boards which in part stated:

*'The Community Board delegations under the heading of 'Roads' do not apply to that part of Hagley/Ferrymead Community Board area situated in the "Central City Area" marked on the plan (Plan A dated 18 March 2002) attached. Roads delegations in that "Central City Area" are to be exercised by the Council.'*

5. A map showing the current Central City area where the Board's roading delegations do not apply is attached (refer **attachment A**).
6. At its meeting in November 2007 the Council also resolved to review the delegations of the Community Boards.
7. At a workshop held on 12 June 2008 the Council considered a recommendation from Council staff regarding a review of Community Board Delegations in two areas:
  - a) a change to the area in which the Hagley/Ferrymead Community Board exercises delegated authority.
  - b) a change to Community Board delegations regarding trees.
8. This report is to address the issue of the delegations to the Hagley/Ferrymead Community Board. Work is currently underway with the Community Boards regarding trees and this will be reported separately to the Council.

8 Cont'd

**PROPOSAL REGARDING HAGLEY/FERRYMEAD DELEGATION**

9. As the Council was advised at the workshop on 12 June 2008, staff are recommending a change to the area in which the Hagley/Ferrymead Community Board exercises its delegated authority, and a change to the Community Board delegations so that:
  - a) the area in which the Community Board does not exercise its delegations is extended (refer **attachment B**).
  - b) the subject matter of delegation which are not exercised in that area are extended from Roads and now includes Parks.
10. While it is proposed that the Community Board would not exercise its roading delegations (as at present), this exclusion would also extend to the Boards power regarding parks and its power to authorise variations to a lease (other than term and rentals) where the variation does not involve an extension to a leased area and also the powers of the Council in relation to parks, in the area in **attachment B**.
11. The rationale for these proposed changes is that the central city area is of metropolitan significance to the well-being and growth of the city as a whole, and this is recognised in the City Plan, the Central City Revitalisation Strategy and the Greater Christchurch Urban Development Strategy. There is a need to both consider issues within this area on a city wide basis and to be able to respond without undue delay. While the current delegation to the Hagley/Ferrymead Community Board acknowledges this, it is apparent that both the current boundaries and the limitation to roading delegations only do not accurately reflect present day needs. While the main area of the Central Business District has, for a number of years, been excluded from Board roading delegations, part of the central city south area which will be the focus of revitalisation and intensification has not, and it is proposed that the boundary be adjusted accordingly.
12. The current delegations in relation to parks and leases are also considered cumbersome, and decision making can be streamlined by excluding these matters from the Board's delegations in the Central City area.
13. It is also proposed that all reports in the area shown in **attachment B** would come directly to the Council rather than first going to the Community Board as is the current system. This would enable the Council to respond more quickly to changes in the Central City Area.
14. The Board's existing delegations regarding the ability to give consent of the Council as land owners for the purposes of the Sale of Liquor Act, to appoint one or more members of the Community Board to prepare and be heard for the purpose of providing Community input, and the power to make submissions on behalf of the Council in applications and resource consents to other territorial authorities or the Regional Council where the application is of particular concern to the local Community, will continue without change.

**12 JUNE 2008 WORKSHOP**

15. This issue of altering the delegated zones of the Hagley/Ferrymead Community Board in the manner recommended in this report was discussed with Councillors at the 12 June 2008 Workshop. At the workshop, Councillors informally agreed to take this issue further with the option of refining the boundary line. Councillors also informally agreed to:
  - (a) meet with the Hagley/Ferrymead Community Board in the first instance, and if the boundary lines were to go further south then other Community Boards would be approached.
  - (b) look at how this was communicated to the other Community Boards. Staff were asked to provide a full report to the Council to review, leading to a joint seminar with the Hagley/Ferrymead Community Board.

