

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
AGENDA**

**WEDNESDAY 6 MAY 2015**

**AT 3.30PM**

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

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

**Community Board Adviser:**

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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 – 15 APRIL 2015**

The minutes of the Board's ordinary meeting of 15 April 2015 are **attached**.

**STAFF RECOMMENDATION**

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

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
15 April 2015**

**Minutes of a meeting of the Hagley/Ferrymead Community Board  
held on Wednesday 15 April 2015 at 3.32pm in the Sumner Community Centre,  
Old School Hall, Wiggins Street, Sumner, Christchurch.**

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

**APOLOGIES:** There were no apologies.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DECLARATION OF INTEREST**

There were no declarations of interest.

**2. DEPUTATIONS BY APPOINTMENT**

There were no deputations.

**3. PRESENTATION OF PETITIONS**

Nil.

**4. NOTICES OF MOTION**

Nil.

**5. CORRESPONDENCE**

Nil.

**6. BRIEFINGS**

**6.1 SUMNER COMMUNITY FACILITY - JOINT WORKING GROUP REPORT BACK**

Karen McConachy, Programme Manager Community Facilities, and Chris Mene, Facilitator, Sumner Joint Working Group gave a briefing to the Board on the work of the Joint Working Group and progress with the project, including presentation of a concept layout for the Sumner Community Facility and supporting information.

Members of the Joint Working Group, Collette Doughty, Humphrey Archer, Max Capocaccia, Peter Hansen and Council staff Arohanui Grace and Crispin Schurr, Architect, joined the meeting and discussed the process and their experiences with being part of the Joint Working Group. Crispin Schurr talked to a presentation outlining progress and the design of the building.

6 Cont'd

Board Members appointed to the Joint Working Group, Paul Lonsdale and Sara Templeton contributed to the discussion on the process.

The Chairperson thanked all involved in the Joint Working Group and Sumner Community Facility project for their contributions and for the briefing to the meeting.

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

- The Board received an update from the Community Board Adviser on Board related matters including upcoming Board commitments, the Pacific Fono to be held on 20 April 2015 and current Council consultations.
- The Board received a previously circulated update from the Parks Unit.
- The Board received information on the current balances and allocations of the Board's 2014/15 Discretionary Response Fund and Youth Development Fund and discussed utilisation of the remaining funds and possible opportunities. Claire Phillips, Community Governance Manager, joined discussion on utilisation of funds and discussed the 2015/16 funding round. The Board requested information on projects funded by Community Boards and was advised a seminar will be scheduled to consider funding matters.
- The Board discussed the Extraordinary Board meeting to be held on Tuesday 5 May at the Sumner School Hall to consider the Levi's Skate Park Project, Sumner.
- The Board was advised of the scheduled hearing for the Application for Renewal of On Licence for the Bog Irish Bar and discussed matters relating to a Local Alcohol Policy.
- Clause 7 Community Board Advisers Update Continued (Part C) of these minutes records the Board's decision regarding its submission to the Christchurch City Council Long Term Plan.

8. **QUESTIONS UNDER STANDING ORDERS**

Nil.

9. **ELECTED MEMBERS' INFORMATION EXCHANGE**

- Board members discussed concerns regarding pollution caused by dust, asbestos and silica generated by rebuild work and agreed that audits and reports relating to this would be circulated to Board members.
- Board members requested that the Community Board Adviser follow up on progress with the report to the Council on Sandilands contaminated land.
- The Board **decided** to record its concern that the Hagley/Ferrymead ward is not represented on the Infrastructure, Transport and Environment Committee and support for this being raised with the Council with regard to decisions being made in the central city.
- Board Members were advised of upcoming meetings and events including the Tenants Protection Authority Housing Forum to be held on 6 May 2015 and the Redcliffs School march on Sunday 19 April.

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

**7. COMMUNITY BOARD ADVISER'S UPDATE CONTINUED**

**7.1 CHRISTCHURCH CITY COUNCIL LONG TERM PLAN - BOARD SUBMISSION**

The Board discussed the workshop held to discuss its submission to the Christchurch City Long Term Plan and approval of the submission.

The Board **resolved** to delegate to the Board Chairperson and Deputy Chairperson, following circulation of the final draft, to approve the Board's submission to the Christchurch City Council Long Term Plan to enable it to be submitted by 28 April 2015.

**10. CONFIRMATION OF MEETING MINUTES – WEDNESDAY 1 APRIL 2015**

It was **resolved**, that the minutes of the Hagley/Ferrymead Community Board ordinary meeting of Wednesday 1 April 2015 be confirmed.

**11. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND - THE FRIENDS OF LINWOOD CEMETERY CHARITABLE TRUST**

The Board considered a report seeking approval for an application from The Friends of Linwood Cemetery Charitable Trust for funding from its 2014/15 Discretionary Response Fund and the amount to be granted to the Trust.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve a grant of \$300 from its 2014/15 Discretionary Response Fund to The Friends of Linwood Cemetery Charitable Trust towards a reprint of the February Newsletter and September Newsletter issues and Special Gallipoli Memorial Booklet.

**BOARD DECISION**

The Board **resolved** to approve a grant of \$450 from its 2014/15 Discretionary Response Fund to The Friends of Linwood Cemetery Charitable Trust towards a reprint of the February Newsletter and September Newsletter issues and Special Gallipoli Memorial Booklet.

**12. PARKING RATIONALISATION PROJECT - AREA 4 AND 6B**

The Board considered a report seeking its approval for changes to existing on-street parking restrictions within 'the avenues' as part of the Parking Rationalisation Project for areas 4 and 6B, including amending the times the metered parking restriction applies. The Board also received a presentation on the Parking Rationalisation Project 2.0.

The Board **decided** to request staff talk with local shops affected by the proposed changes to parking on Montreal Street and noted its request that consideration be given to arrangements for Council owned land to be utilised for Council vehicle parking.

The Board **resolved** to:

**12.1 Revoke the following on Victoria Street:**

12.1.1 Any existing parking, standing and stopping restrictions on both sides of Victoria Street between Bealey Avenue and Salisbury Street.

12 Cont'd

12.2 Approve the following on Victoria Street (between Bealey Avenue and Salisbury Street):

East Side

- 12.2.1 That the stopping of vehicles be prohibited at any time on the eastern side of Victoria Street commencing at its intersection with Bealey Avenue and extending in a southerly direction for a distance of 33 metres.
- 12.2.2 That the parking of vehicles be limited to a maximum period of 10 minutes on the eastern side of Victoria Street commencing at a point 33 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 10 metres. This restriction is to apply at any time.
- 12.2.3 That the parking of vehicles be limited to a maximum period of five minutes on the eastern side of Victoria Street commencing at a point 53 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 17 metres. This restriction is to apply at any time.
- 12.2.4 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Victoria Street commencing at a point 70 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 26.5 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.
- 12.2.5 That the stopping of vehicles be prohibited at any time on the eastern side of Victoria Street, commencing at a point 96.5 metres south of its intersection with Bealey Avenue extending in a southerly direction for a distance of 57 metres.
- 12.2.6 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Victoria Street commencing at a point 153.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 13 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.
- 12.2.7 That parking be restricted to motorcycles on the eastern side of Victoria Street commencing at a point 174 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 4.5 metres. This restriction is to apply at any time.
- 12.2.8 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Victoria Street commencing at a point 185 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 6.5 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.
- 12.2.9 That parking be restricted as a Taxi Stand on the eastern side of Victoria Street commencing at a point 204 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 23.5 metres. This restriction is to apply Monday through Sunday, 9:00pm through 8:00am.

12 Cont'd

- 12.2.10 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Victoria Street commencing at a point 204 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 124.5 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.
- 12.2.11 That the stopping of vehicles be prohibited at any time on the eastern side of Victoria Street commencing at a point 328.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction to its intersection with Salisbury Street.

**West Side**

- 12.2.12 That the stopping of vehicles be prohibited at any time on the western side of Victoria Street commencing at its intersection with Bealey Avenue and extending in a southerly direction for a distance of 45.5 metres.
- 12.2.13 That the parking of vehicles be limited to a maximum period of 10 minutes on the western side of Victoria Street commencing at a point 45.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 12 metres. This restriction is to apply at any time.
- 12.2.14 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the western side of Victoria Street commencing at a point 75.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 28 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.
- 12.2.15 That parking be restricted as a Bus Stop on the western side of Victoria Street commencing at a point 121 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 11.5 metres. This restriction is to apply at any time.
- 12.2.16 That the stopping of vehicles be prohibited at any time on the western side of Victoria Street commencing at a point 132.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction to its intersection with Dorset Street.
- 12.2.17 That the stopping of vehicles be prohibited at any time on the western side of Victoria Street commencing at its intersection with Dorset Street and extending in a southerly direction for a distance of 14 metres.
- 12.2.18 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the western side of Victoria Street commencing at a point 14 metres south of its intersection with Dorset Street and extending in a southerly direction for a distance of 120.5 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.
- 12.2.19 That parking be restricted as a Bus Stop on the western side of Victoria Street commencing at a point 134.5 metres south of its intersection with Dorset Street and extending in a southerly direction for a distance of 26 metres. This restriction is to apply at any time.



**12 Cont'd**

12.2.20 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the western side of Victoria Street commencing at a point 160.5 metres south of its intersection with Dorset Street and extending in a southerly direction for a distance of 37 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.

12.2.21 That the stopping of vehicles be prohibited at any time on the western side of Victoria Street commencing at a point 197.5 metres south of its intersection with Dorset Street and extending in a southerly direction to its intersection with Salisbury Street.

12.3 Revoke the following on Montreal Street:

12.3.1 Any existing parking, standing and stopping restrictions on both sides of Montreal Street between Bealey Avenue and Salisbury Street.

12.4 Resolve the following on Montreal Street (between Bealey Avenue and Salisbury Street):

**East Side**

12.4.1 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at its intersection with Bealey Avenue and extending in a southerly direction for a distance of 58 metres.

12.4.2 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at a point 73.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction to its intersection with Peacock Street.

