

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 14 AUGUST 2012

AT 5.30PM

**IN THE COMMUNITY ROOM,
UPPER RICCARTON LIBRARY, 71 MAIN SOUTH ROAD
UPPER RICCARTON**

Community Board: Mike Mora (Chairperson), Helen Broughton, Natalie Bryden, Jimmy Chen, Sam Johnson, Judy Kirk, and Peter Laloli.

Community Board Adviser

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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 –31 JULY 2012**

The report of the Board's ordinary meeting of 31 July 2012 is **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 31 July 2012 be confirmed as a true and correct record.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

8. 353 AND 361 POUND ROAD - SHORT TERM USE OF LAND

General Manager responsible:	General Manager, City Environment Group, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace, DDI 941 8864
Author:	Tony Hallams Leasing Consultant, DDI 941-8320

PURPOSE OF REPORT

1. The primary purpose of this report is to seek a resolution from the Riccarton/Wigram Community Board to:
 - a) Determine the future short term use of the land at 353 and 361 Pound Road.
 - b) Seek a staff delegation to enter into a licence to graze the said land.

EXECUTIVE SUMMARY

2. The land at 353 and 361 Pound Road is gazetted and held by the Council for Gravel Purposes under the Reserves Act. The lease agreement granted to Fulton Hogan for 353 Pound Road to stockpile soil, hard fill, and road material, has expired.
3. The Transport and Greenspace Unit, who administer the asset, has advised that the site should not be considered for disposal in the short term, and any commitment by the Council to permit future occupation of the site should be for a period of no more than five (5) years.

FINANCIAL IMPLICATIONS

4. The site at 353 Pound Road has been occupied by Fulton Hogan since 20 November 1991 when a Deed of Lease was signed between Fulton Hogan Limited and the Christchurch City Council.
5. Fulton Hogan have paid a licence fee for the occupation of 353 Pound Road, but their occupation of 361 Pound Road is not subject to a lease agreement or lease payment for the occupation of the site. The Council has not received a financial return on this land, Fulton Hogan are currently allowing a neighbour to occupy the land for horse grazing purposes.
6. Rates have been levied by the Council for 353 Pound Road and for the current financial year amounted to \$888.07. Rates have not been levied for 361 Pound Road. If rates were to be struck for 361 Pound Road, it would be in the region of \$1,344.85 for the 2012/2013 year.
7. Should the Board decide that the Council licences the use of the site as permitted under the provisions of Section 61(2) of the Reserves Act 1977 then the Council may recover the equivalent rates dues through a gross rental agreed to between the successful licensee and the Council by way of licence agreement(s) for the subject land.

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

8. The decision sought of the Board will not contravene any LTCCP budgets.

LEGAL CONSIDERATIONS

9. The subject land is held as reserve for Gravel Purposes and as such is subject to the requirements of the Reserves Act 1977. Section 61 of the Reserves Act 1977 empowers the Council to grant leases of local purpose reserve. The current lease has expired and as such the Board may make a decision on what future short term use of the land may be put to. The Riccarton/Wigram Community Board has the delegation to grant leases over Local purpose Reserves, refer to Community Boards, Section 5.7 of the Christchurch City Council Delegations Register as at 24 November 2011. The present occupier of the subject land does not have resource consent to extract any gravels or minerals, nor will seek one, as the subject land has been quarried previously then in-filled.

Section 61(2) of the Reserves Act 1977 is the general leasing power and authorises the Council to grant leases that are compatible with the purposes for which the reserve is held.

8 CONT'D

Section 61(2A) also provides that in addition to the leasing powers in Section 61(2) that the Council may lease local purpose reserves for either-

(a) "Community building, play centre, kindergarten, plunket room or any other like purposes".

or

(b) "Farming, grazing, cultivation, cropping, or other like purposes".

