

**SPREYDON/HEATHCOTE COMMUNITY BOARD**

**AGENDA**

**FRIDAY 18 FEBRUARY 2011**

**AT 8.00AM**

**IN THE BOARDROOM, BECKENHAM SERVICE CENTRE  
66 COLOMBO STREET, CHRISTCHURCH**

**Community Board:** Phil Clearwater (Chairperson), Barry Corbett, Paul McMahon, Karolin Potter, Tim Scandrett, Mike Thorley and Sue Wells.

**Community Board Adviser**

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**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**PART B - REPORTS FOR INFORMATION**

**PART C - DELEGATED DECISIONS**

**INDEX      CLAUSE**

<b>PART B</b>	<b>1.</b>	<b>APOLOGIES</b>
<b>PART C</b>	<b>2.</b>	<b>CONFIRMATION OF MEETING MINUTES – 1 FEBRUARY 2011</b>
<b>PART B</b>	<b>3.</b>	<b>DEPUTATIONS BY APPOINTMENT</b>
<b>PART B</b>	<b>4.</b>	<b>PETITIONS</b>
<b>PART B</b>	<b>5.</b>	<b>NOTICES OF MOTION</b>
<b>PART B</b>	<b>6.</b>	<b>CORRESPONDENCE</b>
<b>PART B</b>	<b>7.</b>	<b>BRIEFINGS - STRICKLAND STREET INTERSECTION IMPROVEMENTS</b>
<b>PART A</b>	<b>8.</b>	<b>NEW PROHIBITED TIMES ON ROADS IMPLEMENTATION IN HAZELDEAN ROAD, PRINT PLACE AND CRAFT PLACE</b>
<b>PART C</b>	<b>9.</b>	<b>LONGLEY PLACE - PROPOSED P120 PARKING RESTRICTION</b>
<b>PART C</b>	<b>10.</b>	<b>MILTON STREET JOHNSON STREET INTERSECTION - PROPOSED NO STOPPING</b>
<b>PART C</b>	<b>11.</b>	<b>ROWLEY AVENUE - PROPOSED NO STOPPING RESTRICTION</b>
<b>PART A</b>	<b>12.</b>	<b>SACRED HEART SCHOOL– SCHOOL PATROL ON SPENCER STREET</b>
<b>PART C</b>	<b>13.</b>	<b>BARRINGTON STREET, DELORAINE STREET AND ROBERTA DRIVE INTERSECTION PROPOSED NO STOPPING RESTRICTION</b>
<b>PART C</b>	<b>14.</b>	<b>CASHMERE PRIMARY SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT</b>

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18. 2. 2011

- 2 -

<b>PART C</b>	<b>32</b>	<b>15.</b>	<b>NEW ZEALAND COMMUNITY BOARDS' EXECUTIVE COMMITTEE – ZONE 5 REPRESENTATIVES - ELECTION</b>
<b>PART B</b>	<b>37</b>	<b>16.</b>	<b>DISTRICT PLAN / CITY PLAN REVIEW</b>
<b>PART B</b>	<b>37</b>	<b>17.</b>	<b>COMMUNITY BOARD ADVISER'S UPDATE</b>
<b>PART B</b>	<b>37</b>	<b>18.</b>	<b>ELECTED MEMBERS INFORMATION EXCHANGE</b>
<b>PART B</b>	<b>37</b>	<b>19.</b>	<b>QUESTIONS UNDER STANDING ORDERS</b>

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 1 FEBRUARY 2011**

The minutes of the Board's ordinary meeting of Tuesday 1 February 2011 are **attached**.

**CHAIRPERSON'S RECOMMENDATION**

That the minutes of the Board's meeting of 1 February 2011 be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

**Strickland Street Intersection Improvements**

Ann Campbell, Consultation Leader, Greenspace, will present information to the Board relating to roading improvements at the Brougham Street / Strickland Street intersection.

## 8. NEW PROHIBITED TIMES ON ROADS IMPLEMENTATION IN HAZELDEAN ROAD, PRINT PLACE AND CRAFT PLACE

<b>General Manager responsible:</b>	General Manager of City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Paul Forbes, Assistant Traffic Engineer

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to Council to approve the new times and days for roads currently on the "Register of Prohibited Times On Roads" ("Register").