12.4.3 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at its intersection with Peacock Street and extending in a southerly direction for a distance of 13 metres.

12.4.4 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at a point 71 metres south of its intersection with Peacock Street and extending in a southerly direction to its intersection with Beveridge Street.

12.4.5 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at its intersection with Beveridge Street and extending in a southerly direction for a distance of 14 metres.

12.4.6 That the parking of vehicles be restricted to vehicles with an approved Resident's parking permit, prominently displayed in the vehicle. This restriction is to apply at all times and be located on the eastern side of Montreal Street commencing at a point 14 metres south of its Beverage Street intersection and extending in a southerly direction for a distance of 11 metres.

12.4.7 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at a point 66.5 metres south of its intersection with Beveridge Street and extending in a southerly direction to its intersection with Conference Street.

12.4.8 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at its intersection with Conference Street and extending in a southerly direction for a distance of 27.5 metres.

12 Cont'd

- 12.4.9 That the following parking areas be controlled through the use of Parking Meters (including Pay and Display machines or any approved payment process) during the defined period, Monday through Sunday, 9:00am through 6:00pm without an associated maximum parking time limit:
- On the eastern side of Montreal Street commencing at a point 27.5 metres south of its intersection with Conference Street and extending in a southerly direction for a distance of 35 metres.
- 12.4.10 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street, commencing at a point 62.5 metres south of its intersection with Conference Street extending in a southerly direction for a distance of 20.5 metres.
- 12.4.11 That the parking of vehicles be limited to a maximum period of 10 minutes on the eastern side of Montreal Street commencing at a point 83 metres south of its intersection with Conference Street and extending in a southerly direction for a distance of 18.5 metres. This restriction is to apply at any time.
- 12.4.12 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at a point 101.5 metres south of its intersection with Conference Street and extending in a southerly direction to its intersection with Salisbury Street.

**West Side**

- 12.4.13 That the stopping of vehicles be prohibited at any time on the western side of Montreal Street commencing at its intersection with Bealey Avenue and extending in a southerly direction for a distance of 37 metres.
- 12.4.14 That the following parking areas be controlled through the use of Parking Meters (including Pay and Display machines or any approved payment process) during the defined period, Monday through Sunday, 9:00am through 6:00pm without an associated maximum time limit:
- 12.4.15 On the western side of Montreal Street commencing at a point 222.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 80 metres.
- 12.4.16 That the parking of vehicles be limited to a maximum period of 10 minutes on the western side of Montreal Street commencing at a point 302.5 metres south of its intersection with Bealey Avenue and extending in a southerly direction for a distance of 11.5 metres. This restriction is to apply at any time.
- 12.4.17 That the stopping of vehicles be prohibited at any time on the western side of Montreal Street commencing at a point 314 metres south of its intersection with Bealey Avenue and extending in a southerly direction to its intersection with Salisbury Street.
- 12.5 Revoke the following on Montreal Street:
- 12.5.1 Any existing parking, standing and stopping restrictions on both sides of Montreal Street between Salisbury Street and Peterborough Street.
- 12.6 Resolve the following on Montreal Street (between Salisbury Street and Peterborough Street):

12 Cont'd

**East Side**

- 12.6.1 That the stopping of vehicles be prohibited at any time on the eastern side of Montreal Street commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Peterborough Street.

**West Side**

- 12.6.2 That the stopping of vehicles be prohibited at any time on the western side of Montreal Street commencing at its intersection with Salisbury Street and extending in a southerly direction for a distance of 53 metres.
- 12.6.3 That the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the western side of Montreal Street commencing at a point 53 metres south of its intersection with Salisbury Street and extending in a southerly direction for a distance of 48.5 metres. This restriction is to apply Monday through Thursday, 9:00am through 5:00pm and Friday through Sunday, 9:00am through 8:30pm.
- 12.6.4 That the stopping of vehicles be prohibited at any time on the western side of Montreal Street commencing at a point 102 metres south of its intersection with Salisbury Street and extending in a southerly direction to its intersection with Peterborough Street.

- 12.7 Revoke the following on Rolleston Avenue.

- 12.7.1 Any existing parking, standing and stopping restrictions on both sides of Rolleston Avenue between Armagh Street and Cashel Street.

- 12.8 Resolve the following on Rolleston Avenue (between Armagh Street and Cashel Street):

**East Side**

- 12.8.1 That the stopping of vehicles be prohibited at any time on the eastern side of Rolleston Avenue commencing at its intersection with Armagh Street and extending in a southerly direction for a distance of 21.5 metres.
- 12.8.2 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Rolleston Avenue commencing at a point 21.5 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 53 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.8.3 That the stopping of vehicles be prohibited at any time on the eastern side of Rolleston Avenue commencing at a point 74.5 metres south of its intersection with Armagh Street and extending in a southerly direction to its intersection with Gloucester Street.
- 12.8.4 That the stopping of vehicles be prohibited at any time on the eastern side of Rolleston Avenue commencing at its intersection with Gloucester Street and extending in a southerly direction for a distance of four metres.
- 12.8.5 That parking be restricted as a Bus Stop on the eastern side of Rolleston Avenue commencing at a point 4 metres south of its intersection with Gloucester Street and extending in a southerly direction for a distance of 24.5 metres. This restriction is to apply at any time.

12 Cont'd

- 12.8.6 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Rolleston Avenue commencing at a point 39 metres south of its intersection with Gloucester Street and extending in a southerly direction for a distance of 29 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.8.7 That parking be restricted to taxis on the eastern side of Rolleston Avenue commencing at a point 68 metres south of its intersection with Gloucester Street and extending in a southerly direction for a distance of 16.5 metres. This restriction is to apply at any time.
- 12.8.8 That the stopping of vehicles be prohibited at any time on the eastern side of Rolleston Avenue commencing at a point 88 metres south of its intersection with Gloucester Street and extending in a southerly direction to its intersection with Worcester Street.
- 12.8.9 That the stopping of vehicles be prohibited on the eastern side of Rolleston Avenue commencing at its intersection with Worcester Street and extending in a southerly direction for a distance of 20.5 metres.
- 12.8.10 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Rolleston Avenue commencing at a point 20.5 metres south of its intersection with Worcester Street and extending in a southerly direction for a distance of 81 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.8.11 That the stopping of vehicles be prohibited on the eastern side of Rolleston Avenue commencing at a point 101.5 metres south of its intersection with Worcester Street and extending in a southerly direction to its intersection with Hereford Street.
- 12.8.12 That the stopping of vehicles be prohibited at any time on the eastern side of Rolleston Avenue commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of five metres.
- 12.8.13 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the eastern side of Rolleston Avenue commencing at a point 5 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 83 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.8.14 That the stopping of vehicles be prohibited at any time on the eastern side of Rolleston Avenue commencing at a point 88 metres south of its intersection with Hereford Street and extending in a southerly direction to its intersection with Cashel Street.

**West Side**

- 12.8.15 That the stopping of vehicles be prohibited at any time on the western side of Rolleston Avenue commencing at its intersection with Armagh Street and extending in a southerly direction for a distance of 61 metres.

12 Cont'd

- 12.8.16 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the western side of Rolleston Avenue commencing at a point 61 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 42.5 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.8.17 That the stopping of vehicles be prohibited at any time on the western side of Rolleston Avenue commencing at a point 127 metres south of its intersection with Armagh Street extending in a southerly direction for a distance of 9.5 metres.
- 12.8.18 That parking be restricted to tour coaches only for a maximum period of 15 minutes on the western side of Rolleston Avenue commencing at a point 136.5 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 85 metres. This restriction is to apply at any time.
- 12.8.19 That the stopping of vehicles be prohibited at any time on the western side of Rolleston Avenue commencing at a point 221.5 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 48.5 metres.
- 12.8.20 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act – Road User Rule: 2004. This restriction is to apply at any time and be located on the western side of Rolleston Avenue, commencing at point 270 metres south of its intersection with Armagh Street, and extending in a southerly direction for a distance of 7.5 metres.
- 12.8.21 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the western side of Rolleston Avenue commencing at a point 277.5 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 154.5 metres to its intersection with Hereford Street. This restriction is to apply Monday through Sunday 9:00am through 6:00pm.
- 12.8.22 That parking be restricted to motorcycles on the western side of Rolleston Avenue commencing at a point 432 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 3.5 metres. This restriction is to apply at any time.
- 12.8.23 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the western side of Rolleston Avenue commencing at a point 441 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 18.5 metres. This restriction is to apply Monday through Sunday 9:00am through 6:00pm.
- 12.8.24 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act – Road User Rule: 2004. This restriction is to apply at any time and be located on the western side of Rolleston Avenue, commencing at point 459.5 metres south of its intersection with Armagh Street, and extending in a southerly direction for a distance of 19 metres.
- 12.9 Revoke the following on Worcester Street:
- 12.9.1 Any existing parking, standing and stopping restrictions on both sides of Worcester Street between Rolleston Avenue and Montreal Street.

12 Cont'd

12.10 Resolve the following on Worcester Street (between Rolleston Avenue and Montreal Street):

**North Side**

- 12.10.1 That the stopping of vehicles be prohibited at any time on the northern side of Worcester Street commencing at its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 9.5 metres.
- 12.10.2 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the northern side of Worcester Street commencing at a point 9.5 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 111 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.10.3 That parking be restricted to cycles on the northern side of Worcester Street commencing at a point 125 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of three metres. This restriction is to apply at any time.
- 12.10.4 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the northern side of Worcester Street commencing at a point 131 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 17 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.10.5 That parking be restricted to cycles on the northern side of Worcester Street commencing at a point 155 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 3.5 metres. This restriction is to apply at any time.
- 12.10.6 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the northern side of Worcester Street commencing at a point 158.5 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 63.5 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.10.7 That the stopping of vehicles be prohibited at any time on the northern side of Worcester Street commencing at a point 222 metres east of its intersection with Rolleston Avenue and extending in an easterly direction to its intersection with Montreal Street.

**South Side**

- 12.10.8 That the stopping of vehicles be prohibited at any time on the southern side of Worcester Street commencing at the intersection with Rolleston Avenue and extending in an easterly direction to its intersection with Montreal Street.