If the Board is to permit any non Council activity on the sites that requires transparency of process, then the Council is required to publicly call for Requests for Proposals (RFP) to undertake the activity approved by the Board. The normal process is for any successful proposal to be chosen through a Weighted Attributes Selection Process organised and administered through the Councils Leasing Consultancy Team.

10. It is necessary for the Council to consider the requirements of Section 4 of the Conservation Act 1987, that being, to consider its obligations to give effect to the Treaty of Waitangi. There are no cultural materials, or fresh water fisheries of importance to Ngai Tahu within the subject land. The area is not identified as a site of significance to Tangata Whenua in the Christchurch City Plan. The writer has therefore considered the Councils obligations under Section 4 of the Conservation Act 1987 determining that this issue does not require specific consultation with Te Runanga o Ngai Tahu.

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

11. Yes

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 12 The decision sought by the Board will not be in conflict with any LTCCP and Activity Management Plans.

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

13. No

ALIGNMENT WITH STRATEGIES

14. The decision sought of the Board will not be in conflict with any Council strategies.

Do the recommendations align with the Council's strategies?

15. The decision sought of the Board will not conflict or realign against any Council strategies.

CONSULTATION FULFILMENT

16. The Council has consulted with the immediate neighbour at 357 Pound Road. The owner, has submitted in writing concerns to the writer about any potential quarrying on the subject land and his concerns have been considered in this report. The other affected neighbour at 367 Pound has been written to informing her of the matter being considered and date of the proposed Community Board meeting. The greater community will be consulted through a public advertisement process following the Board's decision and what use the land should be put to.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board pass the following resolutions in respect of the subject land at 353 Pound Road (Part Reserve 1378) and 361 Pound Road (Part Reserve 329) (**Attachment 1**).

8 CONT'D

- a) That the land is held for grazing purposes and that no stockpiling of soil, gravel and sand is permitted.
- b) That the Corporate Support Unit Manager is delegated authority to enter into and administer a licence arrangement with a successful licensee, procured through an open and transparent public process, for a maximum period of five (5) years.

BACKGROUND (THE ISSUES)

17. The licence agreement to enable Fulton Hogan Ltd to occupy 351 Pound Road for the purposes of the stockpiling of soil, hard fill, and road material products has expired. Fulton Hogan Ltd have not used the site at 351 Pound Road for the purposes as stated in the Deed of Lease which has expired, but keep the site as a bare grassed landscape buffer grazed by animals to minimize any potential of nuisance from dust which may generated from quarrying or the stockpiling of soil, gravel and sand at the quarry sites owned by Fulton Hogan Limited.
18. Fulton Hogan Limited do not have an occupation agreement for 361 Pound Road, but permit an adjoining neighbour to graze horses on this site and the site at 353 Pound Road at no cost to the occupier. Fulton Hogan has indicated a previous licence and extraction agreement existed prior to 20 November 1991, but a copy of this document cannot be produced. Two series of high voltage electrical power lines transit 361 Pound Road from the Pound Road frontage to the North West corner of the site.
19. Fulton Hogan Limited has indicated that the subject land has been quarried in the past and the land reinstated with hard fill.
20. Fulton Hogan provides a water supply to the subject land and the neighbouring residence owned by SUDs Developments at 357 Pound Road at no cost to the grazier and owner of Pound Road.
21. In the past year a large bunding consisting of gravel has been placed on the eastern periphery of the Council reserve site at 353 Pound Road which bounds the rear of 357 Pound Road. Fulton Hogan Limited has informed the writer they have not constructed this bunding. The placement of the materials constituting the bunding has not been approved by the Council. The bunding appears to serve to minimize any potential airborne dust nuisance to the occupiers of 357 Pound from Fulton Hogan quarrying activities some distance away.
22. The writer has consulted with Mr Peter Sutherland Director of SUDs Developments who has indicated that in the event of the Council considering any grazing options for the sites that he is able to fairly compete and submit a proposal. Mr Sutherland has raised concerns that if any future stockpiling of gravel and sand is permitted on the subject land then there will be potential health problems and nuisances caused by this activity.
23. The subject land at 353 and 361 Pound Road and Mr Sutherland's property at 357 Pound Road sit within the Quarry Zone as detailed under the operative City Plan and as such the stock piling of gravel and sand is permitted on site.