**8 Cont'd**

16. Subsequently the Councillors informally met with members of the Hagley/Ferrymead Community Board on 17 July 2008 regarding the proposed changes around the Board's delegations and reporting processes.
17. Regarding 15(a) the proposed changes to the boundary line for the area to be excluded from the Board's delegations for road, parks and leases does not go further south than discussed at the workshop on 12 June 2008. Consequently there is no need to approach other Boards regarding this proposed change.
18. Regarding 15(b) this change can be communicated to other Board Chairpersons at a briefing held before the monthly Council Community Board meeting, and Chairpersons could then advise their Boards. Given the Council has already met with the Hagley/Ferrymead Board on 17 July 2008 and that this report is to be considered by the Board, it is considered that the intent of 15(b) has been met.
19. If the Council accepts the staff recommendation in this report then it will be necessary to amend the Council's 13 December 2007 resolution by deleting:

*'The Community Board delegations under the heading of 'Roads' do not apply to that part of Hagley/Ferrymead Community Board area situated in the Central City Area marked on the plan (Plan A dated 18 March 2002) attached. Roads delegations in that Central City Area are to be exercised by the Council.'* and substituting the following:

*'The Community Board delegations under the heading of 'roads, parks and leases' do not apply to that part of the Hagley/Ferrymead Community Board area situated in the 'Central City Area' marked on the plan (Plan B attached). Delegations for those 'roading, parks and lease issues' in that 'Central City Area' are to be exercised by the Council with reports for the those matters coming directly to the Council.'*

20. If this recommendation is accepted the Board will not have delegations in that Central City Area and reports will not go directly to the Board in the first instance. However the Central City Area continues to be part of the geographical area of the Hagley/Ferrymead Community Board. So residents in that Central City Area will continue to have the same rights they have now to approach members of the Hagley/Ferrymead Community Board on issues of concern to those residents. The Board continues to have the right to directly raise issues of concern to it in that Central City Area at the monthly meeting with the Council on Community Board matters.

**STAFF RECOMMENDATION**

That the Hagley/Ferrymead Community Board recommend that the Council alter its resolution of 13 December 2007 regarding delegations to the Hagley/Ferrymead Community Board and substitute the following:

*'The Community Board delegations under the heading of 'Roads, Parks and Leases' do not apply to that part of the Hagley/Ferrymead Community Board area situated in the 'Central City Area' marked on the plan (Plan B attached). Delegations for those 'Roading and Parks issues' in that 'Central City Area' are to be exercised by the Council with reports on those matters coming directly to the Council.'*

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## 9. DEANS AVENUE (MOORHOUSE AVENUE TO RICCARTON ROAD) - PROPOSED PARKING AND SAFETY IMPROVEMENTS



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Authors:</b>	Jennie Hamilton, Consultation Leader Transport Sharon O'Neill, Project Manager

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council to remove half of the former Blenheim Road roundabout and approve proposed parking and traffic management changes along Deans Avenue between Riccarton Road and Moorhouse Avenue to improve parking and safety.

### EXECUTIVE SUMMARY

2. This project was initiated in 2009 by the City Environment Transport and Greenspace Unit following construction of the Blenheim Road deviation and the subsequent removal of the Blenheim Road overbridge. The roundabout is no longer required and reduction to two lanes in Deans Avenue would simplify traffic management and allow the provision of more parking in this area where demand is very high owing to sports related activities in Hagley Park.
3. The proposal is an interim plan. Traffic modelling is to be undertaken to determine the impact of the Transport Interchange and Bus Priority on traffic flows, and this could result in future changes in Deans Avenue in two to three years. Also, the redevelopment of the saleyards on the west of Deans Avenue will hopefully allow further development of an improved parking area. This could be five to 10 years away. In addition, the Central City revitalisation and intensification of residential development within the Central City may have an influence on the long term look and feel of Deans Avenue.
4. Deans Avenue between Moorhouse Avenue and Riccarton Road is bounded on the east by Hagley Park. The area to the west and north of the roundabout is primarily residential and also includes a mosque. To the south of the roundabout the land is zoned for residential development, with vacant land down to Lester Lane. South of Lester Lane the west side of Deans Avenue is zoned for business development.
5. The centre of Deans Avenue is the boundary between the Riccarton and the Hagley ward areas. The west side of Deans Avenue comes under the jurisdiction of the Riccarton/Wigram Community Board, while the east side of Deans Avenue comes under the jurisdiction of the Hagley/Ferrymead Community Board. Both Boards are therefore requested to recommend to the Council that the proposed parking and safety improvements for their respective sides of the road be approved.
6. The primary (must do) objectives for the project are as follows:
  - (a) To remove the existing Blenheim Road roundabout and approach islands;
  - (b) To maximise the amount of parking that can be provided to service Hagley Park users;
  - (c) To complete the project within budget;
  - (d) To minimise the whole of life costs;
  - (e) To complete construction in the 2009/10 financial year.