### EXECUTIVE SUMMARY

2. At the Council meeting held on 22 April 2010 it was resolved that the existing "Prohibited Times on Roads" be reassessed into the two categories presented at the meeting (refer **Attachment 2**, paragraph d).
3. The Police are supportive of the tool that the Traffic and Parking Bylaw provides them with to control anti-social road user behaviour on roads that have been identified as "problem" areas. The Police also support consistency throughout the city.
4. Prohibited Roads should be categorised into two groups:
  - (a) Group A: Roads that are in industrial areas and have no through traffic function. The days and times are from 10.00pm to 5.00am, seven days a week;
  - (b) Group B: Rural roads that are of a residential nature and/or have some through traffic function. The days and times are from 10.00pm to 5.00am, Thursdays to Monday , and from 10.00pm on days immediately preceding Statutory Holidays to 5.00am on the statutory holiday and from 10.00pm on the statutory holiday to 5.00am the following day.
5. Roads within Spreydon/Heathcote that have existing prohibitions are: Hazeldean Road, Print Place and Craft Place (refer **Attachment 1**). All three of these roads have times and days that differ from the two categories set at the Council meeting on 22 April 2010 (refer to **Attachment 2**) and therefore there is a need to change them.
6. It is the intention of this report to align the times and days of existing prohibitions on roads with those approved by the Council (refer **Attachment 2**, paragraph d).

### FINANCIAL IMPLICATIONS

7. The estimate for the replacement signage is \$2,400.

### Do the Recommendations of this Report Align with current LTCCP budgets?

8. The installation of road signs and markings are within the LTCCP Transport and Greenspace operational budgets.

### LEGAL CONSIDERATIONS

9. Clause 15 (1) of the Christchurch City Council Traffic and Parking Bylaw 2008 provides that "The Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on the road or part of that road or roads".
10. The installation of any restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**8 Cont'd**

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

11. As noted in paragraphs 9 and 10.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

12. Aligns with the Transport and Greenspace 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 current LTCCP?**

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

**ALIGNMENT WITH STRATEGIES**

14. The recommendations align with the Council's Safer Christchurch Strategy and Litter Strategy.

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

15. As noted in paragraph 14.

**CONSULTATION FULFILMENT**

16. New Zealand Police have been informed of the proposal.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board recommend to Council that:

- (a) Council resolve that pursuant to the Christchurch City Council Traffic and Parking Bylaw 2008, Part 2, clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated on the following roads at the following times and days:
- (i) Hazeldean Road, from Grove Road to Montreal Street, between 10.00pm and 5.00am, Monday to Sunday;
  - (ii) Print Place between 10.00pm and 5.00am, Monday to Sunday;
  - (iii) Craft Place between 10.00pm and 5.00am, Monday to Sunday.
- (b) Council revoke the existing times and days on the Register of Prohibited Times on Roads for the roads in Recommendations (i) – (iii).

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**9. LONGLEY PLACE - PROPOSED P120 PARKING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Sonia Pollard, Traffic Engineer - Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s approval that a P120 Parking Restriction be installed at the eastern end of Longley Place.

**EXECUTIVE SUMMARY**

2. The Council has received a request from a resident in the residential units in Longley Place that a parking restriction be installed in Longley Place in the vicinity of the playground and recreational area.
3. Longley Place is a small cul-de-sac that runs off Leamington Street. There is a playground and park on the eastern and southern sides of the street and an existing No Stopping restriction runs almost the full length of the park frontage (refer **Attachment 1**).
4. Both Longley Place and Leamington Street are heavily parked out all day by commuter parking and this leaves no parking for visitors to Longley Place and the park.
5. Two possible locations were considered for the P120 Parking Restriction, the property owners and residents were consulted on the following two options:
  - (a) Option One: Three angle parks at the eastern end of the cul-de-sac.
  - (b) Option Two: Two parking spaces between the driveways to 10 Leamington Street and 5 Longley Place.
6. Following consultation, the preferred option was Option One. This proposal is to install a P120 parking restriction over the angle parking at the eastern end of cul-de-sac to provide some parking for visitors to the residential units and the playground.
7. Consultation was carried out with the property owners and residents of Longley Place and the Leamington Street properties that are close to the proposed P120 parking restriction. Refer to Paragraphs 18 to 22 for details.

