

## **Halswell-Hornby-Riccarton Community Board AGENDA**

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### **Notice of Meeting:**

An ordinary meeting of the Halswell-Hornby-Riccarton Community Board will be held on:

**Date:** Tuesday 25 July 2017  
**Time:** 4.30pm  
**Venue:** Community Room, Upper Riccarton Library,  
71 Main South Road, Christchurch

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### **Membership**

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Natalie Bryden
	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Anne Galloway
	Ross McFarlane
	Debbie Mora

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19 July 2017

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.  
If you require further information relating to any reports, please contact the person named on the report.

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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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## **1. Apologies**

At the close of the agenda no apologies had been received.

## **2. Declarations of Interest**

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

## **3. Confirmation of Previous Minutes**

That the minutes of the Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday 11 July 2017](#), be confirmed (refer page 5).

## **4. Public Forum**

A period of up to 30 minutes may be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process. It is intended that the public forum session will be held at 4.30pm.

### **4.1 MATTHEW BARGENT**

Matthew Bargent will address the Board regarding a temporary liquor ban for Vbase.

## **5. Deputations by Appointment**

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

## **6. Presentation of Petitions**

There were no petitions received at the time the agenda was prepared.

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## Halswell-Hornby-Riccarton Community Board OPEN MINUTES

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**Date:** Tuesday 11 July 2017  
**Time:** 4.30pm  
**Venue:** Community Room, Upper Riccarton Library,  
71 Main South Road, Christchurch

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**Present**

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Natalie Bryden
	Jimmy Chen
	Catherine Chu
	Ross McFarlane
	Debbie Mora

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11 July 2017

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- Part A**      **Matters Requiring a Council Decision**  
**Part B**      **Reports for Information**  
**Part C**      **Decisions Under Delegation**
- 

The agenda was dealt with in the following order.

**1. Apologies**

**Part C**

**Community Board Resolved HHRB/2017/00179**

That the apologies for absence from Natalie Bryden, Debbie Mora, Anne Galloway and Vicki Buck be accepted.

Helen Broughton/Catherine Chu

Carried

**2. Declarations of Interest**

**Part B**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C**

**Community Board Resolved HHRB/2017/00180**

That the minutes of the Halswell-Hornby-Riccarton Community Board meeting held on Tuesday 27 June 2017, be confirmed.

Mike Mora/Ross McFarlane

Carried

**4. Public Forum**

**Part B**

There was no public forum at this meeting.

**5. Deputations by Appointment**

**Part B**

There were no deputations by appointment.

**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

## 7. Halswell-Hornby-Riccarton Community Board Area Report - July 2017

### Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board decide to:

1. Receive the Halswell-Hornby-Riccarton Area Report for July 2017.

### Community Board Resolved HHRB/2017/00181

#### Part B

That the Halswell-Hornby-Riccarton Community Board decided to:

1. Receive the Halswell-Hornby-Riccarton Area Report for July 2017.

Mike Mora/Helen Broughton

Carried

### Community Board Resolved HHRB/2017/00182

#### Part C

That the Halswell-Hornby-Riccarton Community Board resolved:

2. That an Extraordinary Meeting of the Halswell-Hornby-Riccarton Community Board be held on Saturday 12 August 2017 at 10.30am in the Board Room, Fendalton Service Centre, to consider the Hornby Library and Customer Services, and South West Leisure Centre projects.

Mike Mora/Ross McFarlane

Carried

## 8. Elected Members' Information Exchange

### Part B

Board members exchanged information on matters of current interest.

Meeting concluded at 4.50pm

CONFIRMED THIS 25TH DAY OF JULY 2017

MIKE MORA  
CHAIRPERSON





## 7. Riccarton Ward - Proposed No Stopping Restrictions at Various Locations

Reference: 17/664768

Contact: Edwin Tiong edwin.tiong@ccc.govt.nz

941 8188

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to approve the installation of No Stopping Restrictions at four narrow road locations in the Riccarton ward in accordance with **Attachments A to D**.

