

10. 4. 2008

**HAGLEY/FERRYMEAD COMMUNITY BOARD
5 MARCH 2008**

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 5 March 2008 at 3pm
in the Boardroom, Linwood Service Centre**


PRESENT: Bob Todd (Chairperson), John Freeman, Yani Johanson,
David Cox, and Rod Cameron

APOLOGIES: Apologies for absence were received and accepted from Tim Carter
and Brenda Lowe-Johnson.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CASHEL STREET - ANGLE PARKING



General Manager responsible:	General Manager City Environment
Officer responsible:	Unit Manager Asset and Network Planning
Authors:	Weng Kei Chen, Peter Atkinson

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council agree to a trial period to provide 'reverse in' angle parking in the section of Cashel Street between Manchester Street and Madras Street.

EXECUTIVE SUMMARY

2. In September 2007 the Board considered a report on the works associated with the construction of the IRD building on the corner of Cashel Street and Madras Street. This original report was in two parts:
 - (a) Part one, was the approval of the physical works to enable them to be constructed over the Christmas period.
 - (b) Part two, was the approval for consultation to determine the type of parking - angle or parallel parking.
3. This report is the result of this consultation to determine the type of parking either parallel or angle. The general project is illustrated in the **attached** plan.
4. The consultation on this project involved the distribution of over 300 brochures. These were distributed to property owners, property occupiers and other interested parties. The results from this survey are illustrated in the following table where only 38 replies were received, representing a response rate of approximately 12%.

1 Cont'd

Table A, Shows the Results from a questionnaire on Parking

Support	Number of Responses	% of Total Responses
Full Support of the option indicating angle parking	13	34%
Full Support of the option indicating parallel parking	8	21%
General Support for Angle Parking	9	24%
General Support for parallel Parking	5	13%
Does Not Support either option	1	3%
No Comment	2	5%
Total	38	100%

5. Feedback from the questionnaire highlighted the following changes to the physical characteristics of the proposed works. The responses were varied and included such comments as, "extending the kerb build out areas to Manchester Street, keeping the dining areas out of the pedestrian path, more blips, more trees, can become untidy and the blips are too long". On the question of whether angle or parallel parking be provided, the responses ranged from, "too dangerous, busy street, do not provide enough parking, angle parking provides more parking, parking in the locality is an issue, and angle parking reduces visibility". The locality has its own character as a consequence of the office type of environment and is distinct from the typical retail environments in Colombo and Manchester Streets.
6. Research has shown there is no decipherable difference in safety between angle and parallel parking when compared on an individual parking space basis. As a consequence, angle parking generally provides more spaces with a corresponding increase in the number of incidents.
7. In the questionnaire, some cyclists considered angle parking to be an issue. While, this is not reflected in analysis to date, their concerns can be addressed. At a recent conference, 'reverse in' angle parking was promoted as being that most favoured overseas by cyclists. While, 'reverse in parking' is common overseas, it is relatively new to New Zealand and operates in a few locations such as Queenstown. The mechanics of this type of parking are similar in some respects to parallel parking when entering a car park, but has numerous advantages when exiting the parking space. It also addresses the car door issue which is of concern to cyclists. By placing the driver's position on the traffic approach side of the vehicle, it improves sight lines and, therefore, has the potential to reduce incidents. The only disadvantages to angle parking is that seen by the new urbanists where the aesthetics of a vehicle placed at an angle which is different to a typical building outline, or normal road function, can result in a visual discord with these features.
8. A significant benefit of the scheme is the provision of footpath extensions or kerb buildouts which provide significant improvements to the pedestrian amenity, the opportunity to provide for additional tree planting and more people activities. Two of the planting positions in the roadway are to be complemented with motor cycle parking spaces.

1 Cont'd**FINANCIAL IMPLICATIONS**

8. The major portion of the construction cost is being met by an adjacent property owner. There are costs associated with the installation of the new pay and display parking meters. The use of the devices has been approved by the Council but has not been installed in this section to date because of construction activities. These pay and display meters have the ability to provide for all possible configurations.
9. Any Council costs have been covered by existing unit budgets.