12.11 Revoke the following on Cambridge Terrace:

- 12.11.1 Any existing parking, standing and stopping restrictions on both sides of Cambridge Terrace between Rolleston Avenue and Montreal Street.

12.12 Resolve the following on Cambridge Terrace (between Rolleston Avenue and Montreal Street):

12 Cont'd

**North-East Side**

- 12.12.1 That the stopping of vehicles be prohibited at any time on the north-eastern side of Cambridge Terrace commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 26 metres.
- 12.12.2 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the north-eastern side of Cambridge Terrace commencing at a point 26 metres south-east of its intersection with Cashel Street and extending in a south-easterly direction for a distance of 37 metres. This restriction is to apply Monday through Sunday 9:00am through 6:00pm.
- 12.12.3 That the stopping of vehicles be prohibited at any time on the north-eastern side of Cambridge Terrace commencing at a point 63 metres south-east of its intersection with Cashel Street and extending in a south-easterly direction for a distance of 40 metres.
- 12.12.4 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the north-eastern side of Cambridge Terrace commencing at a point 103 metres south-east of its intersection with Cashel Street and extending in a south-easterly direction for a distance of 47.5 metres.
- 12.12.5 That the stopping of vehicles be prohibited at any time on the north-eastern side of Cambridge Terrace commencing at a point 150.5 metres south-east of its intersection with Cashel Street and extending in a south-easterly direction for a distance of 52.5 metres.
- 12.12.6 That the stopping of vehicles be prohibited at any time on the north-eastern side of Cambridge Terrace commencing at a point 254 metres south-east of its intersection with Cashel Street, following the kerbline and extending in an easterly direction to its intersection with Montreal Street.

**South-West Side**

- 12.12.7 That the stopping of vehicles be prohibited at any time on the south-western side of Cambridge Terrace commencing at its intersection with Cashel Street and extending in a south-easterly direction for a distance of 15 metres.
- 12.12.8 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the south-western side of Cambridge Terrace commencing at a point 15 metres south-east of its intersection with Cashel Street and extending in a south-easterly direction for a distance of 43.5 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
- 12.12.9 That the stopping of vehicles be prohibited at any time on the south-western side of Cambridge Terrace commencing at a point 58.5 metres south-east of its intersection with Cashel Street and extending in a south-easterly direction for a distance of 19.5 metres.
- 12.12.10 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the south-western side of Cambridge Terrace commencing at a point 78 metres south-east of its intersection with Cashel Street and extending in a south-easterly direction for a distance of 129 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.

## ATTACHMENT TO CLAUSE 3 Cont'd

## 12 Cont'd

12.12.11 That the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 207 metres south-east of its intersection with Cashel Street, following the existing kerbline and extending in an easterly direction for a distance of 16.5 metres.

12.12.12 That the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Cambridge Terrace commencing at a point 223.5 metres south-east of its intersection with Cashel Street, following the existing kerbline and extending in an easterly direction for a distance of 62 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.

12.12.13 That the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 285.5 metres south-east of its intersection with Cashel Street, following the existing kerbline and extending in an easterly direction to its intersection with Montreal Street.

12.13 Revoke the following in Rolleston Avenue Car Park:

12.13.1 Any existing parking, standing and stopping restrictions in all areas of the Rolleston Avenue Car Park.

12.14 Resolve the following in Rolleston Avenue Car Park:

12.14.1 That the parking be controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the property known as Rolleston Avenue car park, being part of 52 Rolleston Ave Lot 2 DP 36171 and as highlighted in **Attachment 5**. The parking is to be restricted to angle parking as marked. The purpose is to update the Resolutions and to allow for parking overnight.

12.14.2 Fees for parking at this site are set at:

RATES (7 days)	
PER HOUR	\$ 3.10 INCL GST (or part thereof) (6am through 6pm)
NIGHT	\$ 3.00 INCL GST (6pm through 6am)

12.14.3 That the parking be restricted to unreserved permit parking on the property known as Rolleston Avenue car park, being part of 52 Rolleston Ave Pt Lot 14 DP 1003, and as highlighted in **Attachment 5** to the report. The parking is to be restricted to angle parking as marked. The restriction applies between 7:00am through 6:30pm weekdays. Outside of these hours, this area is for public parking as the fees are as per clause 12.14.2.

12.14.4 That the parking be restricted to reserved permit parking on the property known as Rolleston Avenue car park, being part of 5 Worcester Boulevard Pt RSs 364,366,368 Canterbury Dist and as highlighted in **Attachment 5** to the report. The parking is to be restricted to angle parking as marked. The restriction applies between the hours of 7:00am through 6:30pm weekdays. Outside of these hours, this area is for public parking and the fees are as per clause 12.14.2.

12.14.5 Approve that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act – Road User Rule: 2004. This restriction is to apply at any time and be located on the property as highlighted in **Attachment 5** (to the report). The fees are as per clause 12.14.2.

12.15 Pricing Change Recommendation – 'All Day Metered' for Montreal Street (between Bealey Avenue and Salisbury Street):



12 Cont'd

12.15.1 It is suggested that the current metered area of Montreal Street between Bealey Avenue and Salisbury Street become an All Day Parking Area, from the current \$3.10 per hour area, because there is a deficit of this type of parking in the area and to draw cars from Victoria Street, which should be retained for customers.

12.15.2 At the Council meeting on the 27 October 2011, it was resolved 'that the Council delegate to the Chief Operating Officer, Future Christchurch, the setting of fees for All Day Parking in metered spaces in the areas affected. These fees are to be set from \$0-\$25 per day'. However, as the Community Board is considering the recommendation of changing the current metered area to become an All Day Parking Area, that they also consider the pricing change recommendation.

12.15.3 It is recommended that the prices for parking on this street be initially set at:

- Montreal Street on-street All Day metered parking - \$3.00 per day including GST and \$2.00 per hour including GST.

12.16 Revoke the following on the west side of Cranmer Square:

12.16.1 Any existing parking restrictions on the west side of the west side of Cranmer Square, commencing at its intersection with Chester Street West and extending in a northerly direction for a distance of 113.5 metres.

12.17 Resolve the following on the west side of Cranmer Square:

12.17.1 That the stopping of vehicles be prohibited at any time on the western side of the western side of Cranmer Square commencing at its intersection with Chester Street West and extending in a northerly direction for a distance of 8.5 metres.

12.17.2 That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of the west side of Cranmer Square, commencing at a point 8.5 metres north of its intersection with Chester Street West and extending in a northerly direction for a distance of 88.5 metres. This restriction to apply between 8 - 9.30am and 2 - 3.30pm Monday to Friday on School Days.

12.17.3 That the stopping of vehicles be prohibited at any time on the western side of the western side of Cranmer Square commencing 96.8 metres north of its intersection with Chester Street West and extending in a northerly direction for a distance of 16.5 metres.

The Board Chairperson declared the meeting closed at 5.35pm.

**CONFIRMED THIS 6TH DAY OF MAY 2015**

**SARA TEMPLETON  
CHAIRPERSON**

**4. DEPUTATIONS BY APPOINTMENT**

**4.1 LYFE (LINWOOD YOUTH FESTIVAL EXPERIENCE)**

Ash Harnett, LYFE Coordinator 2015 and Amanda Murray, Youth Town Manager will present a deputation to the Board on LYFE 2015.

**4.2 COMMUNITY RESILIENCE TEAM, CANTERBURY EARTHQUAKE RECOVERY AUTHORITY (CERA)**

James Mills-Kelly, Relationship Manager with the Community Resilience Team, Social Cultural Recovery Group, CERA will present a deputation to the Board.

**4.3 DRUCILLA KINGI**

Drucilla Kingi will present a deputation to the Board regarding fund raising events to be held in the Mt Pleasant and Sumner areas.

**5. PRESENTATION OF PETITIONS**

**6. NOTICES OF MOTION**

**7. CORRESPONDENCE**

**8. BRIEFINGS**

**8.1 TSUNAMI SIRENS STAGE 2**

Civil Defence and Emergency Management Team Members, Alicia Palmer, Public Education and Community Resilience Coordinator, Murray Sinclair, Manager and Justin Lewis, Operational Readiness Coordinator, will be in attendance to update the Board on Tsunami Sirens Stage 2 project.

**8.2 GARLANDS ROAD BUS STOPS**

Stephen Hughes, Traffic Engineer, will be in attendance to speak to the Memorandum (**attached**) on Garlands Road Bus Stops.

**8.3 TRANSITIONAL PROGRAMME FOR SUBURBAN CENTRES - WOOLSTON**

Katie Smith and Joshua Neville from the Urban Design and Regeneration Unit will present a briefing to the Board on transitional projects in Woolston: Traffic light boxes murals along Ferry Road and light gateway sculptures for Woolston Village.

## Christchurch City Council Operations Group

### Memorandum

**Date:** 17 April 2015

**From:** STEPHEN HUGHES - TRAFFIC ENGINEER

**To:** HAGLEY/FERRYMEAD COMMUNITY BOARD

**Cc:** Jo Daly - Community Board Adviser

**Attachments:** One

1. Plan of Area Showing Bus Stop Locations

### GARLANDS ROAD BUS STOPS

#### Purpose of this Memo:

The purpose of this memo is to respond to the Hagley/Ferrymead Community Board and Council on a request that the New Zealand Transport Agency (NZTA) change the decommissioned bus stops on Garlands Road outside the Tannery to coach and taxi parking.

#### Background:

This memo is in response to the Council's decision in relation to the report of the meeting of the Hagley/Ferrymead Community Board on 19 November 2014 that the Council:

"Request NZTA to retain the decommissioned bus stops on Garlands Road outside the Tannery, to become a designated coach and taxi stand." (Refer **Attachment 1** for location of bus stops)

#### Information requested:

At a meeting on 28 August 2009 the New Zealand Transport Agency delegated authority to the Christchurch City Council the power to install and enforce the Council's Traffic and Parking Bylaws on State Highways within Christchurch City. The delegation specifically mentioned that it did not apply to the installation of "no stopping" restrictions.