**9 Cont'd**

7. The secondary objectives for the project are as follows:
  - (a) Construct a turning bay into Mayfair Street;
  - (b) Reduce the number of vehicle lanes to one in each direction south of the roundabout;
  - (c) Ensure there is provision for on road cycle lanes in the future.
8. Deans Avenue is presently designated as a major arterial road with three lanes; two south bound and one north bound, divided in part by a solid median north of the former Blenheim Road roundabout. South of the roundabout there are four lanes (two north and two south with a painted flush median). This proposal removes half of the former Blenheim Road roundabout and reduces Deans Avenue to two lanes, providing room for additional parking and, in the future, designated cycle lanes. It is an interim project operating within the existing kerb lines, with the exception of the new kerb realignment at the roundabout site. The reduction to two lanes between Moorhouse Avenue and Riccarton Road requires the Council approval and also a resource consent.
9. Proposed Deans Avenue traffic management changes will not affect the 11pm to 5am night time stopping restriction, which will remain unchanged.
10. The proposal will be implemented in two stages. Stage 1, primarily south of the former roundabout, includes reducing the number of trafficable lanes to two, removing part of the roundabout, providing 10 drop off parks in the remaining portion, and providing angle parking and eight part time bus parks on the east side of Deans Avenue towards Moorhouse Avenue. North of the roundabout, a turning lane will be created into Mayfair Street. Implementation of Stage 2 from 67 Deans Avenue to Riccarton Road is dependent on the timing of the laying of a sewer pipe connection along Deans Avenue to link with the Western Interceptor project, and resurfacing of the carriageway.

**FINANCIAL IMPLICATIONS**

11. Funding for the project is provided in the Long Term Council Community Plan (2009-19) Safety Improvement Programme. The funding is from the Safety Improvement Budget and was listed in last year's Annual Plan. Because this project did not proceed during 2008/09 the funding was carried forward to the 2009/10 financial year.

**Do the Recommendations of this Report Align with 2009-19 Long Term Council Community Plan budgets?**

12. Yes, based on current estimates there is sufficient budget allocated within the 2009-19 LTCCP to implement this project.

**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 and Traffic Control Devices. However, the Council needs to approve the project because Deans Avenue is an arterial road.
15. 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?**