LEGAL CONSIDERATIONS

10. The power to determine the type of parking in the street be it at an angle or parallel, rests with the Community Board and is provided for in current legislation. However, as the street falls within the central city area, the Council acts following a recommendation from the Hagley/Ferrymead Community Board. The type of marking proposed can be described with suitable road markings.

ALIGNMENT WITH STRATEGIES

11. The proposed angle parking arrangement and kerb build outs are supported by a wide range of Council strategies, including The Parking Strategy, Central City Revitalisation Strategy, Pedestrian Strategy, the Central City Transport Strategy, and Tree Planting Strategy.

CONSULTATION FULFILMENT

12. This report is the result of consultation process and reflects the general needs of the community. In order to address the safety concerns, to recognise the changes to the amenity of the locality and enable the Council to meet its objectives, 'reverse in angle parking' is proposed.

STAFF RECOMMENDATION

That the Council resolve:

- (a) That 'reverse in' angle parking be provided on the south side of Cashel Street between Madras Street and Liverpool Street.
- (b) That this parking be subject to a two year trial.

BOARD RECOMMENDATION

- (a) That part (a) of the staff recommendation be adopted.
- (b) That the parking be subject to a 12-month trial, at which time a report be provided to the Board on the success or otherwise of the trial.

2. DISPOSAL OF ROAD LAND AT 80 RETREAT ROAD

General Manager responsible:	General Manager City Environment
Officer responsible:	Acting Unit Manager Transport and Greenspace
Author:	Weng-Kei Chen

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council declare the parcel of road occupied by the owner of 80 Retreat Road surplus to the Council's requirements and commence road stopping procedures.

2 Cont'd

EXECUTIVE SUMMARY

2. The parcel of road is on the Highbury Place frontage of 80 Retreat Road. The owners have been occupying this parcel of road land prior the construction of Highbury Place in 1946.
3. Highbury Place is a minor residential cul-de-sac and existing road assets are adequate for the road network.
4. The road land currently occupied by 80 Retreat Road is surplus to roading needs and the Council can declare it as surplus to its requirements and commence road stopping procedures.

FINANCIAL IMPLICATIONS

5. Land valuations for this parcel carried out by the Council's appointed valuer Simes Limited, is \$30,000 inclusive of GST. The owner of 80 Retreat Road has been advised that land can be disposed of at valuation plus reimbursement of the Council's cost incurred in road stopping procedures and surveying costs. There will no costs incurred by the Council.

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

6. Yes.

LEGAL CONSIDERATIONS

7. Section 116 Public Works Act 1981 – Stopping Road. This section states that subject to the consent in writing of the territorial authority and the owner(s) of the land adjoining the road proposed to be stopped, then the road can be declared formally stopped by notice in the Gazette.

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

8. Yes. There will be no loss of public access onto Highbury Place.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes.

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

10. LTCCP page 152 "Streets and Transport Objectives" – to provide a sustainable network of streets.

ALIGNMENT WITH STRATEGIES

11. Yes.

Do the recommendations align with the Council's strategies?

12. This action is consistent with traffic objectives stated in the City Plan.

CONSULTATION FULFILMENT

13. Not required.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Declare the parcel of land indicated as Sec 1 on the attached plan (542/137/1/3) as surplus to the Council's requirements.

2 Cont'd

- (b) Grant approval for the commencement of the road stopping procedures pursuant to section 116 of the Public Works Act 1981.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

3. DEPUTATIONS BY APPOINTMENT



3.1 SERGEANT PHIL NEWTON

Sergeant Phil Newton, Officer in Charge Lyttelton/Sumner Police, outlined a proposal to trial the use of removable bollards on The Esplanade at Sumner to discourage boy racers using the area. Only limited consultation with a few households in the area has taken place at this stage. Sergeant Newton did not believe that the installation of bollards would impede normal use by residents, or that it would displace the issue to other areas of the city.

The Chairperson thanked Sergeant Newton for his submission.

The Board **agreed** to refer the proposal to staff for a report to the Board as soon as practicable, for a costed proposal including accident statistics for the area.

