

17. 11. 2005

**SPREYDON/HEATHCOTE COMMUNITY BOARD
18 OCTOBER 2005**

**A meeting of the Spreydon/Heathcote Community Board
was held on Tuesday 18 October 2005 at 5.00 pm**

PRESENT: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett,
Paul de Spa, Chris Mene, Sue Wells and Megan Woods.

APOLOGIES: Sue Wells retired at 7.37pm and was absent for clauses 5, 6, 7, 15
and 16.

The Board reports that:

PART A – MATTERS REQUIRING COUNCIL DECISION

1. DISPOSAL OF STOPPED ROAD – HAZELDEAN ROAD

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	David Rowland, Property Consultant, DDI 941-8053

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval (under Section 345 of the Local Government Act 1974) to the sale of legal road to the landowners adjoining 216/218 Hazeldean Road, Christchurch at the conclusion of the road stopping process.

EXECUTIVE SUMMARY

2. In August 1996 the Council, on the recommendation of the Hagley/Ferrymead Community Board following a report relating to the stopping of road reserves along Hazeldean Road between Selwyn and Montreal Streets, resolved:

“(a) That the procedures to stop the portions of road be commenced as and when requested by the adjoining owners.

(b) That the land be sold to the adjoining owners at valuation in accordance with Section 345 of the Local Government Act 1974.”
3. In January 2004, the owners of 216/218 Hazeldean Road, Christchurch, jointly approached the Council requesting consideration to dispose of the surplus road adjoining their property.

FINANCIAL AND LEGAL CONSIDERATIONS

4. Staff have negotiated a sale and purchase agreement with the owners of the property at 216/218 Hazeldean Road for them to purchase that land shown on Plan SM1289-04 attached to this report shown as Sections 1, 2, 3 and 4 having a total area of 118m².
5. Independent valuation advice has been obtained for the value of the land adjacent to 218 Hazeldean Road at \$12,500. As the stopping also includes the immediately adjacent area of road at 216 Hazeldean Road, the same value has been utilised in determining that lot. The sale and purchase agreement is for a total of \$25,000 including GST.
6. The Community Board does not have delegated authority to approve the sale of legal road – such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council.

1 Cont'd

BACKGROUND OF DISPOSAL OF STOPPED ROAD – 216/218 HAZELDEAN ROAD

7. The Spreydon/Heathcote Community Board in July 1996 and the Hagley/Ferrymead Community Board in August 1996 considered a staff report to stop portions of legal road set aside for road in Hazeldean Road and considered surplus. The Council resolved to stop the portions of road as and when requested by the adjoining owners and that the land be sold to the adjoining owners at valuation in accordance with Section 345 of the Local Government Act 1974.
8. The owners of the property at 216/218 Hazeldean Road, Christchurch jointly approached the Council to stop the surplus road adjoining their industrial property. They currently hold both properties under the Unit Titles Act and it is proposed upon re-survey to separate the property into two separate freehold titles.
9. The agreement consequently is with owners as joint owners of the Unit Titles.
10. The site is zoned Business 3 in the proposed City Plan and the independent valuation has considered the benefits to the property by the sale of the road. The additional land will ultimately be utilised as additional off-street car parking on both sites.
11. The formal road stopping procedures under the Local Government Act 1974 will be commenced and subject to there being no objections, the sale will proceed following the formal stopping of the road.

STAFF RECOMMENDATION

It is recommended that, subject to the road stopping process being successfully completed, Sections 1, 2, 3 and 4 shown on plan SM1289-04 adjoining 216/218 Hazeldean Road be disposed of in accordance with Section 345 of the Local Government Act 1974 for a total sum of \$25,000 including GST.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. **OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIES ROAD) – ONE WAY BYLAW FOR TWO SERVICE LANES**

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Jeanette Ward, Project Manager DDI 941-8876

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval for an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 to be implemented to prohibit all vehicles in two of the new service lanes on Opawa Road from travelling in a southerly direction.

EXECUTIVE SUMMARY

2. Stage 2 of the Opawa Road Upgrade will provide a new two lane road to the north of the existing road. The existing road will be used to provide a buffer zone and service lanes for residential properties on the south side of the road. Two of these new service lanes are designed for one way traffic flow. The project is currently under construction and due to be completed by 23 December 2005.
3. The project involves a one way traffic restriction in two of the service lanes.

2 Cont'd

4. This project is being undertaken in partnership with Transit New Zealand who support the recommendation made in this report.
5. Consultation on the project was undertaken in 2004, which included the proposed traffic restrictions.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The one way restriction can be imposed by making an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991.
7. The principal legal consideration associated with the approvals sought, is that without the approval of these resolutions the new and changed traffic restrictions will not be legally enforceable upon implementation.
8. The Community Board does not have delegated authority to authorise an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 – such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council.