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 2009-19 LTCCP?**

18. As above.

**ALIGNMENT WITH STRATEGIES**

19. 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?**

20. As above.

**CONSULTATION FULFILMENT**

21. The proposal was presented to the Riccarton/Wigram Community Board on 7 July 2009 and the Hagley/Ferrymead Community Board on 14 July 2009 prior to consultation taking place. Board members questioned why the scheme did not include reverse in parking. Reverse angle parking is not proposed as the parking is to be altered once the site opposite is developed, most of the traffic comes from the north during the morning and midday periods, the reverse in angle parking in Cashel Street at times experiences a poor level of compliance, and there is a path for cyclists in the park. Ninety degree angle parking is not supported as it requires more manoeuvring and clearance space.
22. The Riccarton/Wigram Community Board requested that staff at Christchurch Hospital be notified of the proposed Deans Avenue parking and safety improvements. The consultation leaflet was sent to administrators at Christchurch Hospital and the Otago University School of Medicine to circulate to staff.
23. One Board member expressed concern about the proposed reduction to two lanes. Deans Avenue is functioning as a minor arterial road carrying approximately 10,000 vehicles per day. Two lanes are considered adequate for Deans Avenue in the current traffic environment and reduction to two lanes allows much needed additional parking to be provided. The proposal does not preclude any future changes that may be needed due to changing transport demands.
24. Concern was expressed that the unused parking area at night would be used as a drag strip by unsociable drivers. In June 2009, Trevor Pullen, Acting Inspector, Road Policing Manager, advised the Council that staff had no issues with the proposal which, at that stage included the proposed removal of the roundabout, reduction to two lanes between Riccarton Road and Moorhouse Avenue, cycle lanes and angle parking. The cycle lanes have been removed from the present proposal because of timing and cost issues.

**9 Cont'd**

25. Following the presentation to the Hagley/Ferrymead Community Board the Deans Avenue Precinct Society sought clarification on the timing of consultation for Stage 2 of the project. The Consultation Leader advised the Society's Secretary on 10 August 2008 that the current consultation included both stages of the project and feedback from the Society would be welcomed.
26. Community consultation on the preferred option was undertaken between 7 and 28 August 2009. Approximately 400 households in the area bounded by Moorhouse Avenue, Hagley Park, Riccarton Road and the Railway Line and 236 absentee property owners received consultation leaflets, as well as other stakeholders. 46 submissions were received. 80 percent (37 submitters) were generally in support of the proposal, 13 percent (six) did not indicate support or non support, and 6.52 percent (three) did not support the proposal.
27. A number of residents asked for new or improved turning lanes into streets off Deans Avenue. The project team decided to increase the length of the opening in the median island shown in the consultation plan by a further two metres to better match the Mayfair Street entrance and allow traffic to more easily make right turns and u turns. However, additional new turning bays at other locations were not provided as, from a safety perspective, fewer turning bays provide a safer road. It is expected that motorists who wish to do a u turn will use the drop off parking area or turn into the most appropriate bay near their street.
28. One submitter suggested that road markings for Stage 2 should be included with the Stage 1 work. The project team has advised that the timing of the road markings associated with Stage 2 has yet to be confirmed. This will depend on when the road is resealed, and the laying of a sewer link along Deans Avenue.
29. During consultation, a member of the Strategic Traffic Unit said in a personal submission that he was concerned that the parking area would provide space for speeding drivers at night. His comments have been noted. Enforcement measures should curb such behaviour. If it should be a problem in the future there are options that can be considered such as kerb build outs in the parking area.
30. Submitters' comments on the run-down appearance of the old saleyards site were also noted. This area is outside the scope of the project but the comments have been referred to the Council planners.

**STAFF RECOMMENDATION**

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

**Traffic lane reduction**

- (a) The reduction of southbound traffic lanes on Deans Avenue, between Riccarton Road and Moorhouse Avenue from two lanes to one lane.
- (b) The reduction of northbound traffic lanes on Deans Avenue, between Moorhouse Avenue and the old Blenheim Road roundabout from two lanes to one lane.

**Revoke existing parking restrictions:**

- (c) That the existing no stopping restrictions, except for the (RP2, 11pm - 5am) night time stopping ban in place on the east side of Deans Avenue between Moorhouse Avenue and Brockworth Place, be revoked.

**New no stopping:**

- (d) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing from its intersection with Moorhouse Avenue and extending 71 metres in a northerly direction.