THE OBJECTIVES

24. That the subject land is occupied for a short term use of no more than five (5) years and that no adverse effects are caused to any neighbours.

THE OPTIONS

25. The Board may consider a number of options for land use for the site which may include the following:
 - a) Direct that the subject land is left bare and not occupied by any party.

This will give rise to potential fire hazard problems during the summer with grass drying on the sites.

8 CONT'D

- b) Consider the site for a community building, playcentre, kindergarden, plunket room, or other like purposes.

There are difficulties in accessing the site from Pound Road. Because of the close proximity of a working quarry with the stockpiling of potential air pollutants it is considered the site would be unsuitable from any of the above purposes.

- c) Consider the site for the purposes of farming, grazing, cultivation, cropping, or other like purposes.

It is considered that the existing subject land is most likely impoverished and unsuitable for cultivation or cropping. The subject land is currently well grassed and appears to be suitable for horse grazing.

THE PREFERRED OPTION

- 26. Option C - It is considered that the most practicable way for the Council to manage the land, and for any potential air and noise nuisances to be minimized to nearby residents, is for the Council to seek a license for horse grazing of the sites through a public advertisement process, and that no stockpiling of soil, gravel and sand is permitted. The Council receives a steady demand for horse grazing throughout all areas of the city.

9. HANSONS LANE - PROPOSED BUS STOP UPGRADE AND NO STOPPING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to a No stopping Restriction and Bus Stop upgrade at 109 and 111 Hansons Lane.

EXECUTIVE SUMMARY

2. The Council has received several requests to investigate safety concerns with drivers crossing the centreline to reach the right turn lane on Hansons Lane at its intersection with Blenheim Road. The issue is that the left turn lane is not sufficiently long to contain the queue of left turning vehicles at peak times. The length of the left turn lane is limited by on-street parking outside 109 and 111 Hansons lane.
3. Hansons Lane is classified as a Collector Road in the City Plan. The street is relatively busy for a Collector Road, carrying some 9,300 vehicles per day when last counted in 2008.
4. The Hansons Lane approach to its signalised T intersection with Blenheim Road has a short left turn lane and a right turn lane separated by a cycle lane. There is a tendency for a queue of left turning traffic to form on Hansons Lane beyond the length of the turning lane during peak times. When cars are parked outside 109 or 111 Hansons Lane, the queue of left turning traffic is pushed away from the kerb and there is no room for any right turning vehicle to reach the right turn lane without crossing the centreline. It is undesirable and raises safety issues for right turning vehicles to cross the centreline in the fashion that has been identified.
5. There is an existing unmarked bus stop outside 109 and 111 Hansons Lane. This limits the room for cars to legally park in this location to a single space. Because the bus stop is not marked, and it is unclear to some motorists where it extends to, it is common for there to be more than one car parked in this location.
6. The length of Hansons Lane between Blenheim Road and Arthur Street is 100 metres, for which the majority of the eastern side of Hansons Lane has No stopping restrictions. The parking area outside 109 and 111 Hansons Lane is somewhat out of character with the remainder of the block frontage and means that vehicles parking here are somewhat exposed to passing traffic.
7. To resolve the issues outlined above it is proposed that the existing bus stop outside 109 and 111 Hansons Lane is marked and the existing No stopping lines are extended so that the parking area outside 109 and 111 Hansons Lane is removed as indicated by **Attachment 1**. By removing this parking the left turn bay is extended as far as Arthur Street, greatly reducing the potential for right turning vehicles to have to cross the centre line to reach the right turn bay on the approach to the Hanson Lane/Blenheim Road intersection. The bus stop does not have a high frequency of use, such that the short time that buses spend at the stop is not going to reduce the effectiveness of the lengthened left turn lane. Other positive effects of this proposal are to clearly identify the position of the bus stop and remove ambiguity with how the existing parking area can be used.
8. Residents and the owners of 109, 111 and 113 Hansons Lane were informed of this proposal through a letter dated 5 June 2012. There has been no response to this letter as at 26 June 2012.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$300.00.