BACKGROUND ON OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIES ROAD) – ONE WAY BYLAW FOR TWO SERVICE LANES

9. Opawa Road, from Garlands Road towards the Port, is part of the State Highway Network in Christchurch. Transit New Zealand is the road controlling authority responsible for improvements to this network. However, some years ago the residents of Opawa Road raised concerns with the Council about the increasing volume of traffic on the road, with the adverse effects being increased traffic noise, vibration, local air pollution and lack of safe accessibility to and from their properties. This is particularly relevant to this section of Opawa Road with the high percentage of heavy vehicles, 12.5% recorded in 2003. Realignment of the road was considered necessary to overcome all of these effects.
10. The plan provides a new two lane road to the north of the existing road extending from the Garlands Road intersection to just past Curries Road. The existing road will be used to provide a buffer zone and service lane for residential properties on the south side of the road. The buffer zone allows the inclusion of street trees along the entire length. Clumps of smaller trees are proposed within the open spaces on the south side of the intersections, with seating to be provided outside the dairy.
11. The service lane accessing the southern properties is divided into four sections, the longest two have separate entrance and exit points while the shorter two have one dual access point. Service Lane Nos. 2 and 3 as shown on the plan tabled at the meeting are designed to function with one way flow. By making them one way, the turning conflicts at the entrances and exits are reduced, particularly those located near the side street intersections. Also, a one way service lane is narrower than would be required for two way flow with parking on both sides and therefore allows more space to be devoted to the buffer island between the houses and vehicles on the main road. It may seem inconvenient to the residents who access these service lanes, but there are some benefits which include the knowledge that traffic will only be coming from one direction.
12. Overall, one of the primary objectives of the upgrade (to increase road safety for all users) is achieved by reducing the number of access points along Opawa Road. This can be accomplished by using the one way system.
13. Transit New Zealand and the Council are undertaking this project in partnership. The Council has managed the consultation, design and construction in liaison with Transit which has supported the one way service lanes.

CONSULTATION

14. Consultation was undertaken with local residents and other relevant stakeholders in July 2004. The consultation was in the form of a publicity leaflet that outlined the proposed plan along with an explanation of the aims and objectives for the project.

2 Cont'd

15. A total of 40 submissions were received, the majority of submissions expressed support for the project but either queried some points or suggested changes to the plan. There was some question over why the proposed one way flow in two of the service lanes was necessary. The above rationale was explained and no further feedback was received regarding the proposal.

PROGRAMME

16. Construction of Opawa Road is under way and due to be completed by the end of December 2005. The one way restrictions will be effective on completion of the works.

STAFF RECOMMENDATION

That the Council resolve that the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by adding the following paragraph:

Opawa Road (Garlands Road to Curries Road)

Opawa Road Service Lane No. 2 northerly from its southern intersection with Opawa Road and Service Lane No. 3 northerly from its southern intersection with Opawa Road.

BOARD RECOMMENDATION

That this matter be held over to the Board's next meeting pending clarification of south-bound cycle facilities alongside the service lanes detailed on the map tabled at the meeting.

PART B – REPORTS FOR INFORMATION

3. COMMUNITY OUTCOMES 2006/12

The Board **received** an update on the finalised Community Outcomes, as detailed in the "Christchurch – looking ahead" pamphlet.

4. TRANSPORT AND CITY STREETS UNIT - UPDATE ON CURRENT ISSUES

The Board **received** an update on current issues.

5. UPDATE OF BOARD FUNDS

The Board **received** an update regarding its 2005/06 Project, Discretionary, SCAP and Youth Development Funds.

6. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

The Board **received** an update on current issues.

7. BOARD MEMBERS' INFORMATION EXCHANGE

Members were provided with an opportunity to give a brief update on community activities/Council issues, in line with the Board's Objective No. 2 - "To ensure local people's needs are being represented".

The Board **decided** to form a working party (comprising Phil Clearwater, Oscar Alpers, Paul de Spa, Megan Woods and Chris Mene) to develop a way forward in terms of the possible retention of the former Sunnyside Hospital Administration building, and seek community input as to its future use.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF REPORT TO COUNCIL: 20 SEPTEMBER 2005

It was **resolved** that the report of the Board's meeting of 20 September 2005 be confirmed as a true and accurate record of that meeting.

9. YOUTH DEVELOPMENT SCHEME GUIDELINES

The Board considered a report detailing proposed guidelines and a suggested timeframe for the implementation of the Youth Development Scheme.

