

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 2 DECEMBER 2009

AT 3.00PM

**IN THE BOARDROOM,
LINWOOD SERVICE CENTRE,
180 SMITH STREET, LINWOOD**

Community Board: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson, and Brenda Lowe-Johnson.

Community Board Adviser

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 18 NOVEMBER 2009.

The minutes of the Board's ordinary meeting of 18 November 2009 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 18 November 2009 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

- 3.1 Julian Hulls, Next Bike New Zealand - regarding clause 8. – Central City Cycle Parking.
- 3.2 Jo Wilkie - regarding clause 12. Barnett Park Bike and Skate Park.
- 3.3 Neighbourhood Watch Wakatu Avenue - regarding clause 12. Barnett Park Bike and Skate Park.
- 3.4 Lance Siebuhr - regarding clause 12. Barnett Park Bike and Skate Park.
- 3.5 Neralie Brittenden - regarding clause 12. Barnett Park Bike and Skate Park.
- 3.6 Ben Griffiths - regarding clause 12. Barnett Park Bike and Skate Park.
- 3.7 Roger Townsend - regarding clause 12. Barnett Park Bike and Skate Park.
- 3.8 MOA Kids Community Early Learning Centre Inc - regarding clause 12. Barnett Park Bike and Skate Park.
- 3.9 Di Monk - regarding clause 12. Barnett Park Bike and Skate Park.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

At the Board meeting on 4 November 2009, the Board considered a Notice of Motion that was submitted by David Cox and seconded by Tim Carter, pursuant to Standing Order 3.10.1:

That the Hagley/Ferrymead Community Board underwrite up to \$40,000 from its 2009/10 Discretionary Response Fund for the undergrounding of overhead services to numbers 367, 371 and 377 Cambridge Terrace, in light of there being no budgetary allocation available for this in the Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue) Kerb and Channel Renewal and Landscaping Projects or the 2009-19 LTCCP.

The Board received information from staff regarding the Discretionary Response Fund balance and criteria, the Council's Register of Delegations and indicative costs for undergrounding. At the meeting on 4 November 2009 the Board decided to let the notice of motion lie on the table and requested further information from staff. It is anticipated that this information will be available and circulated under separate cover prior to the meeting to enable the Board to further consider this notice of motion.

6. CORRESPONDENCE

7. BRIEFINGS

8. **CENTRAL CITY CYCLE PARKING: HIRE CYCLES AND PUBLIC USE ENTER TITLE OF REPORT HERE**



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Asset and Network Planning Manager
Author:	Jennie Hamilton, Consultation Leader

PURPOSE OF REPORT

1. This report seeks a recommendation from the Hagley/Ferrymead Community Board to the Council to approve the location of 50 cycle stands in the central city for lease by a commercial cycle hire company, and the installation of additional stands for public use (refer **attachment 1**).

EXECUTIVE SUMMARY

2. Christchurch City Council is at the forefront of local moves to get more people on bikes, to reduce traffic congestion and to promote a healthier lifestyle. It plans to install new bike stands in the central city. If this project is approved, 25 new stands will be installed for public use and 50 stands will be leased to a commercial cycle hire company, Nextbike New Zealand Ltd. Of those 50, 22 stands will be installed as part of this project.
3. Nextbike requires 50 cycle stands to accommodate 100 bikes for its operation, which is planned to start in October 2010.
4. At its meeting on 4 February 2009, the Community Board approved in principle the locations of 50 additional cycle stands for the use of Nextbike New Zealand Ltd. These were to be installed on the basis that Nextbike would not restrict public use of any of these stands when they were not occupied by Nextbike cycles. Moreover, before the sites were confirmed, neighbouring property owners were to be identified and consulted.
5. The project proposed to install a minimum of 50 new stands for Nextbike, some at existing sites, and some at new sites, plus additional stands for public use, for a total budget of \$50,000. Initial costings for new cycle stands were \$200 to \$250 per stand, installed.
6. In May 2009 the project team was advised that only the new 'ringbinder' style of cycle stand could be used in the central city (refer **attachment 2**). The cheapest estimate for this type of cycle stand was \$1,300 per stand, installed. Moreover, the new 'ringbinder' stands could not be placed alongside older types of stands. Therefore, about half the locations originally identified for use by Nextbike NZ and approved in principle by the Community Board, were unable to be used by the cycle hire company, as they were the older style rack stands.
7. The project team proposes to use a combination of existing stands and new stands to provide the 50 stands required by Nextbike. New locations have been identified by Christchurch City Council technical staff, and are considered suitable by the cycle hire company. To compensate for the loss of cycle stands and to boost the overall number of cycle parks in the central city, the Council plans to provide additional stands for public use (refer table below).
8. Cycle stand sites for both Nextbike and public use are shown in Attachment 2. They comprise existing stands, new stands to replace existing racks as part of this project, new stands installed as part of this project, and new stands installed as part of other projects and used by Nextbike. All cycle stands would be located on road reserve, apart from the Hoyts complex where the property owner has given their consent to use their land.