#### Origin of Report

- 1.2 This report is staff generated in response to requests from residents.

### 2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

2.1.1 The level of significance was determined by assessment of the magnitude of the problem and the number of properties affected by the preferred option.

2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

### 3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

#### Oakford Close

1. Approve that the stopping of vehicles be prohibited at any time on the south side of Oakford Close commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 15 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Oakford Close commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 13metres.
3. Approve that the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing at its intersection with Oakford Close and extending in a southerly direction for a distance of 14 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing at its intersection with Oakford Close and extending in a northerly direction for a distance of 6 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the north side of Oakford Close commencing at a point 62 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 13 metres.

#### Huia Street

6. Approve that the stopping of vehicles be prohibited at any time on Huia Street commencing on its southern side from its intersection with Centennial Avenue and extending in an easterly and

then northerly direction following the kerb line around the cul-de-sac head for a total distance of 111 metres.

7. Approve that the stopping of vehicles be prohibited at any time on the east side of Centennial Avenue commencing at its intersection with Huia Street and extending in a southerly direction for a distance of 12metres.

**Arthur Street**

8. Revoke all existing parking restrictions in Arthur Street.
9. Approve that the stopping of vehicles be prohibited at any time on the south side of Arthur Street commencing at its intersection with Middleton Road and extending in a westerly direction for a distance of 13 metres.
10. Approve that the stopping of vehicles be prohibited at any time on the north side of Arthur Street commencing at its intersection with Middleton Road and extending in a westerly direction for a distance of 14 metres.
11. Approve that the stopping of vehicles be prohibited at any time on the west side of Middleton Road commencing at its intersection with Arthur Street and extending in a southerly direction for a distance of 15 metres.
12. Approve that the stopping of vehicles be prohibited at any time on the west side of Middleton Road commencing at its intersection with Arthur Street and extending in a northerly direction for a distance of 14 metres.
13. Approve that the stopping of vehicles be prohibited at any time on the south side of Arthur Street commencing at its intersection with Middleton Road and extending in an easterly direction for a distance of 9.5 metres.
14. Approve that the stopping of vehicles be prohibited at any time on the north side of Arthur Street commencing at its intersection with Middleton Road and extending in an easterly direction for a distance of 9 metres.
15. Approve that the stopping of vehicles be prohibited at any time on the east side of Middleton Road commencing at its intersection with Arthur Street and extending in a southerly direction for a distance of 15.0 metres.
16. Approve that the stopping of vehicles be prohibited at any time on the east side of Middleton Road commencing at its intersection with Arthur Street and extending in a northerly direction for a distance of 13.0 metres.
17. Approve that the stopping of vehicles be prohibited from 8am to 9am and 2.30pm to 3.30pm Monday to Friday on the south side of Arthur Street commencing at a point 13 metres west of its intersection with Middleton Road and extending in a westerly direction for a distance of 275 metres.
18. Approve that the stopping of vehicles be prohibited at any time on the south side of Arthur Street commencing at a point 288 metres west of its intersection with Middleton Road and extending in a westerly direction for a distance of 60 metres.
19. Approve that the stopping of vehicles be prohibited from 8am to 9am and 2.30pm to 3.30pm Monday to Friday on the south side of Arthur Street commencing at a point 348 metres west of its intersection with Middleton Road and extending in a westerly direction for a distance of 146 metres.
20. Approve that the stopping of vehicles be prohibited at any time on the south side of Arthur Street commencing at its intersection with Hansons Lane and extending in an easterly direction for a distance of 10.5 metres.

