

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
AGENDA**

**WEDNESDAY 2 APRIL 2014**

**AT 3PM**

**IN THE BOARD ROOM,  
180 SMITH STREET, LINWOOD, CHRISTCHURCH**

**Community Board:** Sara Templeton (Chairperson), Joe Davies (Deputy Chairperson), Alexandra Davids, Yani Johanson, Paul Lonsdale, Brenda Lowe-Johnson and Islay McLeod.

**Community Board Adviser:**

Jo Daly

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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. DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

**3. CONFIRMATION OF MEETING MINUTES – 19 MARCH 2014**

The minutes of the Board's ordinary meeting of 19 March 2014 are **attached**.

**STAFF RECOMMENDATION**

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

**4. DEPUTATIONS BY APPOINTMENT**

**4.1 KENNAWAY PARK JOINT VENTURE PARTNERSHIP**

Michael Pike, Chris Rossiter and Lorna Thurston will present to the Board regarding the report on Cumnor Terrace, Chapmans Road, Kennaway Road – Stopping Restrictions (Clause 9).

**4.2 SUMNER COMMUNITY RESIDENTS ASSOCIATION**

Marnie Kent, Community Development Coordinator, will provide an update on the progress of the Sumner Community Residents Association and where the Association is heading.

**4.3 PETERBOROUGH VILLAGE NEIGHBOURHOOD COMMITTEE**

Robert Watts, representing the Peterborough Village Neighbourhood Committee will present to the Board regarding the Stronger Christchurch Infrastructure Rebuild Team reconstruction of Salisbury Street.

**5. PRESENTATION OF PETITIONS**

**6. NOTICES OF MOTION**

**7. CORRESPONDENCE**

**8. BRIEFINGS**

**8.1 GREENSPACE FACILITIES REBUILD UPDATE**

Grant McLeod, Senior Capital Programme Advisor Greenspace and Matt Cummins, Project Manager Facilities Rebuild will update the Board on the repair of Greenspace Facilities in the Hagley/Ferrymead ward.

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
19 MARCH 2014**

**Minutes of a meeting of the Hagley/Ferrymead Community Board  
held on Wednesday 19 March 2014 at 3pm in the Boardroom,  
180 Smith Street, Linwood, Christchurch.**

**PRESENT:** Sara Templeton (Chairperson), Joe Davies (Deputy Chairperson),  
Yani Johanson, Paul Lonsdale, Brenda Lowe-Johnson and Islay McLeod.

**APOLOGIES:** An apology for absence was received and accepted from Alexandra Davids.

An apology for early departure was received and accepted from Islay McLeod who departed the meeting at 6.25pm and was absent for clauses 10, 11, 12, 13, 16, and 17.

The Board meeting adjourned from 4.36pm and resumed at 4.49pm.

The Board reports that:

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

**1. COASTAL PATHWAY – CONCEPT PLAN ADOPTION**

The Board considered a report seeking the Board's recommendation to the Council that it adopt the amended Coastal Pathway Concept Plan.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- 1.1 Endorse the proposed amendments to the Coastal Pathway Concept Plan, as set out in **Attachment 1** of the report.
- 1.2 Recommend to Council that it adopts the amended Coastal Pathway Concept Plan, as set out in **Attachment 2** of the report.

**BOARD CONSIDERATION**

The Board received correspondence on this matter from Dr Pat McIntosh and deputations from Christchurch Coastal Pathway Group, Canterbury Windsports Association, Mt Pleasant Yacht Club, Redcliffs Residents' Association and Topsy Rule, clauses 5.3, 5.4, 5.5, 5.6, 5.7 and 8.2 of these minutes refer.

Council staff responded to Board member questions and provided advice to the Board on matters raised. Board members were advised of minor amendments to be made to the Concept Plan to reflect the removal to the saltmarsh area at Redcliffs Park and the change to the layout of the Bridle Path Road/Main Road intersections as resolved by the Council on 13 March 2014.

Pursuant to Standing Order 2.1.3. the Board **decided** to temporarily suspend those Standing Orders relating to debate and discussion to allow staff to provide clarification on points raised in debate.

## 1 Cont'd

### BOARD DECISION

The Board **decided** to:

- 1.1 Endorse the proposed amendments to the Coastal Pathway Concept Plan, as set out in **Attachment 1** of the report.
- 1.2 Request that a list of areas where more detailed design will be consulted on be compiled and publically available. Note that one area that will be included is Beachville Road picnic area (western end).

### BOARD RECOMMENDATION

That the Council adopts the amended Coastal Pathway Concept Plan, as set out in **Attachment 2** of the report.

(**Note:** Brenda Lowe-Johnson requested her vote against this decision be recorded.)

## 2. MAIN ROAD MASTER PLAN – CONSULTATION REPORT

The Board considered a report seeking the Board's recommendation to the Council that hearings are not required, based on the level of submitter support to the Master Plan and its projects and to receive the summary of submissions to the Draft Main Road Master Plan.

### STAFF RECOMMENDATION

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

- 2.1 Receive the summary of submissions (**Attachment 1**).
- 2.2 Decide that hearings not be held.
- 2.3 Endorse the officer response to submissions, set out in Attachment 1 of the report, regarding amendments to the Main Road Master Plan.

### BOARD CONSIDERATION

The Board received correspondence on this matter from Peter Croft and deputations from Mt Pleasant Yacht Club, Redcliffs Residents' Association and Topsy Rule, clauses 5.5, 5.6, 5.7 and 8.1 of these minutes refer.

Council staff responded to Board member questions and provided advice to the Board on matters raised. Board members considered that submitters who have requested it should have the opportunity to present at hearings on the draft Master Plan.

### BOARD RECOMMENDATION

That the Council:

- 2.1 Receive the summary of submissions to the Draft Main Road Master Plan (**Attachment 1**).
- 2.2 Decide that hearings be held.

## 3. MCCORMACKS BAY RESERVE – WASTEWATER EASEMENTS

The Board considered a report seeking a recommendation from the Board that the Council give consent under delegate from the Minister of Conservation to proposed easements over part of McCormacks Bay reserve for the purpose of draining wastewater and that public notification be waived.

### 3 Cont'd

The Board's delegated decision regarding the approval for the granting of easements over part of McCormacks Bay Reserve for the purpose of draining wastewater and authorisation of surrender of an existing easement is recorded in Clause 3 Continued (Part C) of these minutes.