**9 Cont'd**

- (e) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 183 metres from its intersection with Moorhouse Avenue and extending 10 metres in a northerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the east side of the western carriageway of Deans Avenue commencing at a point 387 metres from its intersection with Moorhouse Avenue and extending 71 metres in a northerly direction.
- (g) That the stopping of vehicles be prohibited at any time on the east side of the eastern carriageway of Deans Avenue commencing at a point 396 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north easterly direction.
- (h) That the stopping of vehicles be prohibited at any time on the east side of the eastern carriageway of Deans Avenue commencing at a point 422 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north easterly direction.
- (i) That the stopping of vehicles be prohibited at any time on the east side of the eastern carriageway of Deans Avenue commencing at a point 445 metres from its intersection with Moorhouse Avenue and extending 10 metres in a south easterly direction.
- (j) That the stopping of vehicles be prohibited at any time on the west side of the eastern carriageway of Deans Avenue commencing at a point 400 metres from its intersection with Moorhouse Avenue and extending 8.5 metres in a north easterly direction.
- (k) That the stopping of vehicles be prohibited at any time on the west side of the eastern carriageway of Deans Avenue commencing at a point 416 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north easterly direction.
- (l) That the stopping of vehicles be prohibited at any time on the west side of the eastern carriageway of Deans Avenue commencing at a point 440 metres from its intersection with Moorhouse Avenue and extending 11 metres in a south easterly direction.
- (m) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 524 metres from its intersection with Moorhouse Avenue and extending 14 metres in a northerly direction.
- (n) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 609 metres from its intersection with Moorhouse Avenue and extending 10 metres in a northerly direction.

**New angled parking**

- (o) That 60 degree angled parking of vehicles be installed on the east side of Deans Avenue commencing at a point 193 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 180 metres.

**New P5/disabled parking:**

- (p) That 60 degree disabled angled parking be installed on the east side of Deans Avenue commencing at a point 373 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 8.5 metres.
- (q) That P5 parking be installed on the east side of Deans Avenue commencing at a point 408 metres from its intersection with Moorhouse Avenue and extending 14 metres in a northerly direction.
- (r) That P5 parking be installed on the east side of Deans Avenue commencing at a point 434 metres from its intersection with Moorhouse Avenue and extending 25 metres in a north easterly direction.

**9 Cont'd**

- (s) That P5 parking be installed on the west side of the eastern carriageway of Deans Avenue commencing at a point 408 metres from its intersection with Moorhouse Avenue and extending 8 metres in a north easterly direction.
- (t) That P5 parking be installed on the west side of the eastern carriageway of Deans Avenue commencing at a point 428 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north easterly direction.

**New motorcycle stand**

- (u) That a motorcycle stand be provided on the east side of Deans Avenue commencing at a point 381 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 6 metres.

**New bus parking**

- (v) That restricted bus parking May to August, Tuesdays, Thursdays and Fridays, 12pm to 4pm, be installed on the east side of Deans Avenue commencing at a point 71 metres north from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 112 metres.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**BACKGROUND**

- 31. Deans Avenue carries approximately 10,000 vehicles a day, considerably less than previous volumes of 20,000 vehicles prior to the Blenheim Road deviation. With the reduction in traffic flows there is an opportunity to reassess traffic management between Riccarton Road and Moorhouse Avenue, providing more parking for Hagley Park sporting activities. The proposal improves safety for pedestrians and provides sufficient space for future cycle lanes in each direction. At present cyclists can use a shared pedestrian/cycle path running parallel to Deans Avenue inside Hagley Park.
- 32. According to New Zealand Transport Agency (NZTA) Crash Analysis records 114 crashes were recorded along Deans Avenue between Moorhouse Avenue and Riccarton Road between 2004 and 2009. 24 of these crashes involved injuries, four of which were serious. 30 of the total crashes involved lost control, 36 were caused either by crossing or turning movement and 33 involved rear ending crashes. Five cyclists were involved in crashes. A 2005 speed survey between 9am and 6pm showed an 80th percentile speed of 58.6 kilometres per hour.