8 Cont'd

	Nextbike NZ Ltd	Public Use Only
Existing stands	22	57
New stands installed to replace existing racks as part of this project	6	9 (minimum)
New stands installed as part of this project	16	16 (minimum)
New stands installed as part of other projects	6	28
Total	50 (capacity for 100 bikes)	125 minimum (capacity for at least 250 bikes)

9. In addition, up to 57 new cycle stands will be installed for public use only in the central city in the financial year ending 30 June 2010, as part of other projects. These locations are the City Mall (30 stands), High Street between Cashel Street and Lichfield Street (16 stands proposed), Wilsons Reserve, corner of Madras and St Asaph Streets (eight stands proposed), and near the entrance to Woolsack Lane (three stands already in place).
10. Council staff, including the Urban Renewal and Transport Team, and Nextbike NZ have been consulted about the proposed cycle stand sites. The Director of Nextbike NZ, Julian Hulls, has decided to defer the launch of the company's expansion to Christchurch until October 2010 to allow time for Council approvals and the installation of cycle stands to be used by the hire company.

FINANCIAL IMPLICATIONS

11. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
12. The budget for the Central City Cycle Parking Provision component of the 2009/10 Transport and Greenspace Capital Works Budget is \$42,200. An additional \$20,000 is available from the 2009/10 Inner City Transport (Street Furniture) budget. This additional budget is required to cover the increased cost of the 'ringbinder' style stands and the necessary budget transfer will be actioned if the recommendations in this report are approved.
13. All costs of running the hire scheme and supplying and maintaining the cycles will be the responsibility of Nextbike NZ.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. Yes.

LEGAL CONSIDERATIONS

15. The Council's Property Services Team will prepare a Licence to Occupy agreement with Nextbike for an initial period of 24 months at a 'peppercorn rental' once the sites have been confirmed by the City Council. This agreement will be subject to review at the end of 24 months, outlining terms and conditions, including the period of the agreement, costs agreed between the two parties, and the rights and obligations of each.

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

16. Yes.

8 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The Nextbike proposal aligns with the following community outcomes:
- (a) A healthy city;
 - (b) A city for recreation fun and creativity;
 - (c) An attractive and well designed city.
18. This project will improve the level of service for cyclists and potential cyclists in the central city by increasing the availability of cycles and providing increased cycle parking opportunities.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. Yes.

ALIGNMENT WITH STRATEGIES

20. This project supports the following policy and method in the City Plan:
- (a) Policy 7.4.3: To provide convenient, safe cycle parking in public areas.
 - (b) Method: Investigation of a public cycle hire system, particularly in the central city area.
21. The project supports the objectives of both the Christchurch Cycling Strategy, Central City Revitalisation and the draft Central City Streetscape Plan. The proposal will also partially implement the following actions in these strategies:
- (a) Improve facilities for cyclists at popular destinations and key locations (Cycling Strategy);
 - (b) Improve cycle storage facilities (Revitalisation Strategy).