21. Approve that the stopping of vehicles be prohibited at any time on the north side of Arthur Street commencing at a point 193.5 metres west of its intersection with Middleton Road and extending in a westerly direction for a distance of 37 metres.
22. Approve that the stopping of vehicles be prohibited at any time on the north side of Arthur Street commencing at a point 279 metres west of its intersection with Middleton Road and extending in a westerly direction for a distance of 68 metres.
23. Approve that the stopping of vehicles be prohibited at any time on the north side of Arthur Street commencing at its intersection with Hansons Lane and extending in an easterly direction for a distance of 9metres.
24. Approve that the stopping of vehicles be prohibited from 8am to 9am and 2.30pm to 3.30pm Monday to Friday on the north side of Arthur Street commencing at a point 9 metres east of its intersection with Hansons Lane and extending in an easterly direction for a distance of 148.5 metres.

#### **Totara Street**

25. Approve that the stopping of vehicles be prohibited at any time on the south side of Totara Street commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 13metres.
26. Approve that the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 14metres.
27. Approve that the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Totara Street and extending in a southerly direction for a distance of 16 metres.
28. Approve that the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Totara Street and extending in a northerly direction for a distance of 16 metres.
29. Approve that the stopping of vehicles be prohibited at any time on the south side of Totara Street commencing at its intersection with Puriri Street and extending in an easterly direction for a distance of 17metres.
30. Approve that the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in an easterly direction for a distance of 22metres.
31. Approve that the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Totara Street and extending in a southerly direction for a distance of 12metres.
32. Approve that the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Totara Street and extending in a northerly direction for a distance of 17metres.

## **4. Key Points**

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2015\)](#)
  - 4.1.1 Activity: Road Operations:
    - Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network.
- 4.2 The following feasible options have been considered:

- Option 1 - Install No Stopping Restrictions (preferred option).
- Option 2 - Do Nothing.

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Reduces the risk of a crash by improving access and sightlines.

4.3.2 The disadvantages of this option include:

- Removes car parking spaces.

## 5. Context/Background

- 5.1 All four street locations (refer Attachments A to D) are either narrow roads or have road narrowing which cannot accommodate parking on both sides of the particular sections of road without severely affecting property access, or vehicles through movements on the street. In some instances, the design never intended for parking but no stopping restrictions were never installed because at the time, there was not a demand for kerbside parking in the streets.
- 5.2 The Council's traffic operations staff have been contacted by individual residents from all of the locations asking that no stopping restrictions be installed to rectify their present situations by preventing parking to improve access along the street and to their properties.
- 5.3 **Oakford Close** (Attachment A) is a cul-de-sac with a road width that varies from 6 metres at the entrance and 7 metres at the bend to 8.5 metres. The usable carriageway would be reduced to one lane if vehicles are parked on both sides of the street. The resident at number 7 has requested that a no stopping restriction be installed on the bend on the northern side of the road to improve access to the properties. He has stated that the ambulance or fire engine will not be able to enter when vehicles are parked on both sides of the bend.
- 5.4 **Huia Street** (Attachment B) is a cul-de-sac with a road width of 6 metres, with a deep dish channel on both sides of road. There is an existing no stopping restriction on the south side of Huia Street. The resident at number 10 has requested that a no stopping restriction be installed in between driveways as vehicles often block off access to the residents driveways. On measurement, there is only approximately 4 metres length in between driveways within the cul-de-sac, which is insufficient for vehicles to park there.
- 5.5 **Arthur Street** (Attachment C)/Middleton Road is a cross intersection with a Stop Control on the Arthur Street approaches. The resident at number 1/63 has concerns that vehicles often park too close to the intersection of Middleton Road and Arthur Street and this causes a visibility issue when turning. Arthur Street has a road width of 7.8 metres. Both sides of Arthur Street are usually parked with vehicles from parents dropping off and picking up school children, which effectively reduces the road to one lane movement. The street currently has No Stopping restrictions that operate between 8am to 9am and 2.30pm to 3.30pm Monday to Friday. It is proposed that these restrictions be extended on the south side of Arthur Street up to Middleton Road.
- 5.6 **Puriri Street/Totara Street intersection** (Attachment D) Concerns have been raised by the resident at number 1/99B Totara Street regarding the safety and operation of this intersection. The intersection is a Stop controlled cross-road, with priority given to Puriri Street. From both stop lines on Totara Street, visibility can be limited by parked vehicles on Puriri Street. The location is heavily parked, especially by university students. When vehicles park near the intersection, the sight lines for oncoming traffic are obstructed. This encourages drivers to nose out into the intersection to obtain better visibility. Both the eastern and western sides of Totara Street are narrowed to seven metres, such that there is little space for motorists to take any evasive action to avoid vehicles pulling out unexpectedly.