#### STAFF RECOMMENDATION

That the Council:

- 3.2 Subject to 3.1, refer Clause 3 (Part C) of these minutes, consent, acting under the delegated authority of the Minister of Conservation, to the granting of the proposed easements as outlined in this report.
- 3.3 Resolve that public notification of the intended easement for the pump lift station be waived in terms of the exemptions provided for in Section 48 (3) of the Reserves Act 1977.

#### BOARD RECOMMENDATION

The Board **decided** to recommend that the staff recommendation be adopted.

### 4. REPLACEMENT OF THE SUMNER SURF LIFE SAVING CLUB PUBLIC TOILETS

The Board considered a report seeking the Board's endorsement of the concept design for the new toilet and changing room sited at the Sumner Surf Life Saving Club and recommendation to the Council on the rebuilding.

#### STAFF RECOMMENDATION

That the Council:

- 4.1 Agree to the re-building of the changing facilities and toilet block on this site.
- 4.2 Agree that Council officers proceed with detailed design, building consent and construction of the changing facilities and toilet.
- 4.3 Agree that Council officers provide regular progress updates to the Hagley/Ferrymead Community Board.

#### BOARD RECOMMENDATION

The Board **decided** to recommend that the staff recommendation be adopted.

### PART B - REPORTS FOR INFORMATION

#### 5. DEPUTATIONS BY APPOINTMENT

##### 5.1 PROJECT EMPLOYMENT AND ENVIRONMENTAL ENHANCEMENT PROGRAMME (PEEEP TRUST)

The Board **received** a deputation and supporting information from Chris Webber, Manager of PEEEP Trust who informed the Board of PEEEP plans over the coming year.

The Board Chairperson thanked Chris Webber for the PEEEP Trust deputation.

##### 5.2 REG AND RENA DALLY

The Board **received** a deputation from Reg and Rena Dally regarding a site for a scooter park on McCormacks Bay Reserve.

The Board Chairperson thanked Reg and Rena Dally for their deputation.

5 Cont'd

The Board **decided** to request that staff work with Reg and Rena Dally and report back to the Board in April 2014 on the use of the petanque area on McCormacks Bay Reserve or other sites in the area for a scooter park.

**5.3 CHRISTCHURCH COASTAL PATHWAY GROUP**

The Board **received** a deputation and presentation from Liz Studholme and Tim Lindley from the Christchurch Coastal Pathway Group, regarding the report on the Coastal Pathway – Concept Plan Adoption and Scott Park. Clause 1 (Part A) of these minutes details the Board's recommendation on this matter.

The Board Chairperson thanked Liz Studholme and Tim Lindley for the Christchurch Coastal Pathway Group deputation.

**5.4 CANTERBURY WINDSPORTS ASSOCIATION**

The Board **received** a deputation from Lindsay Sisson of the Canterbury Windsports Association, regarding the report on the Coastal Pathway – Concept Plan Adoption and Scott Park. Clause 1 (Part A) of these minutes detail the Board's recommendation on this matter.

The Board Chairperson thanked Lindsay Sissons for the Canterbury Windsports Association deputation.

**5.5 MT PLEASANT YACHT CLUB**

The Board **received** a deputation from Commodore Richard Mackay and Brian Smith representatives of the Mt Pleasant Yacht Club, regarding the staff reports on the Coastal Pathway – Concept Plan Adoption, Main Road Master Plan – Consultation Report and Scott Park. Clauses 1 and 2 (Part A) of these minutes detail the Board's recommendations on these matters.

The Board Chairperson thanked Richard Mackay and Brian Smith for the deputation from the Mt Pleasant Yacht Club.

**5.6 REDCLIFFS RESIDENTS' ASSOCIATION**

The Board **received** a deputation and supporting information from Chris Doudney, representative of the Redcliffs Residents' Association, regarding the staff reports on the Coastal Pathway – Concept Plan Adoption and Main Road Master Plan. Clauses 1 and 2 (Part A) of these minutes detail the Board's recommendations on these matters.

The Board Chairperson thanked Chris Doudney for the deputation from the Redcliffs Residents' Association.

**5.7 TOPSY RULE**

The Board **received** a deputation and supporting information from Topsy Rule regarding the staff reports on the Coastal Pathway – Concept Plan Adoption and Main Road Master Plan – Consultation Report. Clauses 1 and 2 (Part A) of these minutes detail the Board's recommendations on these matters.

The Board Chairperson thanked Topsy Rule for her deputation.

**5.8 TANYA MICHAEL AND DANIEL SULLVAN**

The Board **received** a presentation and supporting information from Tanya Michael and Daniel Sullivan in support of the Sumner Village Green.

The Board Chairperson thanked Tanya Michael and Daniel Sullivan for their deputation.

**5 Cont'd**

**5.9 SUMNER COMMUNITY CENTRE**

The Board **received** a deputation and supporting information from Roger Turner, Maxine Webb and Rob Begg on behalf of the Sumner Community Centre, including the Sumner Theatre Group, regarding the rebuild of the Sumner Community Centre facility.

The Board Chairperson thanked Roger Turner, Maxine Webb and Rob Begg for their deputation

**6. PRESENTATION OF PETITIONS**

Nil.

**7. NOTICES OF MOTION**

Nil.

**8. CORRESPONDENCE**

**8.1 PETER CROFT**

The Board **received** correspondence from Peter Croft regarding the report on Main Road Master Plan – Consultation Report. Clause 2 (Part A) of these minutes details the Board's recommendation on this matter.

**8.2 DR PAT MCINTOSH**

The Board **received** correspondence from Dr Pat McIntosh regarding the report on Coastal Pathway – Concept Plan Adoption. Clause 1 (Part A) of these minutes details the Board's recommendation on this matter.

**8.3 SUMNER VILLAGE STREET PARTY 2014**

The Board **received** correspondence from Kath Cross, Event Facilitator, Sumner Village Street Party thanking the Board for ongoing support of the Sumner Village Street Party 2014 and the Sumner community.

**9. BRIEFINGS**

Nil.

**10. HAGLEY/FERRYMEAD COMMUNITY BOARD STRENGTHENING COMMUNITIES FUND END OF PROJECT ACCOUNTABILITY REPORTS**

The Board considered a report providing a summary of the end of year accountability reports for projects that received funding from the Boards 2012/13 Strengthening Communities Fund.

The Board **decided** to receive the report.