The Board **resolved** to:

- (a) Decline the adoption of the proposed guidelines and the implementation and funding criteria for the scheme and maintain the status quo.
- (b) Request that staff provide a set of basic guidelines to meet best practice standards, transparency and accountability in the administration of the Board's Youth Development Fund.
- (c) Undertake a review at a future seminar meeting of the criteria for its own fund, including repeat applications, standards of excellence, financial need and individuals versus groups.

10. YOUTH DEVELOPMENT FUND APPLICATION

The Board's approval was sought of an application for funding from its 2005/06 Youth Development Fund.

The Board **resolved** to allocate \$500 from its 2005/06 Youth Development Fund to assist with costs associated with the applicant travelling to Brazil to train and compete at the Del Ponte Futsal Centre of Excellence.

11. YOUTH DEVELOPMENT FUND APPLICATION

The Board's approval was sought of an application for funding from its 2005/06 Youth Development Fund.

The Board **resolved** to allocate \$300 from its 2005/06 Youth Development Fund to assist with costs associated with the applicant's travel to Napier for the secondary schools National Basketball Tournament.

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The Board **resolved** to allocate \$500 from its 2005/06 Youth Development Fund to assist with costs associated with the applicant's travel to Canada for the Secondary Schools New Zealand Under 15 soccer team.

14. HASTINGS STREET EAST (WALTHAM-JORDAN) – KERB AND CHANNEL RENEWAL

The Board's approval was sought for:

- (a) The Hastings Street East (Waltham-Jordan) kerb and channel renewal to progress to final design, tender and construction.
- (b) The implementation of new no stopping restrictions associated with the Hastings Street East (Waltham-Jordan) kerb and channel renewal.

The Board **resolved**:

- (a) To grant approval for the Hastings Street East (Waltham-Jordan) kerb and channel renewal, as shown in the attachment to the agenda to progress to final design, tender and construction.
- (b) To approve the following new traffic restrictions:
 - (i) New no stopping - Hastings Street East recommendations (i) to (v) inclusive, as detailed in the report.
 - (ii) Jordon Street recommendations (i) and (ii), as detailed in the report.
 - (iii) Waltham Road recommendations (i) to (iii) inclusive, as detailed in the report.
 - (iv) Shorten existing bus stop - That the existing bus stop be removed from the east side of Waltham Road at its present position, commencing 25 metres south of the intersection with Hastings Street East and extending 20 metres in a southerly direction; and reinstated on the east side of Waltham Road, commencing 35 metres south of the intersection with Hastings Street East and extending 12 metres in a southerly direction.

15. OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIES ROAD) – TRAFFIC RESTRICTIONS

The Board's approval was sought for traffic restrictions associated with the Opawa Road upgrade.

The Board **resolved** to:

- (a) Approve the restrictions listed below:
 - (i) Opawa Road restrictions - That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Opawa Road, commencing at a point 12 metres from its intersection with Grange Street and extending in a northerly direction for a distance of 19 metres.
 - (ii) Service Lane restrictions recommendations (i) to (xi) inclusive, as detailed in the report.
 - (iii) Grange Street restrictions recommendations (i) to (iv) inclusive, as detailed in the report.
 - (iv) Kennedy Place restrictions recommendations (i) and (ii), as detailed in the report.
 - (v) Ribbonwood Place restrictions recommendations (i) and (ii), as detailed in the report.
 - (vi) Brabourne Street restrictions recommendations (i) and (ii), as detailed in the report.
 - (vii) Curries Road restrictions recommendations (i) and (ii), as detailed in the report.
 - (viii) Port Hills Road restrictions recommendations (i) and (ii), as detailed in the report.
- (b) Approve the intersection control changes outlined in recommendations (i) to (ix) inclusive, as detailed in the report.
- (c) Approve the installation of bus stops outlined in recommendations (i) to (v) inclusive, as detailed in the report.

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16. THORRINGTON ROAD/WHERSTEAD ROAD/WOODBIDGE ROAD – STREET RENEWAL POST CONSTRUCTION REPORT

The Board was asked to resolve that no further work be undertaken in Thorrington, Wherstead and Woodbridge Roads, following recent street renewal works.

The Board **resolved** that:

- (a) No changes to the road layout in Thorrington, Wherstead, or Woodbridge Roads be undertaken.
- (b) The narrowing at the bend in Thorrington Road (as shown in the attachment to the agenda) be monitored for the next three years and any significant issues that arise be investigated and reported to the Spreydon/Heathcote Community Board.

The meeting concluded at 8.24 pm

CONSIDERED THIS 1ST DAY OF NOVEMBER 2005

**PHIL CLEARWATER
CHAIRPERSON**