Do the recommendations align with the Council's strategies?

22. Yes.

CONSULTATION FULFILMENT

23. A memorandum was sent to the Hagley/Ferrymead Community Board by Terry Howes, Asset and Network Planning Manager of the Council's City Environment Group on 18 September 2009 to update the Board on the project and also the proposed consultation process.
24. Once cycle stand locations had been identified in September 2009, the project team discussed the sites with representatives from The Adventure Centre Ltd and Wheels 'n' Deals Cycles. They had expressed concerns to the Hagley/Ferrymead Community Board in February 2009 about the lease of bike stands to Nextbike New Zealand. Once Council staff were made aware that Julian Hulls from Nextbike had previously indicated that he was happy for four cycle stands – three in the Square and one in Gloucester Street – to remain solely for public use, they amended the map accordingly. The revised map was delivered to the two Christchurch representatives who were concerned about the cycle hire proposal, and posted to another person who had spoken in support of the commercial cycle leasing proposal at the February Board meeting. All were invited to contact the project's consultation leader if they had any concerns.

8 Cont'd

25. The map showing existing stands, new stands to be installed as part of this project, existing cycle racks to be replaced with new cycle stands as part of this project, and new stands to be installed as part of other projects, was distributed to businesses and properties adjacent to or near each of the proposed 24 locations on 7 October 2009. They were invited to contact the project's consultation leader with any concerns before 28 October 2009.
26. The owner of a business in Hereford Street opposed the location of bike stands outside his business and requested a rubbish bin instead. In latest proposals for the Hereford Street Upgrade, three of the eight cycle stands have been relocated and a rubbish bin has been provided on the wider footpath outside the business concerned.
27. A request by a property manager for two cycle racks for members' bikes (when the racks are replaced with 'ringbinder' style stands) is being investigated by the project manager.
28. The Science Alive property manager sought clarification on the location on the stands on its Moorhouse Avenue frontage. He subsequently endorsed the location of the proposed cycle stands and asked whether more stands could be provided, subject to funding.
29. The owner of the building at the corner of Manchester and Worcester Street, and the ground floor tenant opposed the location of six new stands on a kerb buildout on the Manchester Street frontage. Their submission stated that they were opposed to the stands because of: the lack of selection criteria; no need/demand for cycle stands in this location; pedestrian interference/traffic safety, and security issues. After considering these points the project team retained the six stands at this location on the map for Council approval. Three of the stands would be used by Nextbike and three would be for public use. The other cycle stands in Manchester Street will need to be reviewed when the street is upgraded. The existing stands are not consistent with emerging CCC cycle parking standards. Their current condition is poor and they need to be replaced. All new stands must be of the 'ringbinder' style, to be installed off the road, on build outs in central city streets where there is vehicular flow. Council staff do not consider that the new stands proposed at the corner of Manchester and Worcester streets would cause pedestrian congestion or security issues.
30. The representative of The Adventure Centre stated in his submission that while he fully supported initiatives to get more people on bikes he took issue with the support offered by Council to Nextbike, a commercial operator, to the detriment of current Christchurch businesses. These included his own business and Wheel 'n' Deals Cycles. While he appreciated the efforts made to satisfy all parties in relation to the allocation of Nextbike stands he stated that he objected to the whole concept of the new scheme. He raised maintenance and safety concerns in relation to Nextbike and said he did not believe the new hire cycles would be used by Christchurch residents. According to the representative of The Adventure Centre the Council was financially assisting the set up of a company which derived its main income from advertising on Nextbike cycles parked on public land.
31. The sites proposed by Council staff have been chosen in consideration of best practice guidelines for short to medium term cycle parking facilities. In summary, these are intended to cater for an expected length of stay of 5 to 30 minutes and be suitable for visitors to local shops, banks, post office, commercial premises, office buildings etc. The recommended location of such stands is within 20 metres of the main pedestrian entrance to buildings, under cover if existing shelter is available, located to ensure good passive surveillance, and with good lighting. In addition to these considerations, public safety, technical and spatial limitations and heritage values were considered. Potentially suitable sites located in recreation reserve areas were examined, but deemed unfeasible by staff. The costs of converting a short-term car parking facility on Gloucester Street into a cycle parking facility was outside the budget of this project. As the central city upgrades continue, additional complementary secure cycle parking facility provision levels will also improve level of service provision for active modes in the central city.