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

10. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

9 CONT'D

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.
13. The installation of any parking restriction signs and 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 Council Strategies including the Parking Strategy 2003 and the Road Safety Strategy 2004.

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. Residents and the owners of 109, 111 and 113 Hansons Lane were informed of this proposal through a letter dated 5 June 2012. There has been no response to this letter as at 26 June 2012.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approves:

- (a) That all existing parking restrictions located on the east side of Hansons Lane, commencing at its intersection with Blenheim Road and extending in a northerly direction to its intersection with Arthur Street, be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the east side of Hansons Lane commencing at its intersection with Blenheim Road and extending in a northerly direction for a distance of 72 metres.
- (c) That a Bus Stop be installed on the east side of Hansons Lane commencing at a point 72 metres north from its intersection with Blenheim Road and extending in a northerly direction for a distance of 14 metres.
- (d) That the stopping of vehicles be prohibited at any time on the east side of Hansons Lane commencing at a point 86 metres north of its intersection with Blenheim Road and extending in a northerly direction to Arthur Street.

10. MIDAS PLACE PROPOSED NO STOPPING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval of the installation of a No stopping Restriction in Midas Place.

EXECUTIVE SUMMARY

2. Midas Place is classified as a local road in the Christchurch City Plan and this has a primary function of providing property access to the underlying Business 5 (General Industrial) zoned land. This includes access for all vehicle types including heavy vehicles.
3. Council have received a letter from the proprietors of 9 and 11 Midas Place requesting the installation of a No stopping Restriction on the cul-de-sac head outside their properties (refer **Attachment 1**).
4. Following the recent earthquake activity, western areas of the city have experienced increased commercial activity which in turn has resulted in high kerbside parking demand. This is particularly noticeable during normal weekday business hours whereby Midas Place including the cul-de-sac head is fully occupied by parked commuter vehicles.
5. The existing road environment provides unrestricted parking around the cul-de-sac head and the remainder of Midas Place. Kerbside parking around the cul-de-sac head is restricting the ability for larger heavy vehicles (including B-Trains) to adequately turn. Furthermore, the location of some parked vehicles are also restricting access for the same heavy vehicles to access their properties. Nearby business activities have referred to three separate incidents where damage to kerbside vehicles has been caused by such manoeuvring constraints.
6. Installing a No stopping Restriction outside 9 and 11 Midas Place will improve the manoeuvrability of vehicles turning on the cul-de-sac and will also enable safe and efficient access for all vehicles to the adjoining properties (refer **Attachment 2**).
7. On 2 May 2012, staff visited the proprietors of 15 Midas Place (Radio Network) which could be affected by this proposal. While they noted the parking constraints faced by them (and others) in the area, they raised no concerns with the proposed no parking restrictions. In fact they indicated that the presence of visible no-stopping lines would make it clearer for them where they can and cannot park. The proprietors of 9 and 11 Midas Place have not been visited because they have both initiated the proposed changes and are supportive of them.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is \$80.00

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.

10 CONT'D

12. 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?

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 Road Safety Strategy 2004 and Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. On 2 May 2012, staff visited the proprietors of 15 Midas Place (Radio Network) which could be affected by this proposal. While they noted the parking constraints faced by them (and others) in the area, they raised no concerns with the proposed no parking restrictions. In fact they indicated that the presence of visible no-stopping lines would make it clearer for them where they can and cannot park. The proprietors of 9 and 11 Midas Place have not been visited because they have both initiated the proposed changes and are supportive of them.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve the stopping of vehicles be prohibited at any time on the north-western side of Midas Place commencing at a point 122 metres northeast of its intersection with Annex Road and extending around the cul-de-sac head in a clockwise direction for a distance of 33 metres.