**THE OBJECTIVES**

- 33. The aims and objectives are to be met in this project by:
  - (a) Removing the redundant traffic control function of the existing Blenheim Road roundabout and approach islands. The eastern half of the roundabout is retained to provide space for 10 drop off parks.
  - (b) Maximising the amount of parking that can be provided to service Hagley Park users. The parallel and angle on-road parking on both sides of the road provide a total number of 98 parking spaces. This is an increase of 52 parks.
  - (c) A design which enables the project to be completed within budget and within the 2009/10 financial year. This is subject to the time required to get a resource consent but is expected to be achieved.

**9 Cont'd**

- (d) Minimising ongoing maintenance costs. The kerb and channel will remain, and the removal of half of the existing roundabout will minimise the whole of life cost.
- (e) Constructing a turning bay into Mayfair Street. A new right-turn bay will enable residents, who previously used the roundabout to do a u turn, or enter or exit Mayfair Street.
- (f) Reducing the number of vehicle lanes to one in each direction south of the roundabout. The existing trafficable lanes will be reduced to two lanes with angle and parallel parking. The roadway from the former roundabout to Riccarton Road will also be reduced from three to two lanes in Stage 2 of the project when planned maintenance work is undertaken.
- (g) Ensuring there is sufficient space for on road cycle lanes in the future.

**THE OPTIONS**

34. Three options were considered for this section of Deans Avenue. Option Three was preferred because it best met project objectives. It formed the basis of the plan taken to the community for consultation.

**OPTION ONE**

- 35 Option One removed the former Blenheim Road roundabout and reduced Deans Avenue to two lanes between Moorhouse Avenue and Riccarton Road. Space was provided for an additional 18 parallel on street parking spaces on the east park side of the road opposite Lester Lane, 15 spaces opposite Mayfair Street and 66 angled parking spaces also on the east side of Deans Avenue between Lester Lane and the former Blenheim Road intersection. No drop off parking was provided.

**OPTION TWO**

36. Option Two created a cycle lane along Deans Avenue in each direction and removed the eastern half of the former roundabout. This proposal requires a Special Consultative Procedure and a change to the second schedule of the Traffic and Parking Bylaw.

**OPTION THREE**

37. Option Three is similar to Option Two but does not seek to formalise cycle lanes at this stage. This enables the project to meet project objectives, in particular those relating to cost and meeting project timelines.

**THE PREFERRED OPTION**

38. Option Three is the preferred option and encompasses the following physical works:
- (a) South of the existing roundabout, provision of 60 degree angled parking along the eastern side of road to accommodate mid-week and weekend sports traffic.
  - (b) The angle parking will have a buffer zone of 1.8 metres to provide sufficient room for manoeuvring.
  - (c) Parallel parking will remain on the western side of Deans Avenue south of the former roundabout.
  - (d) Reduction to two traffic lanes between Riccarton Avenue and Moorhouse Avenue. The section between the former roundabout and Riccarton Avenue will be done as Stage 2 at a later date, however all consents for the future stage will be obtained with the first stage.

**9 Cont'd**

- (e) This option allows for the installation of cycle lanes at a later date. However, a Special Consultative Procedure would be required before they could be installed.
- (f) A bus parking lay-by area south of the angled parking, providing for up to eight buses, with time restrictions.
- (g) A new footpath is provided through the former roundabout to link up the cycle-walkway with those in Hagley Park.
- (h) Provision of a pedestrian refuge island at the location of the former roundabout.
- (i) Removal of half of the existing roundabout to provide 10 drop off parking spaces on the remaining eastern section.
- (j) Removal of the trees and landscaping within the existing roundabout.
- (k) Signage for the drop off zone.
- (l) A turning bay in the median at Mayfair Street to allow right turns in and out of the street and u turns.
- (m) Improved street lighting.
- (n) Disabled parking spaces adjacent to Hagley Park.