## 11. COMMUNITY BOARD ADVISER'S UPDATE

### 11.1 CURRENT ISSUES

- The Board **received** information from the Community Board Adviser on Board related activities including upcoming meetings and current consultations.
- The Board **received** information that the nominations for the 2014 Community Services Awards are open and that nominations close on 17 April 2014.
- The Board were asked to consider appointing a representative to the Draft Tree Policy Work Party. A decision on this matter has been deferred until the Board meeting on 2 April 2014.

### 11.2 DRAFT ANNUAL PLAN

- The Board received information regarding the Draft Annual Plan, consultation and public information sessions and was asked to consider a process for developing a submission for the Draft Plan. The Board **decided** to hold a workshop on Wednesday 9 April at 4pm.

## 12. QUESTIONS UNDER STANDING ORDERS

Nil.

## 13. ELECTED MEMBERS' INFORMATION EXCHANGE

### 13.1 SUMNER LIFEBOAT RAMP

Board members discussed the previous request for information about maintenance of the Sumner lifeboat ramp which is impacting on the Sumner Lifeboat Institute being able to launch its boat at low tide. The Board **decided** to request urgent information on this matter.

### 13.2 FLOOD RESPONSE

Board members discussed matters regarding the response to recent flooding and **decided** to request information on:

- What areas in the ward are affected by flooding, including those post earthquakes
- What steps are being taken to mitigate flood risk
- What opportunities are there for debriefs and information gathering with communities, including staff attendance at community meetings.

### 13.3 CURRENT MATTERS

13.3.1 The Board Chairperson advised Board members she is to attend the Rockefeller Foundation Resilience Workshop with community leaders being held on 25 March 2014, as one of the two Community Board Chairperson representatives.

13.3.2 Brenda Lowe-Johnson advised Board members of a Housing New Zealand and Ministry of Social Development Hui she attended regarding eligibility for Housing New Zealand properties.



## PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

### 3. MCCORMACKS BAY RESERVE – WASTEWATER EASEMENTS (CONTINUED)

The Board considered a report seeking the Board's approval for the granting of easements in favour of the Christchurch City Council over part of McCormacks Bay reserve for the purpose of draining wastewater and authorisation of surrender of an existing easement.

The report also sought the Board's recommendation that the Council give consent under delegation from the Minister of Conservation to the proposed easements. Clause 3 (Part A) of these minutes records the Board's recommendation regarding this.

#### STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- 3.1 Grant pursuant to Section 48 (1) and (6) of the Reserves Act 1977, easements in gross in favour of the Christchurch City Council over part Reserve 4324 for the purpose of wastewater infrastructure drainage to establish a biofilter/associated pipe work and a pump lift station with services for the supply of water and electricity as shown on **Attachment 1** and **Attachment 2** of the report.
- 3.4 Authorise a surrender of the existing biofilter easement (Easement Instrument 7251120.1) on the decommissioning of this facility.

#### BOARD DECISION

- 3.1 The Board **resolved** to:
  - 3.1.1 Grant pursuant to Section 48 (1) and (6) of the Reserves Act 1977, easements in gross in favour of the Christchurch City Council over part Reserve 4324 for the purpose of wastewater infrastructure drainage to establish a biofilter/associated pipe work and a pump lift station with services for the supply of water and electricity as shown on **Attachment 1** and **Attachment 2**.
  - 3.1.2 Authorise a surrender of the existing biofilter easement (Easement Instrument 7251120.1) on the decommissioning of this facility.
- 3.2 The Board **decided** to request information regarding the restoration of the current biofilter site and clarification from staff as to any expected odour effects and possible mitigation.

### 11. COMMUNITY BOARD ADVISER'S UPDATE (CONTINUED)

#### SEISMIC AND THE CITY 2014- BUILDING MOMENTUM

The Board received information regarding the Seismic and the City 2014 – Building Momentum event being held in Christchurch on 28 March 2014.

The Board **resolved** to approve the attendance of Joe Davies to the Seismic and the City 2014 – Building Momentum event on 28 March 2014.

### 14. DECLARATION OF INTEREST

Joe Davies declared an interest relating to the Sumner Community Centre deputation, Clause 5.9 of these minutes, as he is a member of the Sumner Theatre Group.

**15. CONFIRMATION OF MEETING MINUTES – 12 MARCH 2014**

It was **resolved**, that the minutes of the Hagley/Ferrymead Community Board ordinary meeting of 12 March 2014 be confirmed.

**16. PROPOSED ROAD NAMING – KENNAWAY ROAD EXTENSION**

The Board considered a report seeking the approval to one new road name. The report included a number of names submitted by the applicant company.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve the name Olly Place for the new cul de sac off Kennaway Road.

**BOARD DECISION**

The Board **resolved** to approve the name Foula Place for the new cul de sac off Kennaway Road.

**17. HAGLEY/FERRYMEAD COMMUNITY BOARD STRENGTHENING COMMUNITIES FUND – 2014/15 BOARD BIDS**

The Board considered a report seeking its approval of the Board Project Bids that will be submitted on behalf of the Board to the Strengthening Communities Fund 2014/15.

The Board **resolved** to:

- 17.1 Nominate Hagley/Ferrymead Community Recreation Events at \$8,500 as a Board Project Bid application to be considered for funding from the Hagley/Ferrymead Strengthening Communities Fund 2014/15.
- 17.2 Nominate Garden Pride Awards at \$1,500 as a Board Project Bid application to be considered for funding from the Hagley/Ferrymead Strengthening Communities Fund 2014/15.
- 17.3 Nominate Community Service Awards at \$3,000 as a Board Project Bid application to be considered for funding from the Hagley/Ferrymead Strengthening Communities Fund 2014/15.
- 17.4 Nominate Neighbourhood Week at \$3,500 as a Board Project Bid application to be considered for funding from the Hagley/Ferrymead Strengthening Communities Fund 2014/15.

The Board Chairperson declared the meeting closed at 7pm.

**CONFIRMED THIS 2ND DAY OF APRIL 2014**

**SARA TEMPLETON  
CHAIRPERSON**

## 9. CUMNOR TERRACE, CHAPMANS ROAD, KENNAWAY ROAD – STOPPING RESTRICTIONS

		Contact	Contact Details
<b>General Manager responsible:</b>	Acting General Manager, City Environment Group		
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager		
<b>Author:</b>	Stephen Hughes, Traffic Engineer	Y	941 8092

### 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install stopping restrictions on Cumnor Terrace, Chapmans and Kennaway Roads.
- 1.2 This is a staff initiated report as a result of requests from members of the public and from transport operators.