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STAFF RECOMMENDATION

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

- (a) The installation of 47 new cycle stands proposed for both commercial use and public use, as shown on attachment 1, be approved.
- (b) The use by Nextbike New Zealand Ltd of 22 existing stands, and 22 new stands installed to replace existing racks as part of this project or new stands installed as part of this project, plus six new stands installed as part of other projects, be approved.
- (c) These bicycle stands be installed on the proviso that Nextbike New Zealand Ltd does not seek to restrict public use of any of these stands when they are not occupied by Nextbike cycles.
- (d) Staff be authorised to sign a temporary Licence to Occupy with Nextbike New Zealand Ltd for an initial period of 24 months at a 'peppercorn' rental. This agreement will be subject to review at the end of the 24 months, and a further report at that time if the licence is to be continued.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

32. Nextbike NZ Ltd (formerly GoodGear Bikes) approached the City Council in 2008 seeking to expand its operations into Christchurch City. This initiative was regarded as a low risk opportunity for the Council to trial a scheme that had proven to be a successful model overseas.
33. As a result a report was prepared by staff for the Hagley/Ferrymead Community Board outlining the opportunity. At its meeting on 2 July 2008 the Board recommended to Council the following:
 - (a) To authorise staff to propose the locations.
 - (b) Report back to the Board and Council on these locations for up to 50 additional bicycle stands in the central city for use by GoodGear Bikes.
 - (c) These bicycle stands be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.
34. In response the City Council resolved on 14 August 2008 to:
 - (a) Support the GoodGear Bikes proposal in principle.
 - (b) Authorise staff to sign a temporary Licence to Occupy with GoodGear Bikes for an initial period of 24 months at a 'peppercorn' rental. This agreement will be subject to review at the end of the 24 months.
 - (c) Authorise staff to propose the locations, and to report back to the Board and the Council on these locations, of up to 50 additional bicycle stands in the central city for use by GoodGear bikes. These bicycle stands be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.

8 Cont'd

35. In February 2009, the Community Board was asked to approve in principle specific sites required for cycle parking in the central city. A spokesman for Adventure Centre Ltd and Wheels and Deals advised the Board that their businesses would be adversely affected by the project as both businesses already hired cycles to tourists. Proposed stands in Cathedral Square and Gloucester Street were of particular concern. The Community Board approved in principle:
- (a) The location of the proposed cycle stands as shown on an attached schedule to allow individual consultation on all locations to be carried out and be reported back to the Board for recommendation to Council.
 - (b) That installation of any of these cycle stands be on the proviso that Nextbike does not seek to restrict public use of any of these stands when they are not occupied by Nextbike Cycles.
36. Following the Board's approval in principle the project team's brief was amended to also improve the level of service for public short to medium term cycle parking in the central city. This would be achieved by installing additional stands in the central business district (CBD).

THE OBJECTIVES

37. The primary objectives of the project are to:
- (a) Improve the level of service for cyclists in the CBD as a means of encouraging modal shift from car use to active travel modes in line with national active transport targets.
 - (b) Increase 'end of journey' cycle parking facility level provision for short to medium term parking.
 - (c) Establish a generic style/brand of cycle parking facility.
 - (d) Improve safety for cyclists.
 - (e) Improve the perceived status of cycling through improved cycle parking provision.
 - (f) Complete the project within the 09/10 financial year.
 - (g) Complete the project within the allocated budget.
38. The secondary objectives of the project are to:
- (a) Maintain or improve levels of service for pedestrians.
 - (b) Maintain or improve levels of service for people with mobility impairment.
 - (c) Maintain or improve levels of safety for all road users.