3.2 MR TIMOTHY DE CASTRO AND DR JOHN MUSGROVE

Mr de Castro and Dr Musgrove spoke to the Board seeking to have the area outside the former Trust Bank Canterbury's head office named in honour of Mr Frank Dickson, a previous Chief Executive of the Canterbury Savings Bank, later Trust Bank Canterbury. Dr Musgrove indicated support of the submission made by Mr de Castro and spoke highly of Mr Frank Dickson's contribution to Christchurch.

The Chairperson thanked Mr de Castro and Dr Musgrove for their submission.

The Board **agreed** to seek a staff report as to whether or not the area at the corner of High Street and Cashel Street can be so named, and if not, whether it might be possible to recognise Mr Dickson in another way.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICE OF MOTION

Nil

6. CORRESPONDENCE

Nil.

7. BRIEFINGS

Nil.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events, microphones in the Board Room and other relevant matters including the information requested from staff in relation to the issues raised by a deputation of the Sumner-Redcliffs Historical Society at the Board meeting of 7 February 2008.

The Board **decided** that a copy of the information received from the staff member be forwarded to the Sumner-Redcliffs Historical Society inviting its comment.

The Community Board Adviser advised undertook to forward comments about microphones to the relevant staff.

9. MEMBER'S QUESTIONS

Nil.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING REPORT – 20 FEBRUARY 2008

The Board **resolved** to confirm the report of its ordinary meeting of 20 February 2008 (both open and public excluded sections).

11. ALEXANDRA STREET – PROPOSED INSTALLATION OF VEHICLE NO STOPPING RESTRICTION

The Board considered a report proposing the installation of broken yellow no stopping lines in Alexandra Street.

The Board **resolved** that the stopping of vehicles be prohibited in the following locations:

- (a) At any time on the north side of Alexandra Street commencing at the boundary between 57 and 61 Alexandra Street and extending in an easterly direction for 25 metres.
- (b) At any time on the south side of Alexandra Street commencing at a point one metre east of the vehicle entrance of 64 Alexandra Street and extending for 10 metres in a westerly direction to a point one metre from the vehicle entrance to 66 Alexandra Street.

12. PROPOSED RIGHT-OF-WAY NAMING

The Board considered a report seeking approval for the naming of a right-of-way in the Horncastle Homes St Lukes Street development (71 Dyers Road), as St Peters Close.

The Board **resolved** to approve the name St Peters Close for the new right-of-way for the Horncastle Homes St Lukes Street development.

13. CHANGE OF SHAREHOLDING AND ASSIGNMENT OF LEASE – MOTOKA RENTAL LIMITED

The Board considered a report seeking approval for the assignment and change of shareholding of the lease with Motoka Rentals Limited, 33 Lichfield Street (Lichfield Carpark Building).

The Board **resolved** to:

- (a) Consent to the assignment and record the change in shareholdings of the lease to Motoka Rentals Limited, 33 Lichfield Street.
- (b) Note that the Assignee will meet all costs of the assignment of the lease.