Garlands Road is part of NZTA State Highway 74a. Therefore the Council has delegated authority from NZTA to remove the un-used bus stops outside the Tannery referred to, and if it is considered appropriate, to change them to some other type of parking.

**ATTACHMENT TO CLAUSE 8.3 Cont'd**

For the following reasons it is considered that changing the previous bus stops to taxi or coach parking is inappropriate:

**South Side Bus Stop**

The bus stop on the southern side of Garlands Road sits astride a cycle lane. Previously buses stopped here for very short periods of time to pick-up or drop-off passengers. It was not used as a layover stop, and the frequency of the service was at times up to one hour between visits. Therefore the time spent on the bus stop had a minimal effect on cyclists using the cycle lane.

However if this decommissioned bus stop was changed to long term coach or taxi parking, as they would occupy the space for long periods of time, the cycle lane in this dangerous part of Garlands Road would be denied to cyclists.

To pass the parked coaches or taxis (or any other long term parked vehicle) a cyclists would have to:

- Move out of the cycle lane and into the westbound traffic lane to pass.
- Merge with traffic on their right while doing so.
- When changes approved by this Board are made to Cumnor Terrace, a cyclist would also have to watch for vehicles exiting on their left from the new one way section of Cumnor Terrace less than five metres behind the parking area, and
- Do so just over a humpback bridge which also causes considerable visibility issues.

It is therefore recommended that the bus stop on the southern side of Garlands Road:

- Not be changed to taxi or coach parking and,
- That the NZTA prohibit parking of any kind at this location due to the effect it would have on other traffic and the increased risk to cyclists.

*Note: The nearest vehicle parking in front of the bus stop is in recessed parking bays and is beside and not astride the cycle lane. It is also in front of other properties and businesses. The Tannery could possibly provide coach and taxi parking in their off-road car park.*

**North Side Bus Stop**

This bus stop is outside a Cycle Shop and is partly across their vehicle entrance. It is however deemed acceptable for a bus stop to be across a vehicle entrance given that buses only stop for brief periods of time to pick up and drop off passengers.

However if this bus stop was made into coach or taxi parking, the decommissioned bus stop area would have to be:

- Shortened by at least five metres to be one metre clear of a vehicle entrance as required by legislation.
- Would therefore be less than nine metres long and too short for most coaches.
- Would legally only accommodate one taxi.
- Would be on the wrong side of Garlands Road for the main pedestrian destination in the area, and,
- Would require passengers to cross over a very busy state highway, in a dangerous place with considerable visibility restrictions and lots of merging vehicles.
- There are also no pedestrian road crossing facilities at this location.

**ATTACHMENT TO CLAUSE 8.3 Cont'd**

It is therefore recommended that the bus stop on the northern side of Garlands Road not be changed to coach or taxi parking, and that instead it be changed to unrestricted vehicle parking consistent with the parking behind the bus stop/vehicle entrance.

**Other Options**

The Tannery could possibly provide coach and taxi parking in their off-road parking facility. For taxis, this would have the benefit of ensuring that any intoxicated patrons from licensed premises would be away from a busy road.

Alternatively, on-road taxi or coach parking facilities could be considered in nearby locations, however these sites may not be outside the Tannery and be outside other businesses. They would probably take customer parking away from those businesses. Therefore it is possible there could be opposition from nearby businesses.

**Conclusion:**

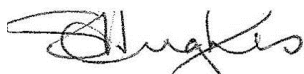
The bus stops should not be changed to coach or taxi parking.  
It is recommended that the Community Board:

Revoke any and all parking restrictions on the southern side of Garlands Road (State Highway 74a) commencing at a point 127 metres east of its intersection with Tanner Street and extending east for 17 metres.

- The Board and Council should recommended to NZTA that the area discussed above that was previously occupied by the bus stop be resolved as no parking (as they have not delegated that authority to Council).

Revoke any and all parking restrictions on the northern side of Garlands Road (State Highway 74a) commencing at a point 106 metres east of its intersection with Tanner Street and extending east for 15 metres.

- It is recommended that this space revert to unrestricted parking for which no resolution is required.
- The Tannery be encouraged to provide taxi and coach parking facilities in their off-road car park if they believe there is sufficient demand.



Stephen Hughes  
Traffic Engineer  
**OPERATIONS GROUP**



**9. PROPOSED ROAD NAME: PAPA STOUR PLACE**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Planning Officer, Strategy and Planning Unit		
<b>Officer responsible:</b>	Resource Consents Unit Manager, Strategy and Planning Unit		
<b>Author:</b>	Bob Pritchard, Subdivisions Officer	Y	DDI: 941 8644

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to obtain the Hagley/Ferrymead Community Board's approval for the naming of one new road in the subdivision which continues from Kennaway Road (**attached**).
- 1.2 This is an officer initiated report resulting from a naming request from subdivision developer.

**2. EXECUTIVE SUMMARY**

- 2.1 The Community Board have delegated authority from the Christchurch City Council to approve road and right-of-way names.
- 2.2 A small business zone subdivision is creating eleven allotments. This subdivision continues from the main spine road, Kennaway Road.

**3. BACKGROUND**

- 3.1 There has been a common theme used on the earlier cul-de-sac's using names from the Shetland Islands. The first preference for a name is Papa Stour Place, which is located to the west of the mainland Shetland Island. It is a special area of conservation. Other names submitted if Papa Stour Place is not acceptable, includes: Bruray Place, Housay Place, Fetlar Place, Fair Isle Place and Muckle Roe Place.

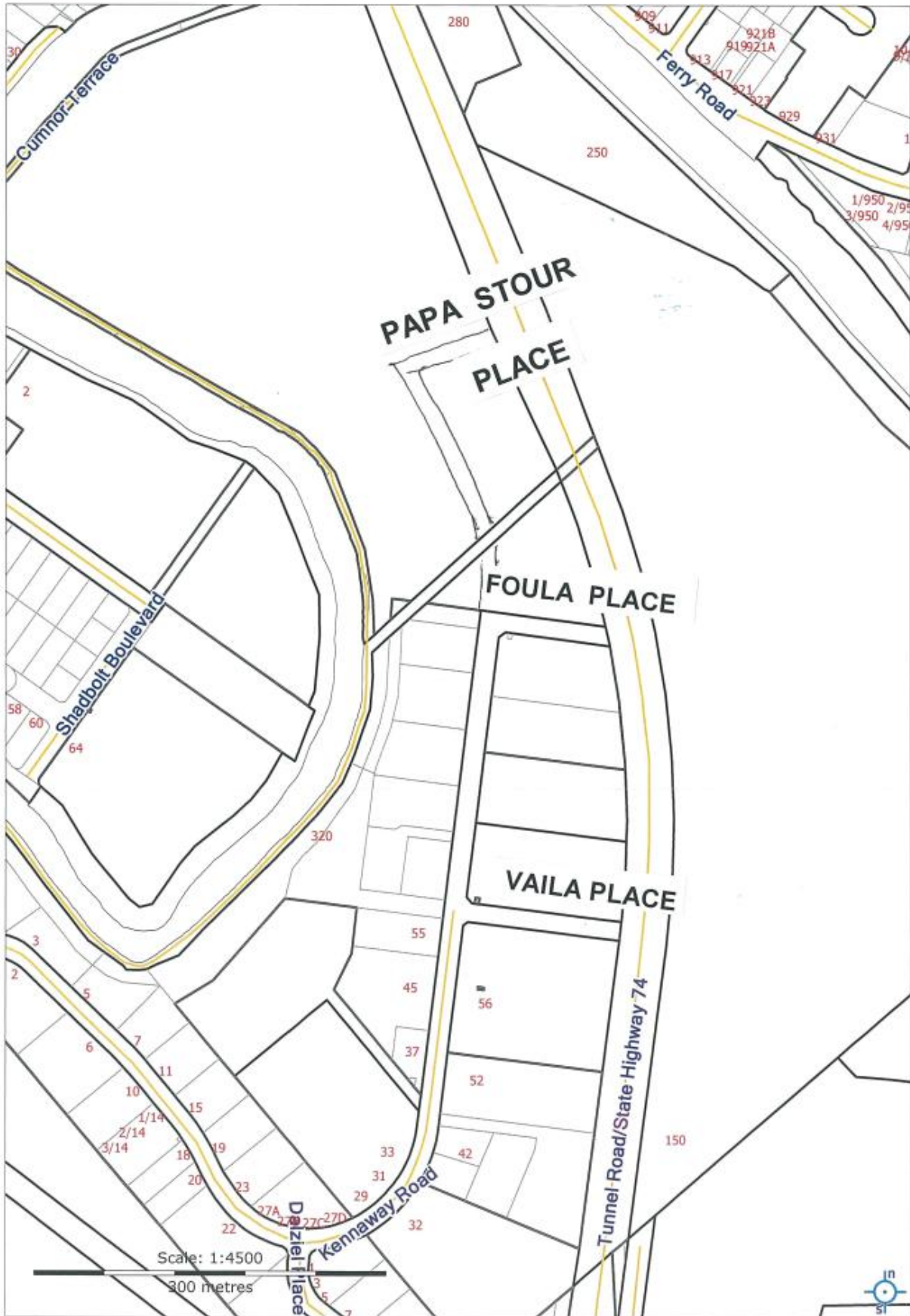
**4. FINANCIAL IMPLICATIONS**

- 4.1 There are no financial costs to Christchurch City Council. The administration fee for road naming is included as part of the subdivision consent application fee and the cost of name plate manufacture is charged direct to the developer.

**5. STAFF RECOMMENDATION**

- 5.1 It is recommended that the Hagley/Ferrymead Community Board approve the name Papa Stour Place.