9. HEREFORD STREET UPGRADE



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jennie Hamilton, Consultation Leader Transport

PURPOSE OF REPORT

1. This report requests the Hagley/Ferrymead Community Board to make a recommendation to the Council to approve the narrowing of Hereford Street between Oxford Terrace and Manchester Street in order to slow traffic and create a pedestrian-friendly design that supports local businesses and also provides additional scope for landscaping and outdoor dining (refer **attachment 1**).

EXECUTIVE SUMMARY

2. The project will be implemented in two stages; a streetscape plan that includes kerb realignment and threshold treatments aimed at improving pedestrian amenity, and reduced vehicle speeds.
3. Construction of the first stage of the project, from Oxford Terrace to Colombo Street, is currently planned from April to July 2010 to coordinate with the proposed tram extension in the inner city. The second stage, from Colombo Street to Manchester Street, is scheduled for construction from March to July 2012. Both stages are subject to a resource consent which will be applied for following the Council approval of the proposed scheme.
4. The proposed Hereford Street design is part of the Council's wider central city revitalisation programme and has been developed as a prototype for other street upgrades in the central city. It is supportive of Council policy, decisions and commitments to the central city over the past decade.
5. In 2006, the Council adopted the Central City Revitalisation Strategy – Stage II. The five key priorities of the Council in the central city as stated in the Strategy are:
 - (a) To increase the residential population;
 - (b) To grow businesses;
 - (c) To enhance public spaces;
 - (d) To improve transport;
 - (e) To redevelop under-utilised sites.
6. This project directly links to the priorities of enhancing public spaces and improving transport. The Revitalisation Strategy also contains specific actions that the Council is committed to as a means of implementing the Strategy. Page 41 of the Strategy commits the Council to carrying out at least one "pedestrian-oriented upgrade along one block of the central city" per year. Page 43 identifies Hereford Street as a priority street for receiving such an upgrade.
7. The Central City Revitalisation Strategy is underpinned by the Central City Transport Concept. This Concept was adopted in 2005 and states that the Council will develop a pedestrian-orientated 'slow core' in the central city.
8. Although the 'Public Life Public Space' project by Gehl Architects has not yet been endorsed by the Council, the Hereford Street project was reviewed by the team from Gehl Architects who supported the proposed objectives and design. Work on a draft 'Central City Streetscape Plan' is also near completion and it is intended to report this to the Council next year. The proposed work in Hereford Street aligns with the draft Central City Streetscape Plan.

9 Cont'd

9. Objectives of the project are to:
- (a) Develop a prototype streetscape design for 'slow streets' which can be used for busier traffic links in the central city;
 - (b) Introduce appropriate engineering measures in order to encourage a speed regime of 30 kilometres per hour or less that can subsequently be supported by a legally enforceable speed limit of 30 kilometres per hour;
 - (c) Give more priority to pedestrian movements and amenity, assisted by creating a slow speed environment;
 - (d) Accommodate on street servicing, car parking, bus and cycle movements;
 - (e) Provide for a tree/landscaping scheme consistent with the draft Central City Streetscape Plan and including the use of selected street furniture and paving details;
 - (f) Integrate cross-block lanes and arcades into the streetscape design to facilitate pedestrian movement;
 - (g) Support local businesses (eg wider footpath for dining);
 - (h) Provide cycle parking and access opportunities.

FINANCIAL IMPLICATIONS

10. Funding for the project is provided in the Long Term Council Community Plan (2009-2019) Inner City Transport, page 247.

Do the Recommendations of this Report Align with 2009-19 Long Term Council Community Plan budgets?

11. Yes, based on current estimates there is sufficient budget allocated within the 2009-2019 LTCCP to implement this project.