11. AVONHEAD SCHOOL - P3 DROP OFF/PICK UP PARKING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to the installation of a P3 (8.15am - 9.15am and 2.30pm – 3.30pm School Days) Parking Restriction on the western side of Avonhead Road outside Avonhead School (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. In 2008, Avonhead School took part in a trial of time restricted drop off/pick up zones outside schools. As part of the trial, signs indicating a P1 (one minute) time restricted parking area were installed in front of the school on Avonhead Road but the restriction was never formally resolved by the Board.
3. Following the trial, a memorandum was sent to all Community Boards in July 2009 advising that a P3 (8.15am - 9.15am and 2.30pm – 3.30pm School Days) time restriction had been chosen as the most appropriate for school drop off / pick up zones (refer **Attachment 2**).
4. This report seeks the Board's approval to install a P3 (8.15am - 9.15am and 2.30pm – 3.30pm School Days) Parking Restriction on Avonhead Road in the same location as the existing unresolved P1 trial zone.
5. The proposed P3 (8.15am - 9.15am and 2.30pm – 3.30pm School Days) Parking Restriction outside Avonhead School will ensure that this area is available for parents and caregivers to drop-off and pick-up children before and after school hours.
6. The change in signage has been discussed with the school principal and he is agreeable to the change. He is pleased with the performance of the drop off zone and is concerned that the change to a P3 restriction will see parents abusing the additional time restriction (see paragraph 18).
7. As the existing unresolved P1 Parking Restriction has been in place since 2008 and only applies to a portion of the school's frontage on Avonhead Road, no other consultation has been undertaken. Refer to paragraph 18.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$150.00

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

11 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's Parking Strategy 2003 and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. As the existing unresolved P1 Parking Restriction has been in place since 2008, other than with Avonhead School, no consultation has been undertaken as no residents are considered to be affected by the proposed change to a P3 (8.15am - 9.15am and 2.30pm – 3.30pm School Days) Parking Restriction.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve the parking of vehicles be restricted to a maximum period of 3 minutes on the western side of Avonhead Road commencing at a point 148 metres north of its intersection with Wittys Road and extending in a northerly direction for a distance of 35 metres. This restriction is to apply for the period 8.15am – 9.15am and 2.30pm – 3.30pm on school days.

12. APPLICATIONS TO RICcarton/WIGRAM COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – KIDSFIRST KINDERGARTEN AND SYDENHAM JUNIOR CRICKET CLUB

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Carolyn Gallagher, Community Support Unit Manager
Assessment undertaken by:	Marie Byrne, Strengthening Communities Adviser, DDI 941-6502 Lisa Gregory, Sports and Recreation Adviser, DDI 941-6537

PURPOSE OF REPORT

1. The purpose of this report is for the Riccarton/Wigram Community Board to consider two applications for funding from its 2012/13 Discretionary Response Fund from:
 - a) Kidsfirst Kindergarten Avonhead for the Scooter Track project for the amount of \$1,200.
 - b) Sydenham Junior Cricket Club for the South West Youth Cricket Partnership project for the amount of \$2,000.

EXECUTIVE SUMMARY

2. In 2012/13, the total budget available for allocation in the Riccarton/Wigram Discretionary Response Fund is \$51,197. A carry forward figure is yet to be determined and will be consolidated in due course. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*
6. Based on this criteria, the applications from Kidsfirst Kindergarten Avonhead for the Scooter Track project and The Sydenham Junior Cricket Club for the South West Youth Cricket Partnership project is eligible for funding.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix. (**Attachment 1 and Attachment 2**).