**FINANCIAL IMPLICATIONS**

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

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

9. The installation of road markings and signs is within Transport and Greenspace Operational Budgets.

**LEGAL CONSIDERATIONS**

10. 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.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
12. 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?**

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 2009-19 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.

**CONSULTATION FULFILMENT**

18. All property owners and residents of Longley Place and the property owners and residents of Leamington Street close to the proposed P120 parking restriction have been consulted.
19. The residents and property owners were offered a choice of two sites for the proposed P120 as outline in paragraph 5.
20. Eleven responses were received from 29 letters sent out for consultation. Five favoured option one, two favoured option two and four stated that either one was acceptable.
21. The Raceway Residents Group were notified of the proposal and their reply states that they support whatever the local residents feel is best.
22. The Officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) That parking be restricted to a 90 degree angle at the eastern end of Longley place commencing at the south eastern end of Longley Place and extending in a northerly direction for a distance of 7.8 metres.
- (b) That the parking of vehicles be restricted to a maximum period of 120 minutes commencing at the south eastern end of Longley Place and extending in a northerly direction for a distance of 7.8 metres.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**10. MILTON STREET / JOHNSON STREET INTERSECTION - PROPOSED NO STOPPING**

<b>General Manager responsible:</b>	Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Manager Transport and Greenspace,
<b>Author:</b>	Sonia Pollard, Traffic Engineer – Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on the North side of Milton Street at its intersection with Johnson Street.

**EXECUTIVE SUMMARY**

2. City Care have requested that the current No Stopping Restriction on Milton Street west of Johnson Street be extended in response to health and safety concerns at this intersection due to visibility issues (refer **Attachment 1**).
3. Milton Street is classified as a Minor Arterial road, with corresponding high volumes of traffic.
4. Johnson Street forms an uncontrolled intersection with Milton Street.
5. The current No Stopping Restriction extends around the kerbline from Johnson Street onto Milton Street for 10 metres.
6. Taking into account the tapered edgeline and the legal requirement of no stopping six metres from an intersection, there is space for three vehicles to park between the Johnson Street and Milton Street intersection. Parking in this location is predominately all day parking. Vehicles parked here restrict the visibility for drivers turning out of Johnson Street onto Milton Street by obscuring approaching vehicles and cyclists. By increasing the no stopping restriction for a further 11 metres, visibility will be increased allowing turning to be completed safely and confidently.
7. There is currently space for three vehicles to park at this location, however often there are four vehicles parked here, one illegally. The proposed extension of the no stopping would allow two vehicles to legally park here. There is sufficient parking available on the south side of Milton Street to accommodate the change. There is a reasonably high volume of traffic from Johnson Street which is predominantly from the City Care depot, including a number of heavy vehicles. This proposal will make this intersection safer for all road users both turning and approaching.
8. This is a safety issue therefore no consultation has been completed other than with City Care.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$50.

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

10. The installation of roadmarkings is covered by Transport and Greenspace Operational budgets.

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

11. 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.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.



**10 Cont'd**

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

**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 2009-19 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.

**CONSULTATION FULFILMENT**

18. The officer in Charge of Parking Enforcement and City Care management agree with this recommendation. No further consultation has been carried out as this is deemed to be a safety issue.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Revoke the following parking restrictions:
- (i) That any existing parking restrictions on the north side of Milton Street from its intersection with Johnson Street and extending in a south westerly direction for a distance of 10 metres be revoked.
- (b) Approve the following on Milton Street:
- (i) That the stopping of vehicles be prohibited at any time on the North side of Milton Street commencing at its intersection with Johnson Street and extending in a south westerly direction for a distance of 21 metres.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**11. ROWLEY AVENUE - PROPOSED NO STOPPING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Sonia Pollard, Traffic Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval that a No Stopping Restriction be installed on the south side of the shopping area carpark on the corner of Rowley Avenue and McCarthy Street.