LEGAL CONSIDERATIONS

12. A resource consent is necessary before work can start as Hereford Street is a collector road and the proposed plan narrows the road to 11 metres and six metres and includes traffic calming measures.
13. A resource consent is also required in relation to construction work in the vicinity of the Golden Ash in front of No 77 Hereford Street and other trees on the west side of the Hereford Street/Oxford Terrace intersection which have special purpose road zone designation status because work will occur within 10 metres of these trees.
14. Under the Historic Places Act 1993 it is unlawful for any person to destroy, damage or modify any part of an archaeological site associated with pre-1900 human activity without the prior authority of the New Zealand Historic Places Trust (NZHPT). As most, if not all, of the proposed works will be within the foundation formation of the existing road the NZHPT has agreed that the project can be covered by 'accidental discovery protocols' to be referenced in tender documents.
15. Nine historic buildings in the project area are listed as heritage items in the City Plan. As the works are confined to the road and footpath and do not impact directly on the buildings, no consents are needed.

9 Cont'd

16. 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.
17. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

18. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. Aligns with the Council's community outcomes for safety and community – a safe city; a city of inclusive and diverse communities; a city of people who value and protect the natural environment; a well governed city; a prosperous city; a healthy city; a city for recreation, fun and creativity; a city of lifelong learning; an attractive well-designed city. The project also contributes to improving the level of service for pedestrian safety.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

20. As above.

ALIGNMENT WITH STRATEGIES

21. The recommendations align with the Central City Revitalisation Strategy, the Central City Draft Streetscape Plan and associated Gateways Programme, the Parking Strategy 2003 and the Christchurch Central City Street Trees and Gardens Master Plan.

CONSULTATION FULFILMENT

22. The proposal was presented to the Hagley/Ferrymead Community Board on 14 July 2009 prior to consultation taking place. Board members raised a number of issues, and subsequently received detailed responses from the project manager.
23. Members sought more information on the appearance and safety of the proposed pavers. They were advised that the Firth pavers, which are manufactured locally, are relatively easy to clean and long lasting. They were also the preferred option of the Council's cleaning contract managers. The natural colour of the honed aggregate from the Waimakariri River will enhance the streetscape. In Hereford Street the light colour will be an advantage due to the shadiness of an east-west street. The Council will need to monitor glare as the pavers weather and, if necessary, review the level of 'whiteness' for sunnier streets. Paver joints, which can be problematic for high heels and white canes, are necessary to provide structural strength for flexible paved surfaces such as the one proposed. Smaller chambers on the edges of blocks have been specified to minimise possible tripping or jamming hazards.
24. Community Board members were advised that grass was not practical because of the high pedestrian numbers (more than 10,000 a day). However, the streetscape would not look sterile as plans provide for moveable planters, similar to the ones in Cashel Mall, and as many street trees as possible given the high number of major underground services in the street.
25. When the issue of P30 parking was raised, Community Board members were advised that the purpose of P30 parks was to increase the turnover of parking to compensate for the loss of revenue associated with the proposed removal of existing parking. Motorists wishing to park for longer periods are encouraged to use long stay parking facilities in the vicinity including: Farmers Building Car Park, Manchester Street Car Park, Lichfield Street Park and The Crossing.