FINANCIAL IMPLICATIONS

8. There is currently \$34,197 remaining in the Board's 2012/13 Discretionary Response Fund. A carry forward figure is yet to be determined and will be consolidated in due course.

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

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding.

12 CONT'D

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

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

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

13. Refer to the attached Decision Matrix.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- (a) Approve a grant of \$800 from the Riccarton/Wigram 2012/13 Discretionary Response Fund to Kidsfirst Kindergarten Avonhead for Scooter Track towards installation and construction of a scooter track.
- (b) Approve a grant of \$2,000 from Riccarton/Wigram 2012/13 Discretionary Response Fund to Sydenham Junior Cricket Club for South West Youth Cricket Partnership.

13. 106 MAIN SOUTH ROAD PROPOSED NO STOPPING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval for a no stopping restriction outside 106 Main South Road.

EXECUTIVE SUMMARY

2. The Council has received a request for the installation of No stopping Restrictions at Our Lady of Victories School, 104-106 Main South Road.
3. This section of Main South Road is classified as a Minor Arterial road. There is a pedestrian zebra crossing toward the southern end of the School and Church frontage to Main South Road.
4. The issue raised is that there are high parking demands on Main South Road in the vicinity of the School/Church and as a result drivers park unreasonably close to driveways and to the zebra crossing, resulting in limited visibility for vehicles to turn onto the road and for pedestrians waiting to cross the Main South Road at the crossing. A letter (refer **Attachment 1**) from the School outlines the issue and identifies a recent non-injury crash at the School/Church access points. A search of the New Zealand Transport Agency's Crash Analysis System does not identify a pattern of crashes associated with the accesses in the vicinity in the last five years, however.
5. Council staff have investigated this issue further. Whilst generally high parking demands were observed on-street, it is not considered that on-street parking has a detrimental effect on the School/Church accesses beyond the level that is typically experienced on an Arterial Road. There is presently a No stopping restriction between the two access points on Main South Road serving the School/Church. It is noted that the School/Church has alternative access via Craven Street. This enables drivers to access Main South Road from the Craven Street intersection which has No Stopping restrictions on Main South Road to enhance visibility each side of the intersection.
6. Council staff have observed that eastbound drivers generally become aware of pedestrians waiting at the crossing late and then have to brake aggressively to stop. This indicates a potential visibility problem which would typically lead to rear-end crashes on the approach to the crossing. The Crash Analysis System identifies several crashes in the last five years that could be attributed to this issue. The Manual of Traffic Signs and Markings recommends that No stopping restrictions are installed within 15 metres of a pedestrian crossing to ensure that waiting pedestrians are visible to approaching drivers. The current layout enables drivers to park within 9 metres of the crossing.
7. It is proposed to install a No stopping restriction on the northern side of Main South Road, west of the zebra crossing to enhance visibility of the crossing for eastbound traffic (refer **Attachment 2**). This will increase the visibility between pedestrians and drivers and hence improve safety. With drivers observing pedestrians earlier, it is expected that drivers will slow less aggressively on the approach to the crossing which will reduce the potential for rear-end crashes. There are presently No stopping restrictions on the other kerb sections adjacent to the crossing that readily exceeds the recommended 15 metres.
8. The proposed No stopping restriction is limited to the School/Church frontage to Main South Road. The School Principal has been contacted regarding this proposal, and supports it.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$20.00.

13 CONT'D

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

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

LEGAL CONSIDERATIONS

11. The installation of any markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
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.

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

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council Road Safety Strategy 2004

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. The proposed No stopping restriction is limited to the School/Church frontage to Main South Road. The School Principal has been contacted regarding this proposal, and supports it.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve that the stopping of vehicles be prohibited at any time on the northwestern side of Main South Road commencing 117 metres southwest of its intersection with Craven Street and extending in a southwest direction for a distance of 25 metres.