### 2. EXECUTIVE SUMMARY

- 2.1 The Chapmans Road area is an existing and expanding Freight Hub situated in Woolston.
- 2.2 Cumnor Terrace is one of two routes into and out of the Freight Hub and runs alongside the Heathcote River. The number of vehicles using this route is expected to double in the next few years.
- 2.3 The current width of this road is insufficient for both safe two way traffic movement and for on-street parking.
- 2.4 To provide safe two-way vehicle access, safe on-street vehicle parking, and to protect the riverbank while maintaining suitable safety margins between all activities, it is proposed to prohibit parking in narrow parts of Cumnor Terrace. (See **Attachment 1**)
- 2.5 Kennaway Road is where the greatest expansion is taking place. To facilitate easy entry and exit to this area while reducing the impact on other road users it is proposed to prohibit parking in areas where this could affect entry, exit, or movement through the intersection. (See **Attachment 1**).

### 3. BACKGROUND

- 3.1 The Chapmans Road area is recognised as a Freight Hub in the Christchurch Strategic Transport Plan.
- 3.2 Considerable expansion of the area is taking place, especially around the northern end in the vicinity of Kennaway Road. This is near the Cumnor Terrace route into the area.
- 3.3 Cumnor Terrace:
  - 3.3.1 The Cumnor Terrace route from Maunsell Street is recognised in the Draft City Plan as one of the two main freight priority routes into this area.
  - 3.3.2 It provides a link for vehicles from the west and south via State Highway 73, and from the north via State Highway 74 and 74a. Vehicle numbers along Cumnor Terrace are predicted to double in the next few years.
  - 3.3.3 The carriageway is narrow being less than 10 metres in many places. This is not wide enough for safe two way heavy traffic movements, and for on-street kerbside parking while also providing sufficient safety margins between the activities and the adjacent riverbank.

9 Cont'd

- 3.3.4 Consequently up to 12 commuter vehicles have been observed to park on the footpath on the southern side of the roadway to reduce the risk of being hit by passing large vehicles. This prevents the footpath from being used by pedestrians.
  - 3.3.5 It is therefore proposed to prohibiting parking in narrow areas, but allow it on the wider parts of Cumnor Terrace.
  - 3.3.6 This will provide wider carriageways for two way travel, yet provide parking for 12 vehicles with sufficient safety margins between all parties and the riverbank. The footpaths can then be returned to pedestrians.
- 3.4 Chapmans Road and Kennaway Road:
- 3.4.1 The main expansion in this area is taking place in Kennaway Road. Kennaway Road is off Chapmans Road.
  - 3.4.2 At the intersection of Chapmans and Kennaway Roads, to improve the entry and exit of large vehicles and to minimise the effects of the increased traffic on other vehicles, it is proposed to prohibit vehicle parking to enable both turning and straight through vehicle lanes to be installed.
  - 3.4.3 At the intersection of Chapmans and Kennaway Roads, to improve the entry and exit of large vehicles and to minimise the effects of the increased traffic on other vehicles, it is proposed to prohibit vehicle parking to enable both turning and straight through vehicle lanes to be installed.
- 3.5 Consultation:
- 3.5.1 Consultation on these proposed changes was done with affected parties. 56 per cent of respondents were in support of the proposed changes. (See below for further details)

4. **COMMENT**

- 4.1 The Chapmans Road area is a Freight Hub recognised as such in the Christchurch Transport Strategic Plan 2012 – 2042.
- 4.2 There are two vehicle entry routes into this freight hub. At the southern end access is via Port Hills Road, and at the northern end access is via Cumnor Terrace.
- 4.3 This report relates to the Cumnor Terrace access between Maunsell Street and Chapmans Road, and to parts of Chapmans and Kennaway Roads near Cumnor Terrace. It is intended to improve the flow of vehicles and pedestrians into, through and out of the hub.
- 4.4 For more than 400 metres of the 580 metre section of Cumnor Terrace between Maunsell Street and Chapmans Road, the carriageway is less than 10 metres wide with the narrowest point being 8.23 metres.
- 4.5 On the northern side the road runs beside the Heathcote River. There is no kerb or gutter only an irregular rough road edge. This has been damaged in places and there is also evidence of riverbank lateral spread. Planting along the riverbank prevents parking in some places, but in others there are indications of this happening.
- 4.6 On the northern side the road runs beside the Heathcote River. There is no kerb or gutter only an irregular rough road edge. This has been damaged in places and there is also evidence of riverbank lateral spread. Planting along the riverbank prevents parking in some places, but in others there are indications of this happening.

9 Cont'd

- 4.7 There are currently no restrictions on parking or stopping along either side of Cumnor Terrace.
- 4.8 The less than 10 metres of carriageway width along most of this section of roadway is insufficient for both two way travel, and on street parking and to provide sufficient safety margins between each activity and the adjacent riverbank. In places the carriageway width available for two way traffic, much of which is heavy vehicles, is less than 6.5 metres. Opposing heavy vehicles may have to stop or drive onto the riverbank to get past.
- 4.9 The less than 10 metres of carriageway width along most of this section of roadway is insufficient for both two way travel, and on street parking and to provide sufficient safety margins between each activity and the adjacent riverbank. In places the carriageway width available for two way traffic, much of which is heavy vehicles, is less than 6.5 metres. Opposing heavy vehicles may have to stop or drive onto the riverbank to get past.
- 4.10 Chapmans Road is 13.5 metres wide on its approach to the intersection with Cumnor Terrace, but the carriageway reduces to approximately 10.5 metres at and around the corner.
- 4.11 To ensure that vehicles do not park in this reduced width area and hinder vehicles entering and leaving the narrow Cumnor Terrace route, it is proposed that no stopping restrictions be installed on the approach and the departure of Chapmans Road to Cumnor Terrace.
- 4.12 There are many hundreds of metres of alternative parking along Chapmans Road that can be used by any displaced vehicles.
- 4.13 Kennaway Road runs east off Chapmans Road a short distance from Cumnor Terrace. It is on Kennaway Road and on side roads that much of the current expansion of the freight hub is taking place.
- 4.14 To ensure good turning circles and flows into and out of Chapmans Road it is proposed that no stopping restrictions be installed on Chapmans Road to allow space for heavy and large vehicles to turn while still providing space for vehicles heading north or south on Chapmans Road to get past.
- 4.15 In conjunction with the above proposed restrictions on Chapmans Road, it is further proposed that no stopping restrictions be installed on Kennaway Road from its intersection with Chapmans Road to also facilitate easy entry, exit, and turning.
- 4.16 Forty one documents were distributed to property owners, businesses or occupants in the vicinity proposing to ban parking along both sides of Cumnor Terrace from Maunsell Street to Chapmans Road, and in the other locations.
- 4.17 Sixteen or 36 per cent were returned. Of these 9, or 56 per cent were in support. 7, or 44 per cent were against. Of those against the proposed changes five made no comment, one asked "Where do my staff park if this goes ahead." One made numerous comments on parking in areas outside the scope of this report. These are being dealt with separately.
- 4.18 To provide kerbside parking in Cumnor Terrace for those vehicles displaced from the footpath along the narrow section of the roadway, parking will be permitted in a 60 metre long kerbside parking area near Chapmans Road. This is the only section of roadway where there is sufficient width for to safely accommodate both two way traffic and parked vehicles