9 Cont'd

26. The Parking Strategy, which was adopted by the Council as policy in June 2003 states with regard to business areas:
 - (a) Policy 7G - On Street Parking: To use a mix of pricing regimes, time and parking restrictions to encourage the turn over of on street parking in areas of high demand;
 - (b) Policy 7I - On Street Parking: To minimise parking provision in areas where high-quality street amenity is desired.
27. While at present P60 parking restrictions are prevalent within the core of the central city it is understood that current Parking Strategy does not stand in the way of introducing P30 restrictions to these sections of Hereford Street. The Council, in its discretion, has the ability to determine this and would be doing so via sign off of the plan.
28. After raising the possibility of right angled seating and wind breaks the Community Board was advised that seating shown on the consultation plan has been proposed with the intention of providing short-term seating facilities. While wind breaks would provide more shelter, these are currently excluded from the scope of this project as they would have to be constructed either in perforated steel, which might have a visual impact, or in a transparent material such as Perspex or safety glass, which might be prone to vandalism.
29. Questioned about tour bus parking Community Board members were informed that there was a space provided for tourist buses to park close to the Ibis Hotel. After discussions with the hotel this dedicated space has been replaced by a Goods Vehicle Only (GVO) space which is more flexible and would be used throughout the day.
30. Responding to a question about the value of shading diagrams, the project team said there would be a significant cost in providing shading diagrams and the project could not control or alter any of the buildings which currently shade the street. There had been requests for kerb extensions to provide outdoor seating from different businesses along Hereford Street which provided some of the initial impetus to start this project. This suggests that local businesses believe there is scope for outdoor dining and seating.
31. Following the presentation to the Community Board, no changes were made to the plan that went out to consultation.
32. Community consultation on the preferred option was undertaken between 12 August and 2 September 2009. More than 350 consultation leaflets were hand delivered to businesses in the Hereford Street between Oxford Terrace and Manchester Street and in the vicinity of the two blocks. In addition leaflets were posted or emailed to other stakeholders including 53 absentee property owners, the Central City Business Association, the Inner City West Neighbourhood Association and the Inner City East Neighbourhood Group.
33. 76 submissions were received. Of these 30 (39.47 percent) generally supported the proposal, 14 (18.42 percent) did not indicate whether they were for or against, and 32 (42.11 percent) did not support the consultation plan.
34. Many of those opposing the proposal were concerned about narrowing the street to 10 metres and six metres, and reducing the number of parking spaces by 10. They stated that together, these two changes would add to the congestion and make it harder for businesses to be serviced. Both impacts would also deter potential customers. Many opponents of the plan submitted that much of the project area was shaded and a wind tunnel and was not conducive to outdoor dining.

9 Cont'd

35. On the other hand, the Central City Business Association, representing 400 central city businesses and owners on south side of Hereford Street near Oxford Terrace, called for the wider footpath on that side of the street to be extended to provide more outdoor dining opportunities. Police and a Crime Prevention Through Environmental Design (CPTED) report also supported the general widening of the footpaths to help address some of the night time crime issues. More than a third of submitters supported efforts to improve the environment for pedestrians and the amenity of the street.
36. Ibis Hotel and two other businesses opposed the proposed temporary night time taxi stands between Oxford Terrace and Colombo Street to operate from 11pm to 5am. These stands were relocated to the Hereford Bridge area as part of the Central City Taxi Stand project. However, after concerns were expressed by senior police officers 10 night time taxi stands (five on the north side and five on the south side) were reinstated in the final recommended plan for the Hereford Upgrade. Those proposed on the north side of Hereford Street were moved further away from the Ibis Hotel to reduce the possibility of future noise problems. Night time taxi stands between Colombo Street and Manchester Street have been removed from the final recommended plan. (All resolutions relating to proposed night time taxi stands in Hereford Street are dealt with in a separate Part A report on Central City Night Time Taxi Stands.)
37. As a result of consultation and further review by the project team a number of changes were made to the kerb alignment and parking in the final recommended plan (refer **attachment 1**) for Council approval. These changes include:
 - (a) A re-evaluation of the width of parking lanes provided, increasing the width from 2 metres to 2.5 metres to facilitate movement and parking of larger vehicles using the street;
 - (b) A re-evaluation of the kerb alignment providing widening adjacent to 90 Hereford Street, with footpath widths reduced at 76, 114 to 116 and 120 Hereford Street, in order to maximise parking and loading spaces provided;
 - (c) A marginal reduction in the extent of footway widening in front of 77 Hereford Street to accommodate loading vehicle parking;
 - (d) A reconsideration of parking allocation throughout the two blocks, providing 32 P30 spaces, 12 P5 spaces, seven P5 Goods Vehicle Only (GVO) spaces, one P30 Motorcycle space and four Mobility Parking spaces, reflecting consultation concerns in relation to the provision and distribution of sufficient loading facilities. In particular changes have been made to the following:
 - (i) Two mobility parking spaces are provided in the vicinity of Community Trust House at 141 Hereford Street (an increase of one compared to the consultation plan). One additional mobility parking space is provided close to the ANZ Bank on the corner of Colombo Street. The mobility park outside 79 Hereford Street remains. With the exception of the mobility parking space provided close to the ANZ bank, (which will operate as a standard P30 space), the mobility parking spaces will each operate on a Pay and Display basis;
 - (ii) P5 Goods Vehicle Only spaces are provided at 77, 104, 107 (replacing the previously proposed Coach Parking), 150, 159, 164 Hereford Street and outside the BNZ bank, ensuring regular provision across the two blocks, and limiting distance between spaces. This increased provision in the final recommended plan reflects concerns highlighted in the consultation process in relation to the number of service spaces required;