400





## 10. PORT HILLS ROAD - BRIDLE PATH ROAD TO MARTINDALES ROAD - PARKING SAFETY REPORT

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture Leisure and Parks	N	
<b>Officer responsible:</b>	Unit Manager, Transport and City Streets	N	
<b>Author:</b>	Stephen Hughes, Traffic Engineer	Y	DDI: 941 8092

### 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to respond to the Hagley/Ferrymead Community Board meeting of 17 September 2014 where:

*"Correspondence was received from the Heathcote Valley Community Association Inc. regarding road safety concerns on Port Hills Road between Bridle Path Road and Martindales Road roundabout. The correspondence included options to address concerns including reinstatement of a speed hump, limiting car parking and installation of signage to indicate children in the area.*

*Staff advice was provided that a speed hump is to be reinstated in the next two months as Port Hills Road is no longer needed as an oversized route and there is existing signage in on Port Hills Road.*

*The Board **decided** to request a report, including recommendations, on parking safety in this area, including the installation of no stopping lines on the park side of Port Hills Road."*

- 1.2 The origin of this staff report is the above mentioned correspondence (refer **Attachment 2**).

### 2. EXECUTIVE SUMMARY

- 2.1 The Hagley/Ferrymead Community Board requested a report on parking safety on Port Hills Road between Bridle Path and Martindales Road as stated above (refer **Attachment 1**).

- 2.2 To identify any traffic and parking issues, the following actions were undertaken:

2.2.1 Observations of both traffic and parking on this section of Port Hills Road were carried out.

2.2.2 Residents in the vicinity were surveyed.

2.2.3 Crash statistics obtained.

2.2.4 Council Call Centre records checked.

2.2.5 The Police consulted, and.

2.2.6 Vehicle numbers and speed readings obtained.

- 2.3 The two most significant parking safety issues identified occurred in the vicinity of the children's playground situated in the Heathcote Domain part of Port Hills Road. They are:

2.3.1 Vehicles frequently park on the footpath along the western (residential) side of the road preventing it from being used by pedestrians (refer **Attachments 5**).

2.3.2 On occasions vehicles park opposite each other on both sides of the road restricting it to one lane.

10. Cont'd

- 2.4 Various solutions were considered including the one suggested by the Board of prohibiting parking along the "park side of Port Hills Road." However the Board recommended solution did not solve both issues.
- 2.5 The solution preferred by staff is to prohibit parking on the western (residential) side of Port Hills Road adjacent to the children's playground. This is where the majority of parking problems were identified by residents, by the Heathcote Valley Community Association letter, and by observations. Also it is the only section of Port Hills Road where the gutter is covered by bridge blocks and vehicles can easily access the footpath and park on it (refer **Attachment 3**).
- 2.6 The preferred solution will:
  - 2.6.1 Ensure sufficient road width in this area for two way traffic.
  - 2.6.2 Keep the footpath clear for pedestrians use.
  - 2.6.3 Stop the need for pedestrians to walk on the roadway.
  - 2.6.4 Improve visibility of approaching vehicles when crossing the road, and
  - 2.6.5 Eliminate any concerns about children crossing the road from vehicles parked on this side of the road.
- 2.7 It may have been the intention of the Board that if a recommendation was suggested by staff that they resolve it on receipt of this report. However if the Board decide that action is required, before this can be done consultation would be necessary with affected parties in accordance with the Local Government Act 2002 (see Section on "Legal Considerations below). Therefore a further report on the consultation undertaken would be required. This could take a further six months before coming back to the Community Board.
- 2.8 Therefore it is recommended that the Hagley/Ferrymead Community Board approve that staff enter into consultation with affected parties on the preferred option of prohibiting parking on the western (residential) side of Port Hills Road adjacent to the children's playground area and to report back to the board on the results of that consultation with a view to resolving it if it is supported by the majority of the affected parties.

3. **BACKGROUND**

- 3.1 The section of Port Hills Road between Bridle Path Road and Martindales Road is 800 metres long and designated as a local road (refer **Attachment 1**).
- 3.2 The first 385 metres from Bridle Path Road is beside Heathcote Domain, with 150 metres of that being beside the children's playground/public toilet/off-road public car park area (referred from here on as the children's playground area, refer **Attachment 3**).
- 3.3 The road width alongside the domain and the playground area averages 7.5 metres. Below the domain the road widens to around 11.5 metres down to Martindales Road.
- 3.4 There are currently no parking restrictions on this section of Port Hills Road. There is an off road car park below the playground that can accommodate approximately 20 - 30 vehicles, and a recessed parking bay close to Bridle Path Road that can accommodate approximately eight vehicles. There are two other off-road car parks on the other side of the domain that are accessed off Bridle Path Road that can accommodate approximately 40 -50 cars.
- 3.5 On the western side of Port Hills Road adjacent to the children's playground area the deep dish gutters have been covered by bridge blocks up to the level of the footpath. This allows vehicles to drive onto the footpath (refer **Attachment 5**). In all other areas the deep dish gutters are uncovered.

10. Cont'd

4. COMMENT

- 4.1 The Heathcote Valley Community Association, (referred to from this point on as the "Residents Association"), wrote to the Board raising concerns about safety issues on Port Hills Road between Bridle Path and Martindales Road, specifically near the children's playground area (refer **Attachment 2**).
- 4.2 The Residents Association advised of speed, road width, and visibility concerns. They suggested a temporarily removed speed hump be reinstated, car parking limited to one side of the road, and that clear signs warning of "children playing" be installed.
- 4.3 The speed hump has been reinstated. There are existing child warning signs above and below the children's playground, and additional signage has been installed identifying the nearby off road car park.
- 4.4 The Community Board requested a report and recommendations on "parking safety" along the road. Parking safety was not defined. When considering this request it was decided that as parking and traffic safety issues are related, and as the Resident Associations correspondence related to both traffic and parking, the investigation and report should cover both aspects.
- 4.5 This section of Port Hills Road is classified as a local road. It carries far less traffic than the section north of Martindales Road. A December 2014 daily average outside the domain of 1135 per day versus a September 2012 average of 4440 per day north of Martindales Road.
- 4.6 To determine if there were any significant traffic or parking safety issues along Port Hills Road between Bridle Path and Martindales Road;
- 4.6.1 The residents along this section were surveyed.
- 4.6.2 Council Call Centre records for the last five years were checked for previous concerns.
- 4.6.3 New Zealand Transport Agency (NZTA) Crash Statistics for the last five years were obtained.
- 4.6.4 Drivers apprehended by the Police in the last five years were obtained.
- 4.6.5 Vehicle speed and number counts were taken, and,
- 4.6.6 Numerous observations of traffic, parking, and the adjacent environment were done over a two month period.
- 4.7 **Residents Survey**
- 4.7.1 Nine of the 45 residences along this section of Port Hills Road responded to the survey. They advised the following problems:
- Seven mentioned that parked vehicles could reduce the carriageway to one lane.
  - Four mentioned speeding vehicles.
  - Two mentioned that vehicles parking over vehicle driveways.
  - Two mentioned they were not aware of any accidents or incidents in the last five years.
  - Two requested an additional speed hump above the playground.
  - There were also single mentions of:
    - Parked vehicles making it difficult to enter and leave properties.
    - Vehicles parking on the footpath on the western side.
    - Parked vehicles adjacent to the Domain cause vehicles to slow down.
    - Cyclists riding three, four and five abreast.

10. Cont'd

- The road needs widening.
- A speed hump is needed near Martindales Road.
- Heavy vehicle use of the road.
- Vehicles parking near Martindales Road causing an accident and several near misses in the last two years.

4.7.2 A summary of the consultation/survey results is attached (refer **Attachment 4**).

4.8 **Council Call Centre records**

4.8.1 Council call centre records for the last five years were checked for any previous contact about parking or safety issues for this part of Port Hills Road.

4.8.2 There were no calls in the 76 calls previously received about Port Hills Road that related to parking or safety issues in this area.

4.9 **Crash Statistics**

4.9.1 The New Zealand Transport Agency Crash Analysis Statistics were checked to ascertain if there had been any crashes recorded in the last five year for this section of Port Hills Road.

4.9.2 There were no crashes/accidents recorded in this area.

4.10 **Police Driver Apprehension Records**

4.10.1 The Christchurch Police were contacted and asked what traffic or parking issues they had dealt with in this area. They advised that in the last five years on Port Hills Road between Bridle Path Road and Laing Crescent they attended;

- Thirteen events made up of ten traffic incidents, two street or drag racing incidents, and one non-injury vehicle collision (there is no record of this in NZTA records).
- They dealt with 13 court sanctioned offences of which four were for drunk driving and four for driving in breach of a prohibition or a limited licence.
- They issued 33 infringement notices of which 18 were for speed.

4.10.2 *Note; The Police advise that they cannot break their information down any further than being on Port Hills Road between Bridle Path Road to Laing Crescent. Some of the above may, or may not, relate to the section of Port Hills Road between Bridle Path Road and Martindales Road.*

4.11 **Traffic Volume and Speed Counts**

4.11.1 The number and the speed of vehicles travelling along Port Hills Road outside Heathcote Domain was recorded for a one week period commencing on Tuesday 9 December 2014. These were taken near the boundary of 23 and 25 Port Hills Road.

4.11.2 The 24 hour seven day daily average number of vehicles travelling in both directions along this section of Port Hills Road was 1135 vehicles, with the highest hourly average being 122 vehicles between 5.00pm and 6.00pm on Friday 12 December.

4.11.3 The median speed of the 7945 vehicles recorded over the week was 44.3 kilometres per hour.

## 10. Cont'd

### 4.12 Observations

4.12.1 Numerous observations of the area were done between November 2014 and February 2015. Photographs were taken for demonstration purposes.

#### 4.12.2 Parking both sides/restricted road width

- (a) On numerous occasions vehicles were observed parked along one or both sides of Port Hills Road adjacent to the domain. Usually these parked vehicles were offset, allowing free movement along the road and having little or a minor effect on other traffic (refer **Attachments 5, 6 and 7**).
- (b) On several occasions, (four or five occasions in a three month period) vehicles were parked opposite each other. Usually, as the vehicles on the western (residential) side were 'illegally' parked on the footpath, the road width was not unduly restricted and two way traffic between the parked vehicles was possible (refer **Attachment 5**).
- (c) On several occasions there were vehicles parked opposite each other with the vehicles parked on the western side adjacent to the kerb and not parked on the footpath. On these occasions the road width was restricted, and the simultaneous movement of two 'normal' sized cars between them was not possible. Single lane movement was possible by one vehicle giving way to the other.
- (d) This section of Port Hills Road is a local road. On residential local roads, where there are low numbers of users, parking can prevent simultaneous two way traffic movement. Any delay when giving way to a vehicle coming from the opposite direction would be minimal given the low numbers of vehicles using this road.