**EXECUTIVE SUMMARY**

2. The Council has received a request from a resident in the area that a No Stopping restriction be installed along the exit area of the Rowley Avenue shopping block (refer **Attachment 1**).
3. On the corner of Rowley Avenue and McCarthy Street is a large road reserve area that provides carparking and access to the block of shops at the intersection. The access is a one way from McCarthy Street and exits onto Rowley Avenue.
4. At busy times vehicles park along the exit area on the south side and constantly block the footpath that runs along the front of property Number 77 Rowley Avenue and round the shops.
5. The proposed No Stopping restriction will prevent cars from blocking the footpath and improve safety for pedestrians, who are currently forced into the carpark. It will also prevent vehicles from obstructing access to the service lane behind the shops.
6. This report also proposes that the existing southernmost parking tick in front of the shops facing Rowley Avenue be relocated six metres further south to provide an additional parking space. It is likely that parking ticks were originally marked here for the Mobile Library stop, which has now been relocated to the western side of the carpark access road.
7. The property owner and business owners of Rowley Avenue shops have been consulted. Refer to Paragraphs 18 to 22 for details.

**FINANCIAL IMPLICATIONS**

8. The estimated cost of this proposal is approximately \$250.

**Do the Recommendations of this Report Align with 2009-19 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 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. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
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.

**11 Cont'd**

**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 2009-19 LTCCP?**

15. As above.

**ALIGNMENT WITH STRATEGIES**

16. The recommendations align with the Council Strategies including the Parking Strategy and Road Safety Strategy.

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

17. As above.

**CONSULTATION FULFILMENT**

18. The property owner and business owners of the shops in the shopping area at the corner of Rowley Avenue and McCarthy Street have been consulted by letter and a site visit.
19. The property owner at Number 77 Rowley Avenue was also consulted as the restriction is adjacent to his property and he supports this proposal.
20. Eight letters were sent or hand delivered and two responses were received. Both responses supported the proposal.
21. There is no Residents Association for this area.
22. The Officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the south side of the carpark of the shops at the corner of Rowley Avenue and McCarthy Street commencing at a point 42 metres south of the intersection of Rowley Avenue and McCarthy Street and extending in an easterly direction for a distance of 18 metres.
- (b) That the stopping of vehicles be prohibited on the east side of Rowley Avenue commencing at a point 42 metres south of its intersection with McCarthy Street and extending in a southerly direction for six metres.
- (c) That the existing southernmost parking tick in front of the shops facing Rowley Avenue be relocated six metres further south to provide an additional parking space.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**12. SACRED HEART SCHOOL– SCHOOL PATROL ON SPENCER STREET**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Michael Thomson, Senior Traffic Engineer- Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s recommendation that Council approve a school patrol in accordance with the Local Government Act 1974 and 2002, and in accordance with the Land Transport Rule 54002, Traffic Control Devices Rule, 2004.

**EXECUTIVE SUMMARY**

2. The Council has received a request from the Principal and the Board of Trustees of Sacred Heart School for a school patrol (kea crossing) in front of the school on Spencer Street (refer **Attachment 1**).
3. Sacred Heart School is located on Spencer Street in Addington. Directly opposite the school gate, Spencer Street is intersected by Poulson Street, making this a difficult location for young children to cross unassisted.
4. Staff advised the school of the prerequisites for the installation of the school patrol. These being the required usage of the crossing, the safety of the road environment, the agreement by the school to operate the school patrol, the ability of Council to supply the patrol equipment required, and Police approval of the crossing in regard to traffic conditions and training of the patrollers.
5. Following surveys of crossing usage and an on site meeting with school staff, the Police and Council staff, all prerequisites has been met to facilitate the installation of a school patrol.
6. As this school crossing is located at the intersection of Spencer Street and Poulson Street, an additional PW-31, the fluorescent orange ‘children’ flag will be erected on the kerb build out in Poulson Street to indicate to motorists on Poulson Street that they are approaching a school crossing facility at the intersection.
7. The school’s intent is to operate the crossing facility in the afternoon only because at present there are no crossing difficulties at the beginning of the school day. The school has agreed to communicate this to the parents.
8. For details of consultation refer to Paragraphs 19 to 22.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$2,500.

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

10. The installation of the school patrol which includes all signage and road markings is within the LTCCP Streets and Transport Operational Budgets.

**LEGAL CONSIDERATIONS**

11. Subject to the Local Government Act 1974 and 2002.
12. Subject to the Land Transport Rule 54002, Traffic Control Devices.
13. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**12 Cont'd**

**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 2009-19 LTCCP?**

16. As above.

**ALIGNMENT WITH STRATEGIES**

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

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

18. As above.

**CONSULTATION FULFILMENT**

19. As a result of the original request, Council staff have met with school senior staff, and the Police Education Officer. All the prerequisites (see paragraph 4) can be met and have been agreed too.