9 Cont'd

5. **FINANCIAL IMPLICATIONS**

- 5.1 The cost of painting no stopping markings on Cumnor Terrace, Chapmans Road and Kennaway Road will be approximately \$1,000 and will be met from Operational Budgets.

6. **STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board resolve:

6.1 On Cumnor Terrace:

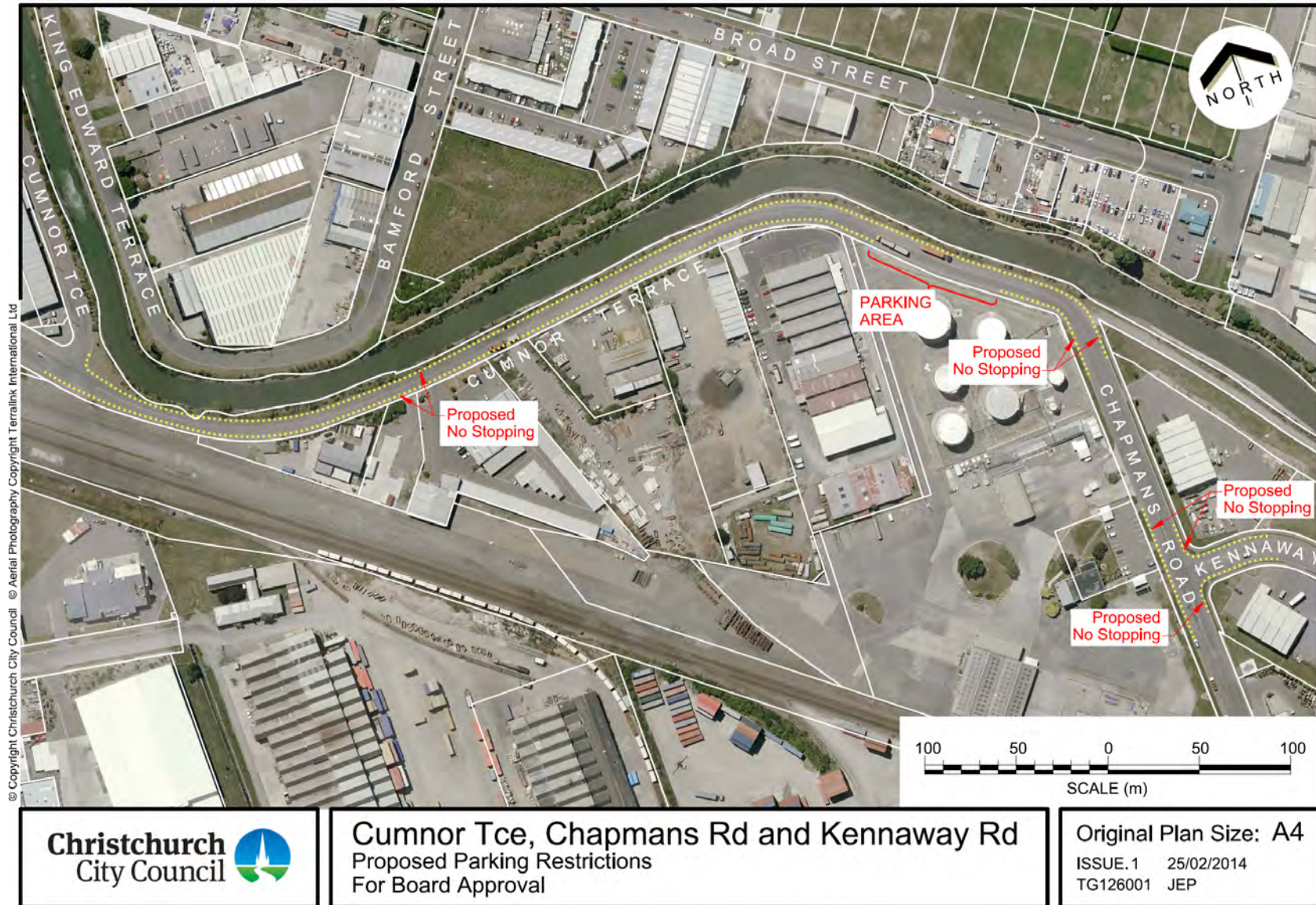
- 6.1.1 That any parking restrictions on the northern side of Cumnor Terrace commencing at its intersection with Maunsell Street and extending generally in an easterly to its intersection with Chapmans Road be revoked.
- 6.1.2 That the stopping of vehicles be prohibited at any time on the northern side of Cumnor Terrace commencing at its intersection with Maunsell Street and extending generally in an easterly direction to its intersection with Chapmans Road.
- 6.1.3 That any parking restrictions on the southern side of Cumnor Terrace commencing at its intersection with Maunsell Street and extending generally in an easterly to its intersection with Chapmans Road be revoked.
- 6.1.4 That the stopping of vehicles be prohibited at any time on the southern side of Cumnor Terrace commencing at its intersection with Maunsell Street and extending generally in an easterly direction for a distance of 495 metres.
- 6.1.5 That the stopping of vehicles be prohibited at any time on the southern side of Cumnor Terrace commencing at a point 555 metres east of its intersection with Maunsell Street and extending 22 metres in a south easterly direction to its intersection with Chapmans Road.