#### 4.12.3 Parking on the footpath/western (residential) side

- (a) Other than adjacent to the playground/toilet/car park area the deep dish gutters along this road are uncovered. The gutters adjacent to the playground area is the only area where the deep dish gutters are covered, and where vehicles can easily drive on to the footpath. Why this occurs only in this area is unknown (refer **Attachment 7**).
- (b) When vehicles park on this narrow footpath, it can prevent it being used by pedestrians. Pedestrians often have to walk on the road to pass the parked vehicles (refer **Attachment 5 and 6**).
- (c) Vehicles could be prevented from parking on the footpath by removing the bridge blocks, or by prohibiting parking by installing no stopping lines. Removing the bridge blocks would be effective but expensive as road surface remedial work would be required. Installing no stopping lines would be cheaper and quicker.

### 4.13 Visibility Issues

4.13.1 The Residents Association mentioned concerns about visibility caused by the parked vehicles. No residents have raised this through the Council Call Centre in the last five years, or raised it in the survey.

## 10. Cont'd

4.13.2 There is over 250 metres of straight road either side of the playground area, so the view of approaching vehicles is very good. No details of specific visibility problems were mentioned by the Residents Association and there is no obvious visibility problems most of the time. Even with vehicles parked along this section of roadway, it is no different to many other streets in Christchurch (refer example of the northern visibility in **Attachment 7**).

### 4.14 Significant Problems Identified

4.14.1 The most significant problems identified were:

- Vehicles frequently park on the footpath along the western (residential) side of the road preventing it from being used by pedestrians.
- *This is the only footpath along this section of Port Hills Road. Pedestrians usually have to walk on the road to pass the parked vehicle(s). It appears that some residents regularly park on the footpath, and visitors often follow their example.*
- On rare occasions vehicles park opposite each other on both sides of the road, restricting the road to one lane.

*Often when vehicles park on both sides of the road they are offset. This allows through vehicles to pass. The parking of vehicles directly opposite each other happens on far fewer occasions. Even then, given that this section of Port Hills Road is a local road with low traffic volumes, it generally does not cause a 'significant problem'. Often there is no opposing traffic. If there is, usually there is usually plenty of layby space due to few vehicles parking along this section of roadway. Any delays are minimal.*

### 4.15 Identified Solutions

4.15.1 The request from the Hagley/Ferrymead Community Board asked for a report on "parking safety including recommendations." There are a number of possible solutions to the two safety issues identified. These include;

- Prohibiting parking on both sides of Port Hills Road from Bridle Path Road to where it widens below the domain (parking permitted only in the off-road car parks).
- Prohibiting parking on the domain side of Port Hills Road adjacent to the park from Bridle Path Road to where Port Hills Road widens below the park (this would leave approximately 385 metres of parking on the western side).
- Prohibiting parking on the western (residential) side of Port Hills Road from adjacent to the top of the children's playground area to where Port Hills Road widens below the park (this would entail approximately 150 metres of parking being prohibited on the western side, but leave approximately 230 metres of parking on that side and 385 metres on the other).

4.15.2 Various solutions were considered including the one suggested by the Board of prohibiting parking along the "park side of Port Hills Road." On no occasion were vehicles found to be parked all the way along the park side of Port Hills Road. If that was to happen, and the opposite side of the road was similarly "parked out," it could cause a major problem.

4.15.3 This could happen when a large event was held at the domain. Parking of this magnitude as part of an event could be eliminated by use of a Traffic Management Plan for the event.

**10. Cont'd**

**5. CONCLUSION AND RECOMMENDATION**

- 5.1 There are two significant localised parking issues in the vicinity of Heathcote Domain.
- 5.2 These two significant parking issues occur adjacent to the children's playground area of the domain.
- 5.3 The solution that solves both issues is to prohibit parking on the western (residential) side of Port Hills Road opposite the domain and adjacent to the children's playground area.
- 5.4 Before this can be implemented, consultation with residents and other affected parties on the chosen solution should be undertaken and reported back to the Community Board.

**6. OTHER ACTIONS**

- 6.1 While the residents' survey specifically requested information about Port Hills Road between Bridle Path and Martindales Road, some respondents took the opportunity to raise other issues. Where appropriate these are being followed up or actioned.
- 6.2 Where concerns were raised that did not require Community Board approval, for example to install additional signage identifying the adjacent off-road car park and reinstating temporarily removed speed humps, this has been done.

**7. FINANCIAL IMPLICATIONS**

- 7.1 The cost of installing approximately 150 metres of no stopping restrictions in the form of broken yellow no stopping lines is estimated to be around \$400. This can be covered from Traffic Operations Budgets.

**8. LEGAL CONSIDERATIONS**

- 8.1 Section 78 of The Local Government Act 2002 requires that Local Authorities when making decisions must consider the views and preferences of persons likely to be affected by, or have an interest in, the matter.
- 8.2 Therefore before any decision can be made by the Community Board, consultation with residents and other affected parties should be undertaken by staff and reported to the Board.
- 8.3 The Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution. The Council has delegated this authority to the Hagley/Ferrymead Community Board for this part of Heathcote Valley.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004. No stopping markings would comply.
- 8.5 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042 in that they would improve safety for motorists and pedestrians.

**9. STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- 9.1 Receive this report, and approve that staff consult with, and report back to the Board on the proposal to prohibit parking on the western side of Port Hills Road adjacent to the children's playground.



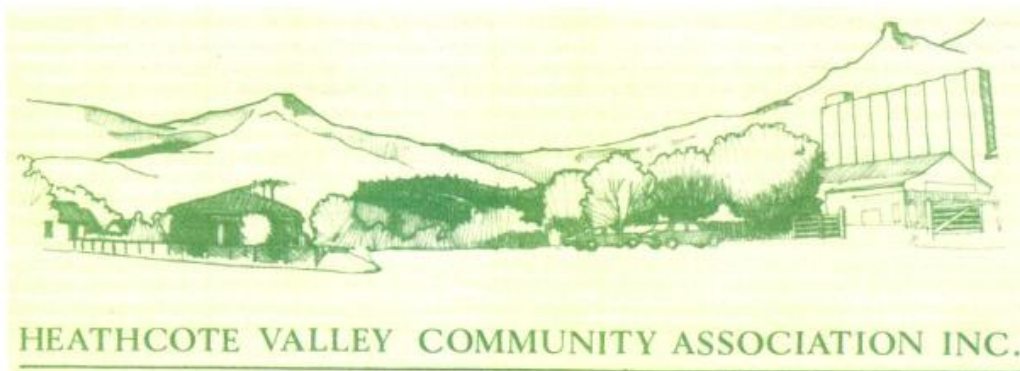
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**Port Hills Road**  
Bridle Path Road to Martindales Road - Parking Safety  
For Board Approval

Original Plan Size: A4  
ISSUE.1 04/02/2015  
TG128218 JEP





Sara Templeton  
Chairperson  
Hagley/Ferrymead Community Board  
23 Marsden Street  
Heathcote Valley

2 September 2014

Dear Sara

On behalf of Heathcote residents, the Heathcote Valley Community Association Inc. wishes to bring to your attention a health and safety issue in Port Hills Road, specifically the area of road between the Bridle Path Road intersection and the Martindales Road roundabout.

At the Association's last meeting it was brought to our attention that the number of speeding cars had increased markedly since the removal of the speed hump situated near to the children's playground. We understand removal was undertaken in order to accommodate buses with redirected routes away from the rail bridge while repairs took place.

Given the large number of families with young children living along the road, and the well used Children's Play area which is located adjacent to the road, residents are concerned about the speed that some motorists are travelling, particularly as there are often cars parked on both sides of the road leaving little road space and making visibility difficult.

The meeting discussed some options which we felt would go some way to solve the problem:

- Reinstatement of the speed hump
- Limiting car parking to one side of the road
- Installation of some clear signage e.g. slow down children playing