20. Though the marking of the school crossing will have no direct impact on any adjoining properties, the residents at numbers 2, 3 and 4 Poulson Street and number 49 Spencer Street have been informed by letter of the proposal.

21. The Addington Neighbourhood Association has been informed of the proposal.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board recommends that the Council approve:

- (a) In pursuance of the powers vested in it by Section 8.3 (1) of the Land Transport Rule-Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teacher of Sacred Heart School to appoint appropriately trained persons to act as school patrols at the school crossing point as specified at Spencer Street, located at a point more or less six metres north west of its intersection with Poulson Street.

**CHAIRPERSON RECOMMENDATION**

For discussion.

### 13. BARRINGTON STREET, DELORAINE STREET AND ROBERTA DRIVE INTERSECTION PROPOSED NO STOPPING RESTRICTION

<b>General Manager responsible:</b>	Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Steve Dejong, Transport Engineer – Transport,

#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval to install No Stopping Lines around the corners of the Barrington Street, Deloraine Street and Roberta Drive intersection (refer **Attachment 1**).

#### EXECUTIVE SUMMARY

2. Council has received several requests from residents to install No stopping Lines at the intersection of Barrington Street, Roberta Drive and Deloraine Street to prevent vehicles parking too close to the intersection. Residents complained that vehicles parked near the intersection obstruct the sight lines of motorists entering Barrington Street.
3. Barrington Street is a Minor Arterial Road carrying an average daily total of 10,000 vehicles at the point it passes the Deloraine and Roberta intersection. There is a slight incline from Deloraine Street and Roberta Drive up onto Barrington Street which makes this intersection slightly more complicated for some motorists.
4. Within the last 10 years there have been five recorded accidents within 50 metres of the Barrington Street, Roberta Drive and Deloraine Street intersection. However none of these recorded accidents were the direct result of turning movements at this intersection.
5. Staff investigated this request and concur that the installation of No Stopping lines around the radii and on the approaches and departures from the corners at this intersection will prevent vehicles parking close to the intersection and will improve sight lines, thus improving safety at this intersection.
6. A letter explaining the proposal was delivered to all affected residents and those residents in the immediate vicinity of the proposed No Stopping Lines on the 2 December 2010. The Spreydon Ratepayers and Residents Association were also asked to indicate their support or opposition for the proposal on the same date. A reply was received on the 14 December 2010 from the Spreydon Ratepayers and Residents Association saying that "they thought it was an excellent idea, as it is very difficult getting out of these two streets".

#### FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$130.

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

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

#### LEGAL CONSIDERATIONS

9. 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.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
11. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

**13 Cont'd**

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

12. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

14. As above.

**ALIGNMENT WITH STRATEGIES**

15. The recommendations align with the Council Strategies and Road Safety Strategy 2004.

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

16. As above.

**CONSULTATION FULFILMENT**

17. On the 2 December 2010 a letter and a plan explaining the proposal was delivered to all affected residents and those in the immediate vicinity of the proposed No Stopping Lines. This letter invited the residents to phone or email the area Traffic Engineer if they had any questions and informed residents of how they could obtain speaking rights at the forthcoming Community Board meeting. No response has been received from residents to date.
18. The Spreydon Ratepayers and Residents Association was also informed of the proposal via email, receiving a letter and a plan. A reply was received on the 14 December 2010 from the Spreydon Ratepayers and Residents Association saying that "they thought it was an excellent idea, as it is very difficult getting out of these two streets".
19. The Officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve that:

- (a) The Stopping of vehicles be prohibited at any time on the south west side of Barrington Street commencing at its intersection with Roberta Drive and extending in a north westerly direction for a distance of 17 metres.
- (b) The Stopping of vehicles be prohibited at any time on the north west side of Roberta Drive commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 15 metres.
- (c) The Stopping of vehicles be prohibited at any time on the south east side of Roberta Drive commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 15 metres.
- (d) The Stopping of vehicles be prohibited at any time on the south west side of Barrington Street commencing at its intersection with Roberta Drive and extending in a south easterly direction for a distance of 22 metres.
- (e) The Stopping of vehicles be prohibited at any time on the north east side of Barrington Street commencing at its intersection with Deloraine Street and extending in a south easterly direction for a distance of 17 metres.