10. 4. 2008

Hagley/Ferrymead Community Board 5.3.2008

– 7 –

14. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – ELLA HAWTHORNE

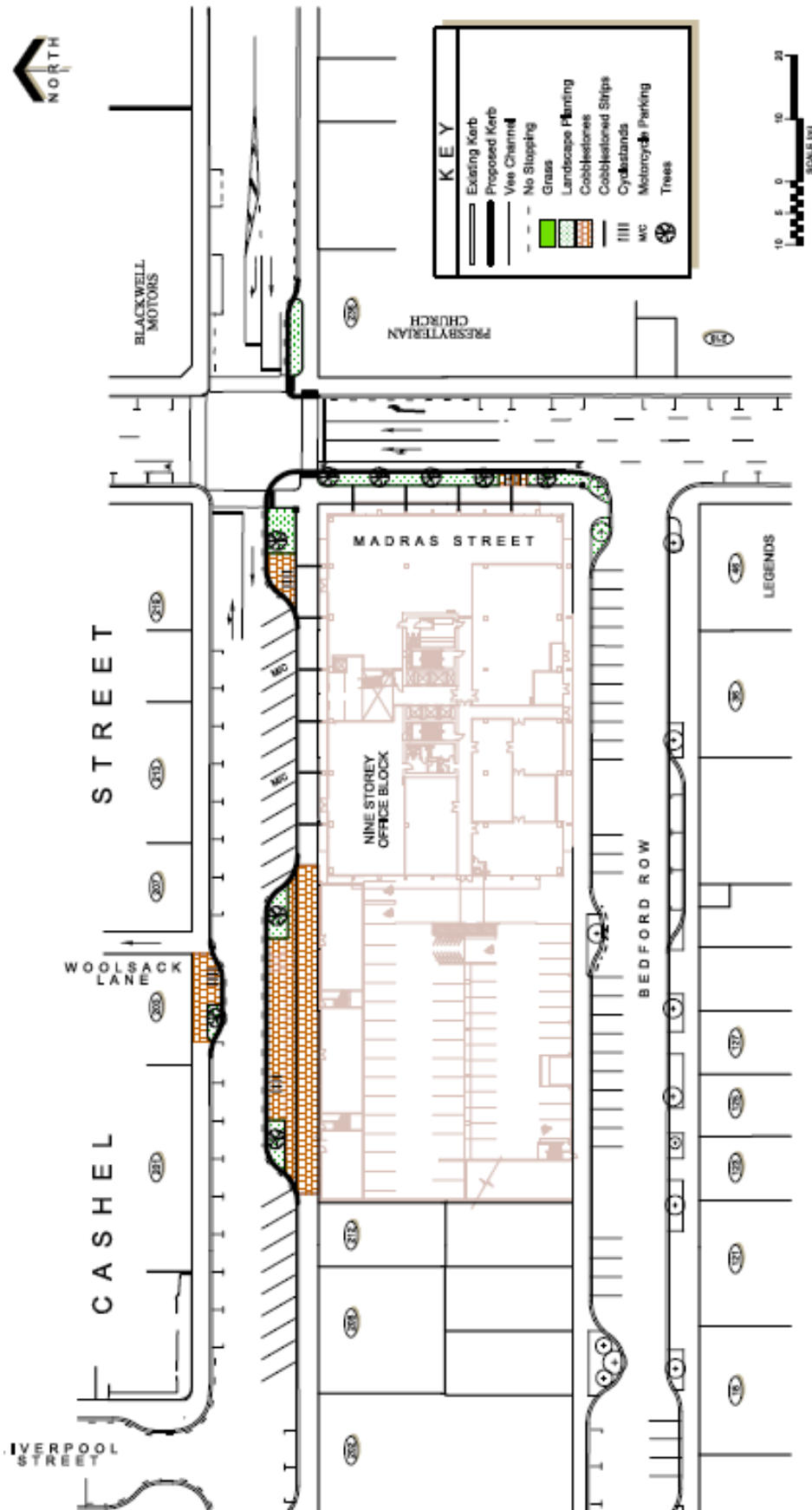
The Board considered a report seeking funding from the Hagley/Ferrymead Community Board's 2007/08 Youth Development Scheme from Ella Hawthorne, for the amount of \$200 to attend the Spirit of Adventure course.

The Board **resolved** to approve the application and allocate \$200 from its 2007/08 Youth Development Scheme to Ella Hawthorne to attend the Spirit of Adventure Course.

The meeting concluded at 4.25pm.

CONFIRMED THIS 19TH DAY OF MARCH 2008

**BOB TODD
CHAIRPERSON**



Original Plan Size: A3
 ISSUE 3 22/01/08
 TP300704 M.J.R.

Cashel Street Enhancement
 Neighbourhood Parking Options





Areas and Dimensions Subject to Survey

A			
ISSUE	AMENDMENT	SIGNED	DATE

ROAD TO BE STOPPED

 CHRISTCHURCH CITY COUNCIL · YOUR PEOPLE · YOUR CITY	SURVEYED		DRAWING NUMBER	ORIGINAL SHEET SIZE A4	SCALES 1:500
	DRAWN	J Anderson	FILE REFERENCE		
	DATE	01/2008	PROJECT NUMBER	SHEET 1 OF 1	
	<small>© COPYRIGHT CHRISTCHURCH CITY COUNCIL AERIAL PHOTOGRAPHY © COPYRIGHT TERRALINK INTERNATIONAL LIMITED</small>				542/137/1/3