6.2 On Chapmans Road:

- 6.2.1 That any parking restrictions on the western side of Chapmans Road commencing at its intersection with Cumnor Terrace and extending south for 35 metres be revoked.
- 6.2.2 That the stopping of vehicles be prohibited at any time on the western side of Chapmans Road commencing at its intersection with Cumnor Terrace and extending in a southerly direction for a distance of 35 metres.
- 6.2.3 That any parking restrictions on the western side of Chapmans Road commencing 115 metres south of its intersection with Cumnor Terrace and extending south for 78 metres be revoked.
- 6.2.4 The stopping of vehicles be prohibited at any time on the western side of Chapmans Road commencing at a point 115 metres south of its intersection with Cumnor Terrace and extending in a southerly direction for a distance of 78 metres.
- 6.2.5 That any parking restrictions on the eastern side of Chapmans Road commencing at its intersection with Cumnor Terrace and extending south for 35 metres be revoked.
- 6.2.6 That the stopping of vehicles be prohibited at any time on the eastern side of Chapmans Road commencing at its intersection with Cumnor Terrace and extending in a southerly direction for a distance of 35 metres.

9 Cont'd

- 6.2.7 That any parking restrictions on the eastern side of Chapmans Road commencing at its northern intersection with Kennaway Road and extending north for 30 metres be revoked.
  - 6.2.8 That the stopping of vehicles be prohibited at any time on the eastern side of Chapmans Road commencing at its northern intersection with Kennaway Road and extending in a northerly direction for a distance of 30 metres.
  - 6.2.9 That any parking restriction on the eastern side of Chapmans Road commencing at its southern intersection with Kennaway Road and extending south for 30 metres be revoked.
  - 6.2.10 That the stopping of vehicles be prohibited at any time on the eastern side of Chapmans Road commencing at its southern intersection with Kennaway Road and extending in a southerly direction for a distance of 30 metres.
- 6.3 On Kennaways Road
- 6.3.1 That any parking restrictions on the northern side of Kennaway Road commencing at its intersection with Chapmans Road and extending east for 48 metres be revoked.
  - 6.3.2 That the stopping of vehicles be prohibited at any time on the northern side of Kennaway Road commencing at its intersection with Chapmans Road and extending in an easterly direction for a distance of 48 metres.
  - 6.3.3 That any parking restrictions on the southern side of Kennaway Road commencing at its intersection with Chapmans Road and extending east for 48 metres be revoked.
  - 6.3.4 That the stopping of vehicles be prohibited at any time on the southern side of Kennaway Road commencing at its intersection with Chapmans Road and extending in an easterly direction for a distance of 48 metres.





## 10. WHITMORE STREET – PROPOSED CROSSING FACILITY

		Contact	Contact Details
<b>Acting General Manager responsible:</b>	Acting General Manager, City Environment Group	N	
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager	N	
<b>Author:</b>	Stephen Hughes – Traffic Engineer	Y	941 8092

## 1. PURPOSE OF REPORT

- 1.1 This is a staff initiated report following a review of pedestrian safety deficiencies.
- 1.2 To recommend that the Hagley/Ferrymead Community Board approve a pedestrian facility on Whitmore Street (refer **Attachment 1**).

## 2. EXECUTIVE SUMMARY

- 2.1 As Whitmore Street is a boundary road with the Shirley/Papanui Community Board, this proposal is also being considered by that Board.
- 2.2 Traffic Operations staff have identified a lack of pedestrian facilities on Whitmore Street as a safety concern.
- 2.3 Pedestrians are currently using the existing flush median as a pseudo crossing facility, allowing them to cross the road in two stages. The proposed scheme would create a formal refuge for pedestrians to use when crossing in this location.
- 2.4 To provide adequate pedestrian visibility for pedestrians on the western side (Shirley/Papanui Community Board's side), 'No Stopping' restrictions need to be installed along part of Whitmore Street; starting from a point 216 metres north of the junction of Whitmore Street with Bealey Avenue and extending for 25 metres.
- 2.5 As part of the proposed scheme the Bus Stop, which was historically located to the south of the Avalon Street Intersection, is proposed to be reinstated on the western side of Whitmore Street.

## 3. BACKGROUND

- 3.1 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 3.2 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule Traffic Control Devices 2004.
- 3.3 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012 - 2042.

## 4. COMMENT

- 4.1 There are two existing key destination for pedestrians in this area. The Challenge Service Station on the corner of Avalon Street and Whitmore Street, and the Richmond Shopping area that can be accessed via Avalon Street (refer **Attachment 2**).
- 4.2 The Bus Stop is proposed to be reinstated to the south of the proposed crossing point, as shown in **Attachment 1**, creating an additional pedestrian destination. Environment Canterbury (ECan) have confirmed that while there is no formal bus stop in this location, buses do stop here when requested by a passenger, and that they would like this stop reinstated.

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- 4.3 It is proposed to provide a formal pedestrian refuge island approximately 42 metres south of Avalon Street, as shown above. This refuge will cater for the existing need of users, who are currently using the flush median to serve the same purpose. (Refer **Attachment 1**).
- 4.4 The proposed location is situated 42 metres south of Avalon Street to enable vehicles turning right from Whitmore Street, into Avalon Street, to continue to use the existing flush median while waiting for a gap in the south bound traffic. This should allow for three to four vehicles to queue.
- 4.5 There are already 'No Stopping' restrictions in the cycle lane on the eastern side (Hagley/Ferrymead Community Board side) of Whitmore Street. However there are no restrictions on vehicles parking in the bus lane, outside of its operational times. It is therefore proposed to install no stopping, on the western side, to provide pedestrians with adequate sight lines of oncoming traffic.
- 4.6 As shown on the plan in **Attachment 1**, 25 metres of broken yellow lines are required to provide the required sight lines for pedestrians, starting from a point 216 metres north of the intersection of Whitmore Street with Bealey Avenue and continuing in a northerly direction.
- 4.7 Consultation has been carried out by Christchurch City Council to determine public opinion for the proposal. Christchurch City Councils Consultation Leader has provided the following comments as a result of this consultation:
- 4.7.1 The Community Board Advisers were advised by memorandum on 25 November 2013 that the proposed Whitmore Street Pedestrian Island Publicity Information Leaflet was to be distributed in Whitmore Street.
- 4.7.2. The publicity pamphlet (including concept plan) was distributed to the community and stakeholders for consultation on the 28 November 2013. The feedback period closed 13 December 2013. Approximately 330 pamphlets were distributed to businesses, residents, and property owners. Eighteen responses were received, sixteen supporting the proposal and two against. The key comments related to the need.
- 4.7.3 Each submitter who provided contact details received an acknowledgment of their submission and later a summary of the feedback. The second letter advised that a report would be presented to the Papanui/Shirley and Hagley/Ferrymead Community Boards in March 2014 requesting the Boards approval for construction. The time and place of the Board meetings were also provided so that any interested residents could attend or address the Board prior to a decision being made. These same submitters will receive a letter advising them of the final outcome.
- 4.8 One of the objections debated the requirement for an additional crossing in this location, however the pedestrian counts which have been carried out confirm that there is a pedestrian desire line. The demand for a crossing point will also increase with the reinstatement of the bus stop.
- 4.9 The other objection was concerned with the narrowing of the road as a result of the pedestrian refuge and the impact this will have on traffic flow. The refuge is to be contained within the flush median that already exists in this location; any additional lane width which is lost would be minimal and would not impact on the capacity of the highway. The existing flush median does not provide an additional lane for traffic and should only be used for vehicles exiting or entering the public highway or by pedestrians crossing the road. The location of the refuge has therefore been carefully selected to allow for the continued use of the flush median in the correct manner, particular attention having been given for the requirements of vehicles wanting to right into Avalon Street.