**13 Cont'd**

- (f) The Stopping of vehicles be prohibited at any time on the south east side of Deloraine Street commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 15 metres.
- (g) The Stopping of vehicles be prohibited at any time on the north west side of Deloraine Street commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 15 metres.
- (h) The Stopping of vehicles be prohibited at any time on the north east side of Barrington Street commencing at its intersection with Deloraine Street and extending in a north westerly direction for a distance of 15 metres.

**CHAIRPERSONS RECOMMENDATION**

For discussion.



**14. CASHMERE PRIMARY SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT**

<b>General Manager responsible:</b>	Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Jennie Hamilton, Consultation Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to request that the Spreydon/Heathcote Community Board endorses the installation of a new variable speed limit (40 kilometre per hour school zone) on Dyers Pass Road and Hackthorne Road, outside or near Cashmere Primary School, and that the Board recommends to Council the approval of a new variable speed limit and its inclusion in the Christchurch City Speed Limits Register (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council has a programme of installing 40 kilometre per hour variable speed limits (known as 'school zones') outside schools according to a prioritisation process (see paragraph 34). To date 33 schools have benefited from this treatment. Cashmere Primary School is now ranked No.1 on the prioritisation list. The proposed 'school zone' will operate on school days between 8.25am and 8.55am and 3.00pm and 3.20pm.
3. Since adopting the **Christchurch City Council Speed Limits Bylaw 2010**, which became operative on 1 January 2010, the Council can resolve to make new variable speed limits. Infrastructure for school speed zones cannot be commissioned until the variable speed limits have been formally resolved by Council.

**FINANCIAL IMPLICATIONS**

4. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
5. The budget for school speed zones in 2010/11 is \$112,678. There is sufficient funding to install the school speed zone in the current financial year.

**LEGAL CONSIDERATIONS**

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, No. 3459, page 2051) approving a variable speed limit of 40 kilometres per hour in school zones and setting out conditions for those speed limits. A Council resolution is required to implement the speed limit restrictions.
7. The proposed variable speed limit also complies with the Land Transport Rule: Traffic Control Devices 2004.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

8. This report's recommendations support the project objectives as outlined in the 2009-2019 LTCCP (School Speed Zone Signs: page 247).

**ALIGNMENT WITH STRATEGIES**

9. This project is consistent with key Council strategies including the Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

**CONSULTATION FULFILMENT**

10. A memorandum was sent to the Spreydon/Heathcote Community Board on 18 November 2010 advising it of plans to install a school speed zone in Dyers Pass Road and Hackthorne Road outside or near Cashmere Primary School.

14 Cont'd

11. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons who must be consulted before the Council sets a speed limit are:
  - (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed;
  - (b) a territorial authority that is affected by the existing or proposed speed limit;
  - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit;
  - (d) the Commissioner of Police;
  - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated;
  - (f) the Chief Executive Officer of the Road Transport Forum New Zealand;
  - (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and
  - (h) The Director of Land Transport New Zealand now the New Zealand Transport Agency (NZTA).
12. Section 7.1(3) of the Rule provides:

A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.
13. Representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered affected by the proposed speed limits. No neighbouring road controlling authority is affected.
14. A spokesperson for the New Zealand Road Transport Association supported the proposal to limit traffic speed in Hackthorne Road and Dyers Pass Road to 40 kilometres per hour before and after school. This enabled "everyone to share the roads", she said.
15. The consultation plan was circulated to 160 residents, absentee property owners and local businesses on 24 November 2010. The Cashmere Primary School community also received details via the school newsletter. In this plan the zone extended from the eastern boundary of the school to No. 1/116 Hackthorne Road, and from No. 84 to No. 104 Dyers Pass Road.
16. Cashmere Primary School administrators support the installation of a variable speed limit outside their school and are prepared to operate it. Information about the proposed speed zone was posted out with newsletters to all the families of children attending the school.
17. Ten submissions were received, six of them supporting the proposed school speed zone to improve safety for Cashmere Primary school pupils.