**10. THE BRAE – PROPOSED NO STOPPING RESTRICTION**

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

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time on the south side of The Brae from St Andrews Hill Road.

**EXECUTIVE SUMMARY**

2. The Council has received a request from a resident whose property fronts onto The Brae that a No Stopping Restriction be installed on the southern side of The Brae. The proposed No Stopping Restriction to apply from the intersection with St Andrews Hill Road to the vehicle entrance to 37 St Andrews Hill Road, which runs off The Brae (refer **attached**).
3. The Brae is a very narrow residential road, running predominantly north/south between St Andrews Hill and Main Road on Mount Pleasant. The main users of this local road are generally residents.
4. From its intersection with St Andrews Hill Road, The Brae runs in an easterly direction and is flat for 50 to 60 metres, before turning sharply towards the north and descending steeply. It is this first flat 50 to 60 metres of roadway from Andrews Hill Road that this report relates to.
5. The road in this section of The Brae varies between 4.5 and 5.8 metres in width. There are five houses on the northern (downhill) side, with road reserve on the southern (uphill) side until it reaches the vehicle entrance into the property of 37 St Andrews Hill Road. This is the widest point of the road and is just before the sharp blind corner and the steep downhill section.
6. There are five vehicle entrances on the northern side of this section of roadway and one vehicle entrance on the southern side. In some instances, vehicles exiting the properties on the northern side of The Brae have to reverse out of their driveways, while others have sufficient off street room to turn around so they can drive out forwards.
7. If vehicles are parked along the southern side of this section of The Brae, the available width of roadway for vehicles to exit can be reduced to between 2.5 and 3.8 metres. This reduced road width makes it difficult, and in some cases impossible, for residents to drive out of their vehicle entrances.
8. The installation of stopping restrictions for 53 metres along the south side of The Brae from the intersection of St Andrews Hill Road to the vehicle entrance into 37 St Andrews Hill Road will ensure that residents can drive out of their properties. It will also provide room to make it easier for two vehicles to pass.
9. Consultation was done with all residents whose properties fronted onto this section of The Brae. Over 71 percent of the respondents supported the proposed stopping restrictions. The Mt Pleasant Community Centre and Ratepayers Association were also consulted and supported the proposal. See paragraph 20 for full consultation details.

**FINANCIAL IMPLICATIONS**

10. The estimated cost of this proposal is approximately \$100.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

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

**10 Cont'd**

**LEGAL CONSIDERATIONS**

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
13. 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.
14. 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?**

15. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

17. As above.

**ALIGNMENT WITH STRATEGIES**

18. The recommendations align with the 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?**

19. As above.

**CONSULTATION FULFILMENT**

20. Consultation documents were distributed to the seven properties that have driveways off this section of roadway. All seven were returned. Of the seven returned:
  - (a) five or 71.5 percent unconditionally supported the requested no stopping restrictions;
  - (b) one or 14.25 percent of the respondents conditionally supported the proposed no stopping restrictions but believed that the stopping restrictions should not extend all the way to the vehicle entrance of 37 St Andrews Hill Road;
  - (c) one or 14.25 percent of the respondents objected to the proposed no stopping restrictions also stating that the restrictions should not extend all the way to the vehicle entrance of 37 St Andrews Hill Road;
  - (d) 37 St Andrews Hill Road was one of the respondents who unconditionally supported the request for no stopping restrictions.
21. The Mt Pleasant Community Centre and Ratepayers Association was consulted about the proposed installation. They support the proposal.
22. The officer in Charge - Parking Enforcement agrees with this recommendation.



**10 Cont'd**

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve that the stopping of vehicles be prohibited at any time on the south side of The Brae commencing at its intersection with St Andrews Hill Road and extending in an easterly direction for a distance of 53 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

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

11.1 September update of current Projects (refer **attached**).

**12. BOARD MEMBERS' QUESTIONS**

**13. BOARD MEMBERS' INFORMATION EXCHANGE**