**10 Cont'd**

**5. FINANCIAL IMPLICATIONS**

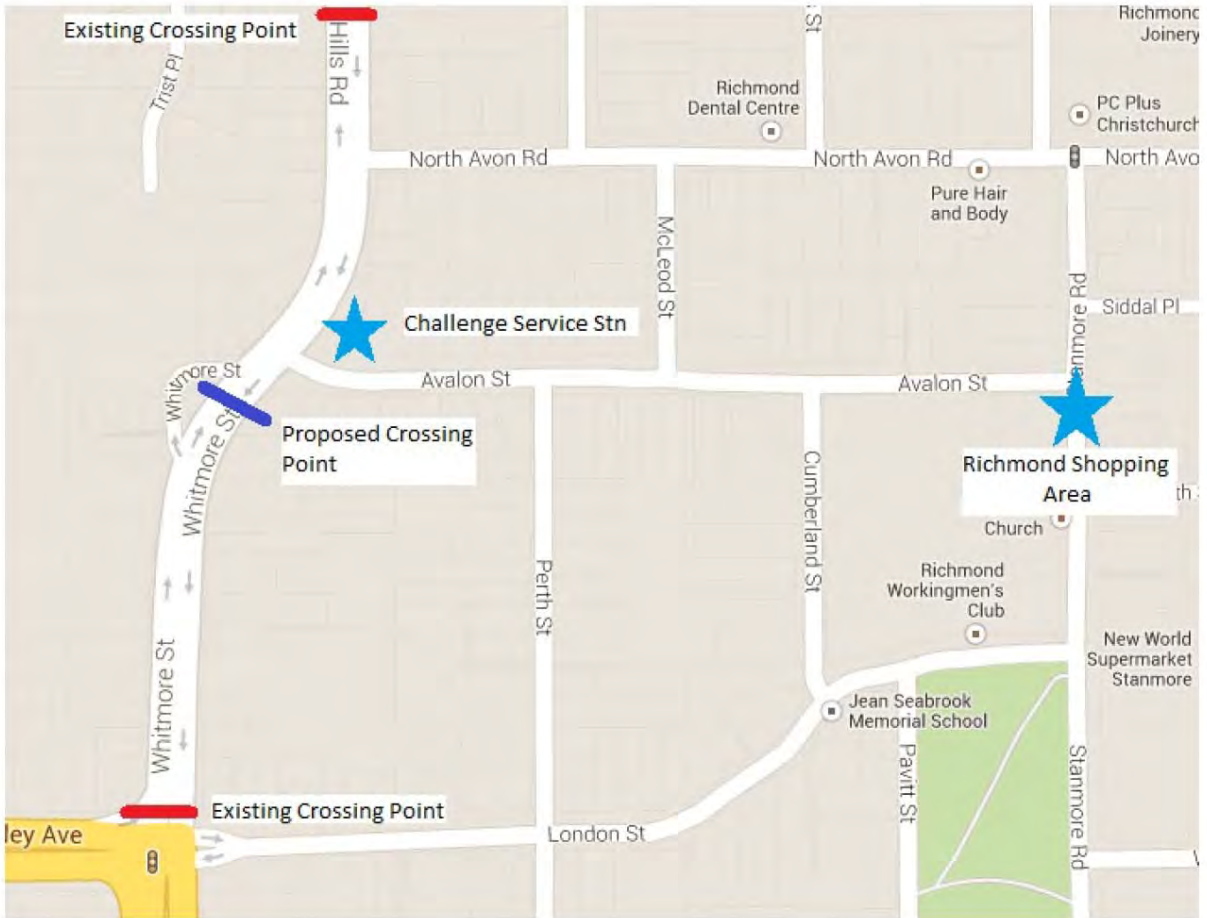
- 5.1 The project is being funded from the 2013 – 2014 Traffic Operation minor Safety projects budget.
- 5.2 The total budget for this scheme is \$47,000 for fees and construction. The current cost is estimated at \$38,589.11.

**6. STAFF RECOMMENDATION**

- 6.1 It is recommended that the Hagley/Ferrymead Community Board approve the proposal to install a Pedestrian Crossing facility in the form of a central island on Whitmore Street, just south of Avalon Street.



**Attachment 2  
Key Destination for Pedestrian**



**11. NICHOLAS DRIVE PROPOSED NO STOPPING RESTRICTIONS**

		Contact	Contact Details
<b>General Manager responsible:</b>	(Acting) General Manager, City Environment Group		
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace	Y	John Mackie, 941 8096
<b>Author:</b>	Steve Hughes, Traffic Engineer		

**1. PURPOSE OF REPORT**

- 1.1 This is a staff initiated report following a request from a resident of Nicholas Drive.
- 1.2 The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install no stopping restrictions on Nicholas Drive.

**2. EXECUTIVE SUMMARY**

- 2.1 No stopping markings are needed on Nicholas Drive to prevent parked vehicles from blocking the carriageway (refer **Attachment 1**).
- 2.2 If vehicles park on both sides of the narrow part of this street where it goes around the central park known as the Nicholas Playground, it can prevent its use as a carriageway by other vehicles.
- 2.3 It is therefore proposed to prohibit parking on the park side of the road to prevent this happening, but allow parking on the house side.