## 6. Option 1 - Install No Stopping Restriction (preferred)

### Option Description

- 6.1 Installing No Stopping Restrictions at the locations indicated in this report will prevent parking on sections of roadway and provide carriageway space for the safe movement of residential traffic, traffic servicing the residential areas and will improve access to residential properties.

### Significance

- 6.2 The level of significance of this option is low consistent with section 2 of this report.

### Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

### Community Views and Preferences

- 6.4 Affected property owners and residents were advised of the recommended option by letter. Only one response was received from a resident in Huia Street, who opposed the proposal. The resident was frustrated at a number of roads being closed within the area due to the ongoing wastewater works.

### Alignment with Council Plans and Policies

- 6.5 This option is consistent with the Council's Plans and Policies.

### Financial Implications

- 6.6 Cost of Implementation – approximately \$1,000.
- 6.7 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.
- 6.8 Funding source - Traffic Operations Budget.

### Legal Implications

- 6.9 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 6.10 The Community Boards have delegated authority from the Council to exercise the delegations set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of no stopping restrictions and traffic control devices.
- 6.11 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Risks and Mitigations

- 6.12 Not applicable.

### Implementation

- 6.13 Implementation dependencies - Community Board approval.
- 6.14 Implementation timeframe - Approximately four weeks once the area contractor receives the works request.

### Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
- Reduces the risk of a crash by improving access and sight lines to residential properties at locations indicated in Attachments A to D.
- 6.16 The disadvantages of this option include:

- Removes car parking.

## 7. Option 2 - Do Nothing

### Option Description

7.1 Maintain the status quo at the locations indicated in Attachments A to D.

### Significance

7.2 The level of significance of this option is low and is consistent with section 2 of this report.

### Impact on Mana Whenua

7.3 These options do not involve significant decisions in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

### Community Views and Preferences

7.4 The options are inconsistent with community requests for improvement to the intersection.

### Alignment with Council Plans and Policies

7.5 The options are consistent with the Council's Plans and Policies.

### Financial Implications

7.6 Cost of Implementation - \$0

7.7 Maintenance / Ongoing Costs - \$0

7.8 Funding source - Not applicable

### Legal Implications

7.9 Not applicable

### Risks and Mitigations

7.10 Not applicable

### Implementation

7.11 Implementation dependencies - Not applicable

7.12 Implementation timeframe - Not applicable

### Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Has no impact on-street parking.

7.14 The disadvantages of this option include:

- It does not address the restricted sight lines at the locations indicated in Attachments A to D, and therefore the safety risk is not dealt with.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Oakford Close No Stopping Restrictions Plan - For Board Approval	16
B <a href="#">↓</a>	Huia Street No Stopping Restrictions Plan - For Board Approval	17
C <a href="#">↓</a>	Arthur Street/Middleton Road No Stopping Restrictions Plan - For Board Approval	18
D <a href="#">↓</a>	Totara Street/Puriri Street No Stopping Restrictions Plan - For Board Approval	19