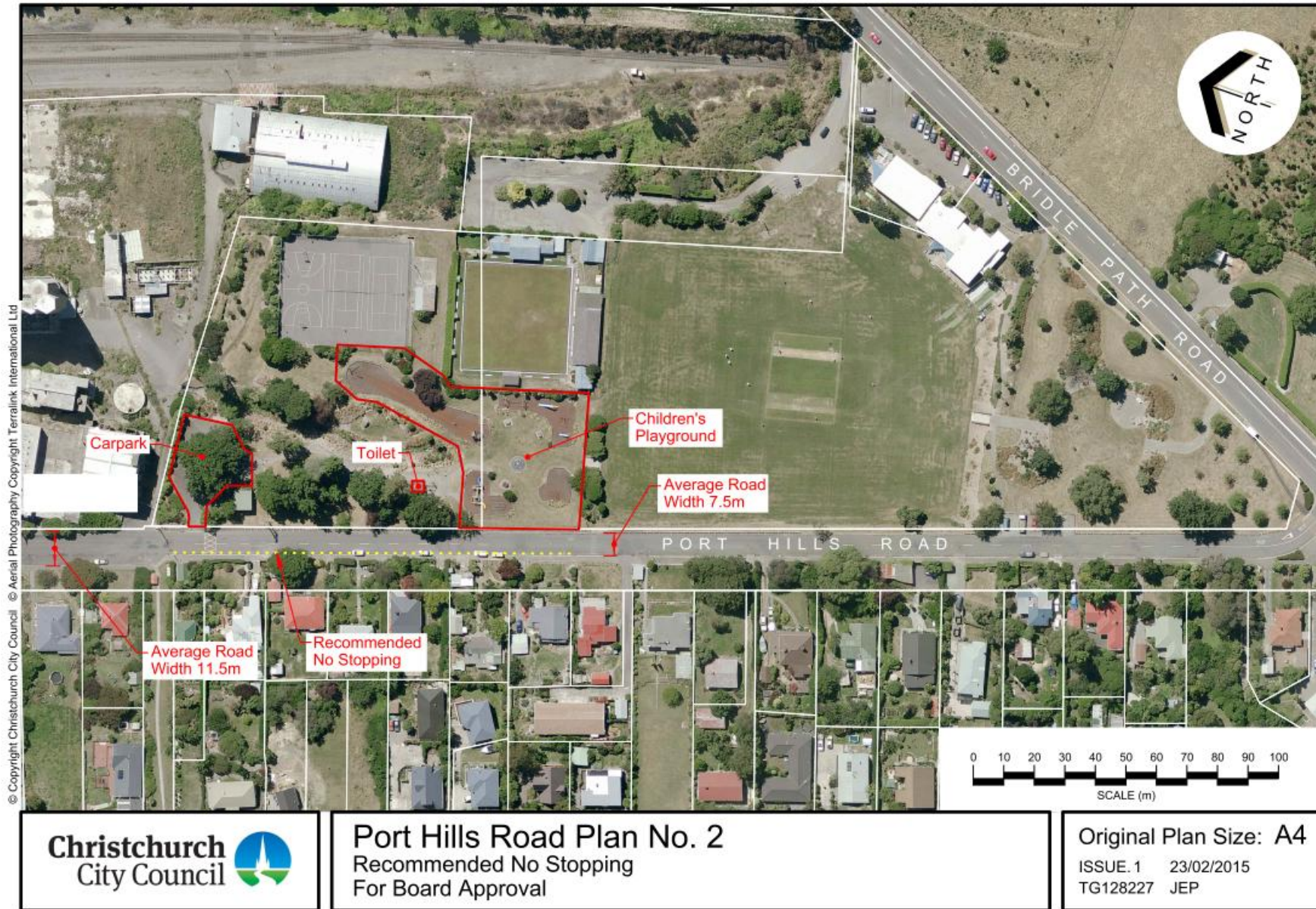
We hope that the board can address this issue before there is an accident involving a child and look forward to hearing from you in the near future.

Thank you for your ongoing involvement with our community.

Yours sincerely

A handwritten signature in black ink that reads 'Jackie Maurice'.

Jackie Maurice, Chair Heathcote Valley Community Association



## Port Hills Road - Summary of Residents Comments & Responses

- 1 "Narrow road adjacent to domain and vehicles parking on east side of road, not much room left for traffic. Motorists are careful, either slow down or give way. Speed is not normally a problem.

Main problem is speeding motorists between Martindales Road and the domain, and cyclists 3, 4 & 5 abreast on the weekends."

*Response: The proposed parking restriction on the western side of Port Hills Road opposite the playground area will provide more room for traffic. The speed of vehicles below the domain area should initially be addressed to the Police.*

- 2 "I have had people park over my driveway on numerous occasions. Have called CCC twice when I couldn't find the owners.

If people park opposite my driveway it is a three point turn to back out. Also hard to see if people park either side of the driveway as well.

On weekends when the park is busy and people park either side of the road it goes down to 1 lane.

Putting the speed hump back in by the car park access is great, reinstating the speed hump south of the playground would be a good idea."

*Response: It is an offence to park on or within 1 metre of any vehicle entrance. The proposed ban of parking on the western side will prevent this happening as well as assist entry/exit from the property by increasing road width and visibility.*

- 3 "I am not aware of any traffic accidents or incidents over the last 5 year. Only concern is people parking over the driveway into my garage. The (reinstated) speed hump has slowed traffic down. "

*Response: It is an offence to park on or within 1 metre of any vehicle entrance.*

- 4 "Parking on one side is a start as the road is so much narrower near the playground and park. Another speed hump at the other end of the park would slow traffic more. The road adjacent to the park should be widened. There is a lot of speeding both ways near our house. (Below the park) Vehicles and fences have been damaged when speeding drivers have lost control recently. People speed when approaching the roundabout at Martindales Road."

*Response: Parking one side only is proposed. Speed data suggest that speeding adjacent to the park is not a major problem. There are no plans to widen this local road. There have been no speed readings taken in the wider section of Port Hills Road below the domain. There is no record of any crashes in this section of roadway.*

- 5 "The corner of Port Hills Road is difficult and tight. Crossing the centreline when turning left into Port Hills Road is common. Cars parking on the above corner when there is a function nearby causes visibility problems for turning vehicles and buses. Consider a clearway from the corner to the bus stop."

*Response: The steep approach cannot be easily rectified. It is a typical 90 degree T intersection and no tighter than most. There have been alterations to the sides of the corner to ease the tightness of the turns. It would be extremely rare for vehicles to park close enough to this intersection to cause visibility problems.*

- 6 "As a resident of Port Hills Road we have not witnessed any motor vehicle accidents, but on several occasions have heard speeding vehicles. Parking on both sides of the road across from the children's playground is a concern. The road is reduced to one lane and also causes problems for entry and exit of residents."

*Response: Speed readings show that the majority of vehicles do not speed. It is proposed to ban parking on one side which should fix the narrow roadway and entry/exit problems.*

- 7 "Would be great to have no stopping lines on the park side of the road and also on the hill side of Bridle Path Road from Morgans Valley to Flinders Road."

*Response: It is recommended that parking be prohibited on the western side of Port Hills Road. Bridle Path Road is outside the scope of the request from the Board, but the information is noted.*

- 8 "Boy racer and lack of no cruising signs. Boy racers have lost control and damaged 4 vehicles in October 2014. Speed hump is needed near the (Martindales Road) roundabout to stop speeding vehicles and cycles from approaching the roundabout at high speed. Parking on both sides of the road by the childrens playground reduces the room to only one vehicle endangering pedestrians and creating confusion for motorists. I have seen and heard many incidents of loss of control at the roundabout. There is a parking bottle neck at the worst possible place, the children's playground. No stopping is needed. Further speed humps are needed. Many heavy vehicles use this road to escape road policing on the Tunnel Road."

*Response: Not a designated no cruising sign area, and no evidence that it is a regular boy racer route. Lack of deflection at roundabout does not encourage vehicles to slow, but the roundabout is used by buses and they already have difficulty getting around it. Speeding problems should be addressed to the Police. Recommended that parking be prohibited on one side of the road by the playground.*

**ATTACHMENT 4 TO CLAUSE 10 Cont'd**

- 9 Opposite Horotane Valley two vehicles always park on the curve. Missing no parking lines south of the roundabout at Martindales Road. One accident and number of close calls in last 2 years. Opposite the playground vehicles park on footpath. Also vehicles parking outside playground narrows road. Off street parking available.

*Response: Horotane Valley is outside the scope of this report, but the information is noted. Any missing no stopping lines will be reinstated. No record of any accidents. It is recommended that parking be prohibited on the western side where vehicles park on the footpath. The car park has been better signposted.*

Attachment 5





6. 5. 2015

- 40 -

ATTACHMENT 7 TO CLAUSE 10





**11. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – MT PLEASANT MEMORIAL COMMUNITY CENTRE AND RESIDENTS' ASSOCIATION INCORPORATED**

		Contact	Contact Details
<b>Executive Leadership Team Responsible:</b>	Director, Office of the Chief Executive	N	
<b>Officer Responsible:</b>	Unit Manager Community Governance and Support	N	
<b>Author</b>	Arohanui-Grace Community Development Advisor	Y	DDI: 941 6663

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is for the Hagley/Ferrymead Community Board to consider the application from Mt Pleasant Memorial Community Centre and Residents' Association Incorporated for the amount of \$793 for funding from its 2014/15 Discretionary Response Fund.

1.2 This is a staff initiated report.

**2. EXECUTIVE SUMMARY**

2.1 Not applicable.

**3. BACKGROUND**

3.1 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.

3.2 At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.

3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:

3.3.1 Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;

3.3.2 Projects or initiatives that change the scope of a Council project; and

3.3.3 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 (3.3.2) and (3.3.3).*"

**4. COMMENT**

4.1 In 2014/15, the total budget available for allocation in the Hagley/Ferrymead Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.

4.2 Based on the above criteria, the application from the Mt Pleasant Memorial Community Centre and Residents' Association Incorporated is eligible for funding.

4.3 Detailed information on the application and staff comments are included in the Decision Matrix (**Attachment 1**).

**5. FINANCIAL IMPLICATIONS**

5.1 At the time of writing there is a balance of \$13,075 in the Board's 2014/15 Discretionary Response Fund.

**11. Cont'd**

- 5.2 Current recommendations align with the 2013-16 Three Year Plan page 227 regarding community grants schemes including Board funding.

**6. STAFF RECOMMENDATION**

- 6.1 It is recommended that the Hagley/Ferrymead Community Board:

Approve a grant of \$793 from its 2014/15 Discretionary Response Fund to Mt Pleasant Memorial Community Centre and Residents' Association Incorporated to assist with costs for printing the community newsletter.