14 Cont'd

18. Three submitters asked for the proposed zone in Hackthorne Road to be extended beyond the crossing point adjacent to No. 105 to slow traffic and improve safety, particularly for school children.
19. Nineteen people had previously expressed concern about safety at this crossing point when the Cashmere Primary School Travel Plan was being developed.
20. As a result of feedback the Council's project team conducted further surveys of Hackthorne Road – above and below the Dyers Pass Road intersection - to determine where Cashmere Primary School children were crossing.
21. Twenty four Cashmere Primary School children were counted crossing at the pedestrian island adjacent to No. 105 Hackthorne Road in the twenty minute period after school.
22. The New Zealand Transport Agency also noted that on 14 December 2010 approximately 20 children used the pedestrian island from 3.05pm to 3.20pm. About 80 per cent of traffic on Hackthorne Road at that time were parents who were either going to pick up children or had picked them up.
23. NZTA supported the extension of the school zone to include the pedestrian island adjacent to 105 Hackthorne Road provided that:
  - (a) a 40 kilometre per hour School Zone repeater sign is installed near 117 Hackthorne and that Council considers using an active sign at this location;
  - (b) the Council ensures that the school zone is operational only at the times when there is activity;
  - (c) Council works with the school to get buy-in from parents of the school children to comply with the school zone.
24. The project team agreed with all three conditions but considered that a static reminder sign would be adequate outside No.117 Hackthorne Road.
25. One submitter asked for the zone to be extended further up the hill on Hackthorne Road. As a result of a site visit the project team recommended that the proposed school speed zone should be moved 40 metres up Hackthorne Road to the boundary of No 141 and No.143. Motorists would receive more warning that they needed to slow down as they approached Cashmere Primary School.
26. A resident's request for 'No parking' lines in front of No. 85 Dyers Pass Road has been referred to the Council's area traffic engineer as it is outside the scope of this project.
27. A request for an education campaign for parents and caregivers who failed to observe basic road rules when dropping off and picking up children from the school has been referred to the Council's Parking Enforcement Unit and school administrators.
28. Another submitter requested that proposed school zone signage on Dyers Pass Road be moved from in front of No. 84 to the frontage of 85 so it could be less obvious behind trees and bushes. The traffic engineer reviewed the site but decided that no change should be made as any school zone signage must be highly visible.
29. After considering all feedback the project team agreed that the lower limit of the proposed school speed zone in Hackthorne Road should be extended to No.102 and No. 99, and the afternoon hours of operation should be 3.00pm to 3.20pm (rather than 2.55pm to 3.15pm).
30. An email was sent to Cashmere Primary School outlining the recommended changes to the school speed zone proposal.

**14 Cont'd**

31. Residents affected by the proposed extension of the school zone each received a letter updating them on the proposed zone. A subsequent meeting at 102 Hackthorne Road resulted in the static sign being shifted 15 metres in front of the property to maximise the visibility of the sign and the residents' view.
32. All submitters were then sent a copy of the plan for Council approval (**see Attachment 1**), and a letter outlining the project team's responses to their suggestions and concerns. They were advised of the Community Board meeting date and time, and how to contact the Board Adviser if they wished to seek speaking rights.
33. A spokesman for the Cashmere Residents' Association supports the Cashmere Primary School speed zone proposal.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board recommends that the Council approves:

- (a) The installation of the new variable speed limit (school speed zone) of 40 kilometres per hour on Dyers Pass Road and Hackthorne Road specified below in accordance with Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.
- (b) That pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010 a variable speed limit of 40 kilometres per hour applies on Hackthorne Road, commencing at a point 242 metres east of Dyers Pass Road (note: the lower Dyers Pass-Hackthorne intersection, ie, adjacent to 125 Hackthorne Road) and extending in a westerly (downhill) direction along Hackthorne Road for a distance of 554 metres, and on Dyers Pass Road, commencing at a point 85 metres south of Hackthorne Road (note: the lower Dyers Pass-Hackthorne intersection, ie, adjacent to 125 Hackthorne Road) and extending in a northerly (downhill) direction along Dyers Pass Road for a distance of 300 metres. The variable speed limit of 40 kilometres per hour is to apply on school days between 8.25am and 8.55am and between 3.00pm and 3.20pm.
- (c) That the above-mentioned variable speed limit shall come into force on the date of adoption of the Council's resolution, and will be enforceable following the installation of the variable speed limit signage as per the Land Transport Rule: Traffic Control Devices 2004 and New Zealand Transport Agency Traffic Note 37: 40 kilometres per hour variable speed limits in school zones – Guidelines.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**BACKGROUND**