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

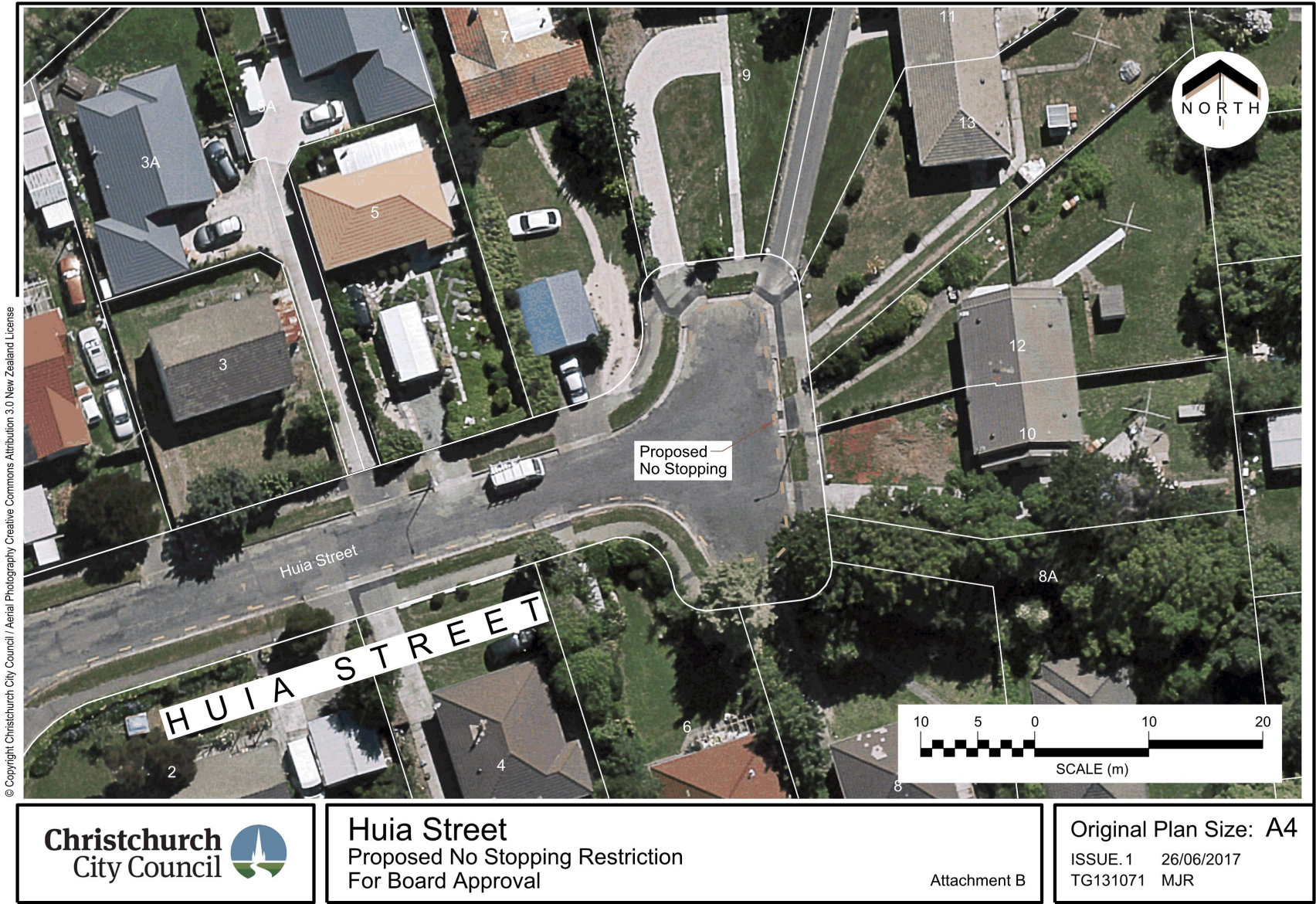
## Signatories

<b>Author</b>	Edwin Tiong - Traffic Engineer
<b>Approved By</b>	Ryan Rolston - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport)