## 2014/15 DRF HAGLEY-FERRYMEAD DECISION MATRIX 00053109

**Priority Rating**

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00053109	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Mt Pleasant Memorial Community Centre and Residents' Association Incorporated	<b>Refund of Newsletter Printing costs</b> Printing community newsletter	\$ 793 <b>\$ Requested</b> \$ 793 (100% requested)	Costs for printing a community newsletter	\$ 793  That the Hagley Ferrymead Community Board grant \$793 to the Mt Pleasant Community Residents Association	1

<p><b>Organisation Details</b>  Service Base:  Legal Status: Incorporated Society  Established: 5/06/1953  Target groups:  Annual Volunteer hours: 3485</p> <p>Number of project participants: 3,000</p> <p><b>Alignment with Council Strategies</b></p> <ul style="list-style-type: none"> <li>Strengthening Communities</li> </ul> <p><b>CCC Funding History</b>  2013/14 - \$3,096 (Disabled Toilet for Community Centre) DRF  2013/14 - \$1,500 (Annual Community Event) SGF  2013/14 - \$11,500 (Operational Funding for Community Centre) SCF  2012/13 - \$11,500 (Operational Funding for Community Centre) SCF  2011/12 - \$20,000 (Recovery Costs for Temporary Community Centre) DRF  2011/12 - \$3380 (Disabled Toilet for Community Centre) DRF</p>	<p><b>Other Sources of Funding (this project only)</b>  Not applicable</p> <p><b>Staff Assessment</b>  For a period of time in 2014, it was not possible to fund the printing of community newsletters from within the Strengthening Communities budget.</p> <p>In November 2014, the Mt Pleasant Community Residents Association newsletter was prepared before information about printing constraints was made public. The newsletter was printed and the costs borne by the Residents Association, and this application seeks to recover the costs for that publication.</p>
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## 12. MAIN ROAD PARKING AT REDCLIFFS VILLAGE

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	David Adamson, Director Council Facilities and Infrastructure		
<b>Officer responsible:</b>	Ross Herrett, Acting General Manager Infrastructure Rebuild		
<b>Author:</b>	Michael Thomson, Transport Engineer	Y	DDI: 941 8950

### 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Board's approval for parking provision changes on Main Road at the Redcliffs Village Shops.
- 1.2 This is a staff initiated report in response to the final outcome of the consultation relating to the installation of Traffic signals at the Main Road/Augusta Street intersection.

### 2. BACKGROUND

- 2.1 While this current parking proposal is a result of the Augusta Street/Main Road traffic signals installation, there are a number of overlapping projects at this location, which have been reported to the Board, or the Board being aware of, as follows:-
  - (a) Coastal Pathway Project - reported to this Board at its 19 March 2014 meeting, followed by the Board's Chairperson's report to the Council at its meeting on 27 March 2014.
  - (b) Main Road Master Plan, also reported to Council at its 27 March 2014 meeting.
  - (c) Main Road earthquake kerb and channel/roadway repairs.
  - (d) Augusta Street/Main Road traffic signals. These are the outcomes of significant negotiations with the Foodstuffs Company regarding the redevelopment of the Redcliffs New World supermarket.
- 2.2 The consequential parking removal required, as a direct result of the traffic signals met with opposition from the local business proprietors. Following consultation on this specific parking issue, a post reply paid information leaflet was distributed, detailing the indented parking bays as detailed on **Attachment 1**. There was support for the current proposal, as existing parking will be retained.
- 2.3 Board members will be aware of the originally proposed reduction of kerbside parking as a result of the Coastal Pathway project. **Attachment 1** illustrates that all kerbside parking will be retained following consultation on that particular project.
- 2.4 The hearing panel for the Main Road Master plan made the following comments:
 

*"The hearing panel notes the various concerns raised about the concept design for the Redcliffs Village Centre roading design in relation to minimum width standards and loss of car parking. The hearings panel as such recommends that there is urgent public consultation on the detailed design proposed for this area of the plan that incorporates the SCIRT works and Main Road proposal."*

### 3. COMMENT.

- 3.1 The recommendations before the Board relate to parking on the southwest side of Main road, either side of the Augusta Street intersection. The extent of the revocation and then reinstatement of kerbside restrictions, as detailed on **Attachment 1** extends beyond the actual proposed indented parking bays. This is to facilitate a section of continuous, (but separate from other sections) kerbside restriction that is to be contained within the one approval /resolution. The approval /resolution of the bus stop on the southeast side of Augusta Street, formalises this bus stop.

12. Cont'd

- 3.2 These resolutions – to provide additional parking, take account of the community consultation and hearings panel comments.
- 3.3 The parking bays have been consulted on and the final layout has received full support from adjacent businesses. One bay was amended as a result of concerns from the Dentist.
- 3.4 The Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.5 The Council has delegated the authority to install parking and stopping restrictions in this part of Christchurch to the Hagley/ Ferrymead Community Board.
- 3.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.7 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

4. **FINANCIAL IMPLICATIONS**

- 4.1 This project is estimated to cost \$40,000 and is to be funded from the Kerb and Channel Renewal Programme.

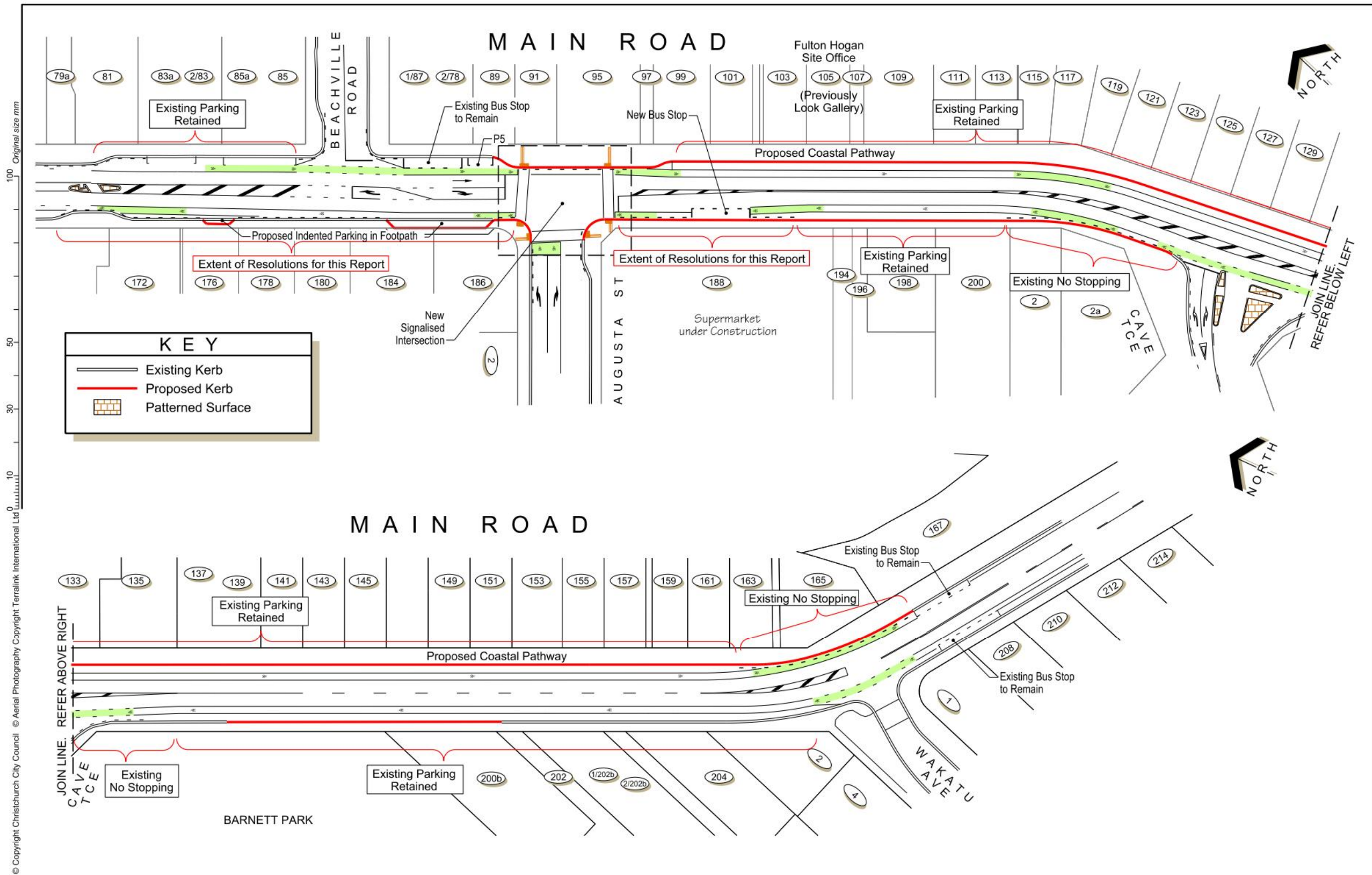
5. **STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- 5.1 Approve the kerb alignment changes (indented parking bays) outside 176,184 and 186 Main Road, as detailed on **Attachment 1**.
- 5.2 Approve that all parking and stopping restrictions on the south eastern side of Main Road, commencing at its intersection with Augusta Street and extending in a north westerly direction for a distance of 124 metres be revoked.
- 5.3 Approve that all parking and stopping restrictions on the south eastern side of Main Road, commencing at its intersection with Augusta Street and extending in a south easterly direction for a distance of 56 metres be revoked.
- 5.4 Approve that the stopping and parking of all vehicles be prohibited at any time on the south eastern side of Main Road, commencing at its intersection with Augusta Street and extending in a north westerly direction for a distance of 11 metres.
- 5.5 Approve that the stopping and parking of vehicles be prohibited at any time on the south eastern side of Main Road, commencing at a point 33 metres northwest of Augusta Street and extending in a north westerly direction for a distance of 40 metres.
- 5.6 Approve that the stopping and parking of vehicles be prohibited at any time on the south eastern side of Main Road, commencing at a point 78 metres northwest of Augusta Street and extending in a north westerly direction for a distance of 46 metres.
- 5.7 Approve that the stopping and parking of vehicles be prohibited at any time on the south eastern side of Main Road, commencing at its intersection with Augusta Street and extending in a south easterly direction for a distance of 27 metres.
- 5.8 Approve the a bus stop be installed on the south eastern side of Main Road, commencing at a point 27 metres southeast of its intersection with Augusta Street and extending in a south easterly direction for a distance of 14 metres.

**12. Cont'd**

- 5.9 Approve that the stopping and parking of vehicles be prohibited at any time on the south eastern side of Main Road, commencing at a point 41 metres southeast of its intersection with Augusta Street and extending in a south easterly direction for a distance of 15 metres.



**Redcliffs Village**  
 Parking Layout  
 For Board Approval

Original Plan Size: A3  
 ISSUE. 1 24/04/2015  
 TP341901 MJR

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

**13.1 2015-16 COMMUNITY FUNDING**

Claire Phillips, Community Governance Manager Hagley/Ferrymead will present an update on 2015-16 Community Funding.

**14. QUESTIONS UNDER STANDING ORDERS**

**15. 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.