34. Cashmere Primary School is currently No. 1 on the Council's prioritisation list for installation of new school speed zones. This process ranks each road fronting a school by scoring the following 10 factors: road classification (i.e. local, major arterial etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, number of children crossing the roadway, cyclist volume, percentage of trucks, and whether a school patrol exists. There are 293 frontage roads at the 162 schools in the Christchurch City area.
35. Two options were considered by the project team. The first and preferred option is to install a 40 kilometre per hour variable speed limit using electronic and static signage that operates outside Cashmere Primary School on school days from 8.25am to 8.55am and 3.00pm to 3.20pm. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Dyers Pass Road and Hackthorne Road to improve safety for pupils.

## 15. NEW ZEALAND COMMUNITY BOARDS' EXECUTIVE COMMITTEE – ZONE 5 REPRESENTATIVES - ELECTION

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8462
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Peter Dow, Community Board Adviser

### PURPOSE OF REPORT

1. The purpose of this report is to have the Board vote in the election for the Zone 5 New Zealand Community Boards' Executive Committee Representative and Deputy Representative positions. As more than one nomination was received for each position, an election is required.

### EXECUTIVE SUMMARY

2. The election is being conducted under the auspices of Local Government New Zealand by postal vote using the preferential voting system.
3. The **attached** memorandum from the Chief Executive of Local Government New Zealand acting as Returning Officer refers and includes a sample of the voting paper to be used. **Circulated separately** are the Curriculum Vitae provided by the candidates.
4. The candidates for the Zone 5 Representative election are:
  - David East, Burwood/Pegasus Community Board
  - Danny Gresham, Geraldine Community Board
  - Mike Mora, Riccarton/Wigram Community Board.
5. The candidates for the Zone 5 Deputy Representative election are:
  - Pauline Cotter, Shirley/Papanui Community Board
  - David East, Burwood/Pegasus Community Board
  - Mike Mora, Riccarton/Wigram Community Board
  - Michael (Mik) Symmons, Golden Bay Community Board.
6. The voting process requires the Chairperson, or an authorised alternative member of the Board, to:
  - (a) Mark on the voting paper the number "1" in the box next to the name of the candidate who is the Board's first preference, and
  - (b) Mark on the voting paper further consecutive numbers in descending order of preference in any or all of the remaining boxes next to the names of the remaining candidates.
7. Completed voting papers must be returned to the Returning Officer at Local Government New Zealand by Wednesday 23 February 2011.
8. The outcome of the election will be notified by Local Government New Zealand as soon as possible after the election. The appointments will take effect on Monday 28 February 2011 and will continue until their successor assumes office.

### FINANCIAL IMPLICATIONS

9. There are no direct financial considerations for the Council regarding these appointments. The Zone Representative and Deputy Representative would, when required, have any relevant costs met by Local Government New Zealand.

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

10. Not applicable, refer clause 9 above.

**15 Cont'd**

**LEGAL CONSIDERATIONS**

11. Not applicable.

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

12. Not applicable.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. Not applicable.

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

14. Not applicable.

**ALIGNMENT WITH STRATEGIES**

15. Not applicable.

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

16. Not applicable.

**CONSULTATION FULFILMENT**

17. Not applicable

**STAFF RECOMMENDATION**

It is recommended:

- (a) That the Board decide the order of preference in which it wishes to vote for the candidates standing for election as the Zone 5 Representative and the Deputy Representative respectively, to the New Zealand Community Boards' Executive Committee, and;
- (b) That the Board Chairperson, or an alternative Board member, be authorised to complete the marking of the voting papers in relation to (a) above.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**16. DISTRICT PLAN / CITY PLAN REVIEW**

The Board will undertake a discussion to identify matters relevant to the District Plan / City Plan Review, following seminar information presented to the Board on 1 February 2011.

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

**18. ELECTED MEMBERS' INFORMATION EXCHANGE**

The purpose of this exchange is to provide a short brief to other members on activities that have been attended or to provide information in general that is beneficial to all members.

**19. QUESTIONS UNDER STANDING ORDERS**