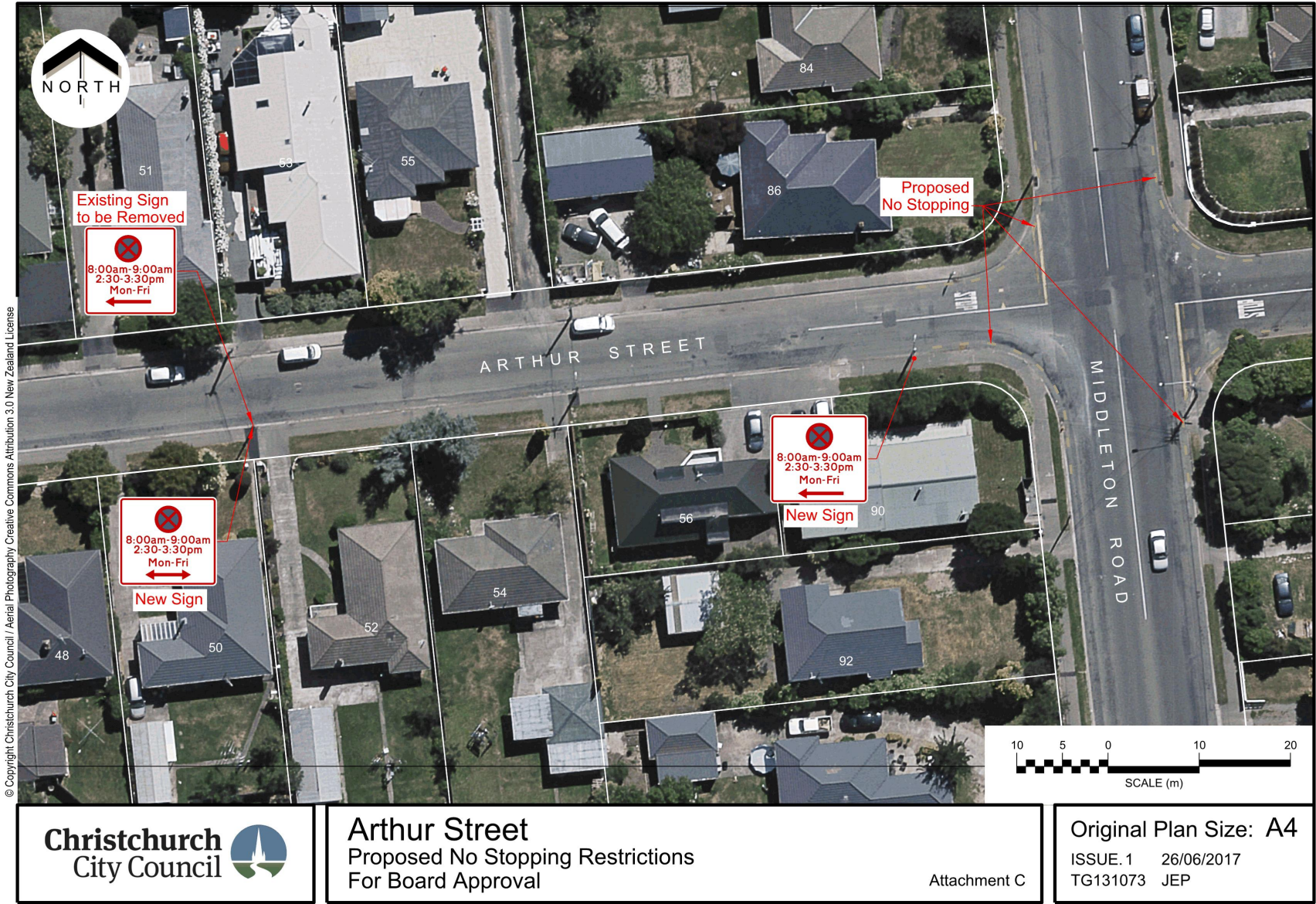




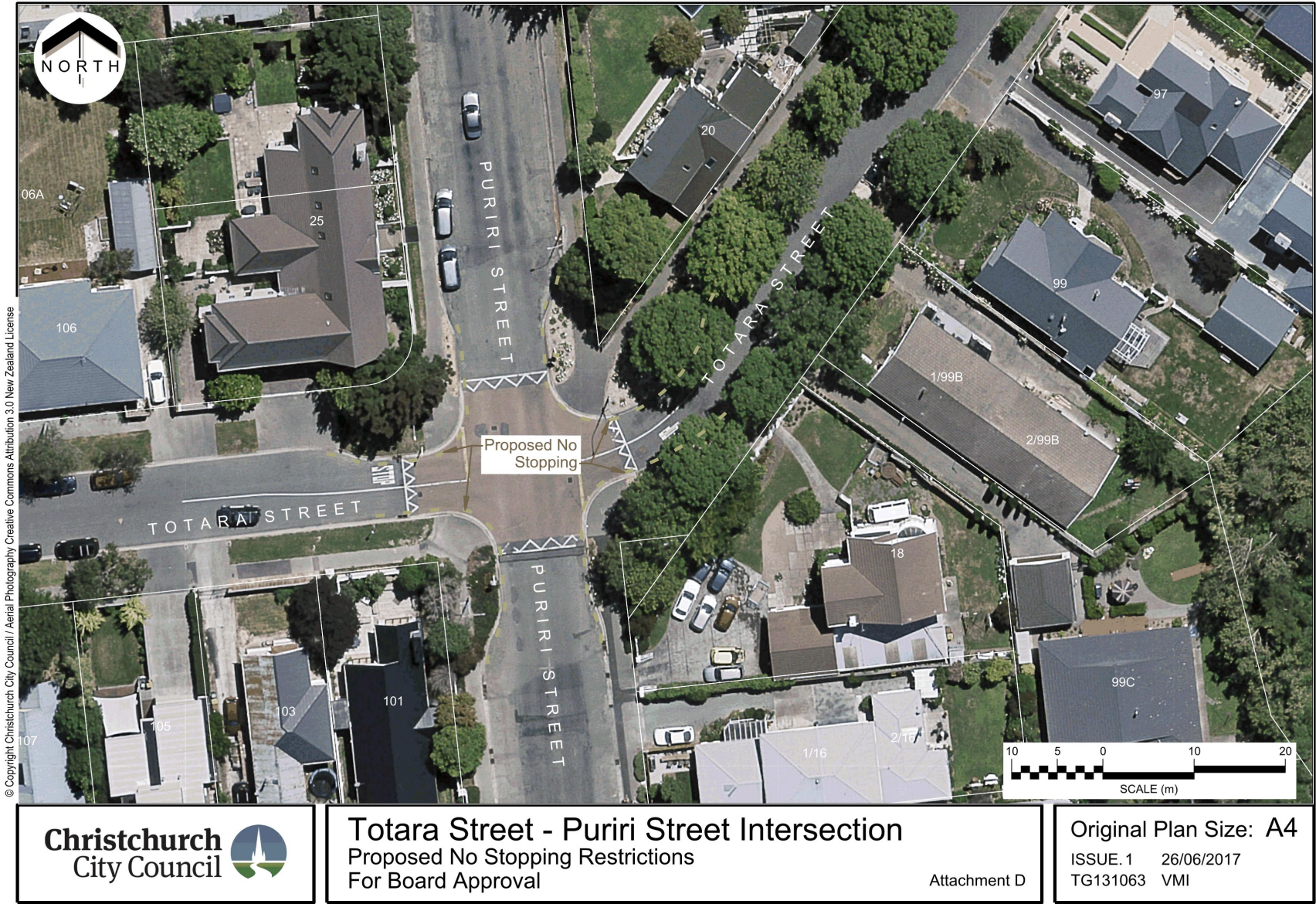












## 8. Elected Members' Information Exchange

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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.