**3. BACKGROUND**

- 3.1 A resident of Nicholas Drive has requested no stopping restrictions be installed on one side of Nicholas Drive to prevent it being blocked when vehicles park on both sides.
- 3.2 Nicholas Drive runs east from Coulter Street before splitting in two around a central park known as the Nicholas Playground. The width of the two separated sections of Nicholas Drive around the playground is six metres. Past the playground the two sections rejoin to form a nine metre wide carriageway before ending at Kearneys Road. It is the narrow section on either side of the playground that this report relates to. There is currently no parking or stopping restrictions in these areas.
- 3.3 It is rare for many vehicles to park in this section of Nicholas Drive. However on occasions there are sporting fixtures at nearby sports fields that attract many participants and spectators. On these occasions vehicles have been parked on both sides of these narrow sections of Nicholas Drive.
- 3.4 The parking of these vehicles can reduce the available carriageway width to less than two metres, preventing its use by vehicles other than cyclists or motorcyclists. Due to the insufficient gap between the parked cars, it does not allow enough width for vehicles to turn from driveways onto the narrow roadway.

**4. COMMENT**

- 4.1 It was initially proposed that no stopping restrictions be installed around the playground side of the narrow sections of Nicholas Drive, and that the divided sections of the street be made one way in opposing directions.
- 4.2 Consultation on both proposals was done with nearby residents. The result of that consultation was:
  - 4.2.1 Ten in support of and four against the No Stopping.
  - 4.2.2 Eight in support of and nine against the One Way.

**11 Cont'd**

- 4.3 As a result of that consultation, the proposed no stopping around the playground continued, but the one way proposal was stopped. Respondents were advised of the result.
- 4.4 It is therefore proposed that no stopping restrictions be installed around the playground sides of Nicholas Drive, leaving the "house" side for parking. This will result in approximately four metres of carriageway being left for two way traffic if a vehicle is parked. Given the 'normal' low number of parked vehicles in this area, there will be plenty of space for an opposing vehicle to wait to pass.

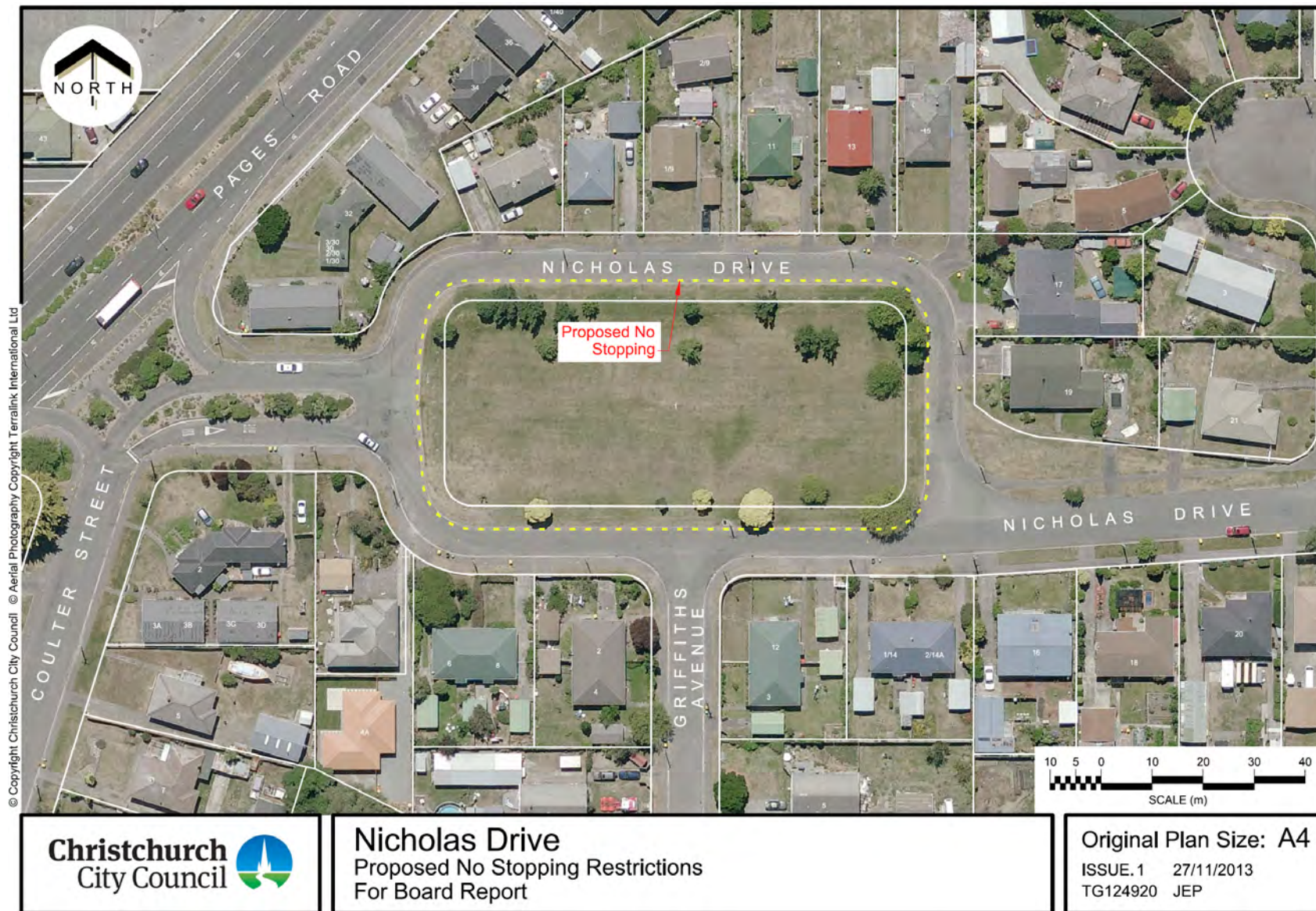
**5. FINANCIAL IMPLICATIONS**

- 5.1 The estimated cost of installing no stopping markings around Nicholas Playground is approximately \$400.00 and is provided for within existing Transport and Greenspace Operational budgets.

**6. STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- 6.1 Resolve that any and all existing stopping, standing, or parking restrictions on the Nicholas Playground sides of Nicholas Drive be revoked.
- 6.2 Resolve that the stopping of vehicles be prohibited for 279 metres around the Nicholas Playground sides of Nicholas Drive.





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

**13. QUESTIONS UNDER STANDING ORDERS**

**14. ELECTED MEMBERS' INFORMATION EXCHANGE**

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.