14. BLENHEIM ROAD - PROPOSED BUS STOP AND NO STOPPING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval for the upgrade to a bus stop and a No stopping Restriction on Blenheim Road.

EXECUTIVE SUMMARY

2. The Council have received complaints from cyclists that cars are parking over the marked cycle lane, forcing them to encroach into the live traffic lane. In addition, complaints have been received regarding cars parking in front of the bus stop.
3. Blenheim Road is classified as a major arterial road and therefore has a primary function of facilitating the movement of through traffic. This road was rebuilt 15 years ago and a 2.5 metre wide kerb indentation between 336 and 342 Blenheim Road was included as part of that design. The design also included a 1.2 metre wide cycle lane and this encroaches part of the indentation. A bus stop sign is located outside 340 Blenheim Road – although there is no bus stop box marked on the road.
4. The eastern end of the kerb indentation outside 336 Blenheim Road has historically been used as a kerbside parking space. When a vehicle parks in this location, it completely blocks the cycle lane. Cyclists therefore have to swerve around the parked vehicle and into the through traffic lanes. The same applies when cars are parked at the western end outside number 342 Blenheim Road in close proximity to the bus stop.
5. In 2004, the Land Transport (Road User) Rule was changed which made it illegal for vehicles to park in any special vehicle lane. Special vehicle lanes extend to include cycle lanes. It is also illegal to park within six metres of a bus stop sign.
6. Investigations confirm that vehicles parking within this indentation are causing a safety issue.
7. Marking a dedicated 12 metre bus stop box adjacent to the existing bus stop sign at the western end of the kerb indentation will make it clear to motorists that they cannot park in this location. The location of the bus stop will also provide adequate entry and exit tapers for buses and will align with the Council's Bus Stop Guidelines (**Attachment 1**). Marking the remaining length of the kerb indentation with a no parking restriction will also prevent a vehicle from parking outside 336 Blenheim Road and will provide uninterrupted cycle lane continuity. This means that cyclists will not be forced to swerve out into the through traffic lane.
8. Although it is technically illegal for a driver of a vehicle to park within 6 metres of a bus stop sign or park such that the vehicle overhangs a special vehicle lane, the proposed bus stop box and no-stopping restriction will better highlight and reinforce the road rules. While it is noted that a bus stopping in this location will also block the cycle lane, this is a common occurrence around the city and any effects are of a temporary nature only. Cyclists have the option of momentarily stopping behind a bus until it moves on or negotiating their way around the bus, if they deem it safe to do so.
9. The property owners and occupiers of 336, 336a, 338 and 340 are properties affected by the proposal and were all informed by letter on 21 May 2012 and no objections to the proposed works were received.

FINANCIAL IMPLICATIONS

10. The estimated cost of the project is \$100.00.

14 CONT'D

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

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

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides 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.
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 2009-19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Road Safety Strategy 2004 and Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Given that it is illegal for a vehicle to park within 6 metres of a bus stop or to overhang a special vehicle lane, no consultation has occurred. That said, the owners and occupiers of 336, 336a, 338 and 340 were all informed by letter on 21 May 2012 and no objections to the proposed works were received.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve:

- (a) That all existing parking restrictions on the northern side of Blenheim Road commencing at its intersection with Middleton Road and extending in a westerly direction for a distance of 187 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the northern side of Blenheim Road commencing at its intersection with Middleton Road and extending in a westerly direction for a distance of 175 metres.
- (c) That a bus stop be installed on the northern side of Blenheim Road commencing at a point 175 metres west of its intersection with Middleton Road and extending in a westerly direction for a distance of 12 metres.

14. 8. 2012

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15. COMMUNITY BOARD ADVISER'S UPDATE

15.1 Update on Earthquake Recovery Discussions

16. ELECTED MEMBERS' INFORMATION EXCHANGE

17. MEMBERS' QUESTIONS UNDER STANDING ORDERS