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- (iii) P5 spaces are provided in front of the Telecom building and outside 78, 109 (2), 114, 120 (2), 137, 144, 161, 164, 165 Hereford Street. This again ensures regular provision across the two blocks, limiting the distance between spaces. Again, this increased provision when compared to the seven P5 spaces previously proposed reflects concerns highlighted in the consultation process;
 - (iv) One P30 motorcycle space is provided at 116 Hereford Street;
 - (v) The remaining 32 spaces will operate as P30 pay and display spaces, compared to the 38 spaces in the consultation plan.
38. As a result of concerns highlighted in the consultation process and a Crime Prevention Through Environmental Design (CPTED) Report, a review was undertaken of landscape planting, rubbish bins, cycle parking and seating provision. Further investigation work is required during the detailed design phase of the project to confirm the exact location of the extensive underground services before finalising the number of trees which can be planted. The type of landscaping shown in the attached final recommended plan may be subject to change. Where further indications indicate that full tree pits are impossible, partial tree pits or planter boxes will be provided. At this stage it is anticipated that landscaping will include:
- (a) A reconfiguration of the area around the existing pedestrian crossing between Colombo Street and Manchester Street, reducing cycle parking on the south east side of the crossing, increasing cycle parking to the north west. The area to the south west of the crossing is also reconfigured, with the western existing tree removed and replaced with a tree located in a planter box closer to the kerb edge. All seating in the area is removed, reflecting recommendations from the CPTED audit, and the western rubbish bin removed. The proposed tree on the north west side of the crossing is replaced with a 150 millimetre high planter. The proposed tree on the south east side of the crossing is removed;
 - (b) Retention of the tree proposed in front of 85 Hereford Street. However, this is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location;
 - (c) Removal of the tree located outside the Telecom building;
 - (d) The relocation of the new tree previously proposed in front of 107 Hereford Street to a location outside 109 Hereford Street. This is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location;
 - (e) Relocation of the tree (and seating) previously proposed outside of 84 Hereford Street to a point further to the east (still in front of the Monkey Bar);
 - (f) Relocation of the tree previously proposed outside 88 Hereford Street to a point outside 90 Hereford Street, reflecting the greater footpath widening provided in this area. (It is now no longer proposed to provide seating under this tree.);
 - (g) Relocation of the tree previously proposed outside of 104 / 106 Hereford Street to a point outside Shades Arcade;
 - (h) Removal of one of the two new trees (and associated seating) previously proposed outside 112 Hereford Street, with the remaining tree relocated slightly to the north west, and the adjacent seating removed. This is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location;

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- (i) Removal of the new tree (and seating) previously proposed outside of 116 Hereford Street;
- (j) Removal of two of the three existing trees in front of 118 to 120 Hereford Street (and the adjacent seating to the most eastern of these trees);
- (k) A new tree outside 136 Hereford Street;
- (l) The removal of four trees in front of 164 Hereford Street, and their replacement with two new Turkish Hazel trees closer to the new kerb edge;
- (m) An additional planter located between the two P5 spaces outside the Hotel Ibis at 109 Hereford Street;
- (n) Removal of two planters outside 90 Hereford Street;
- (o) Relocation of the planter located outside 92 to 96 Hereford Street to ensure that the planter lies on the boundary of two parking spaces;
- (p) As detailed above, amendments to the provision of new planters at the existing pedestrian crossing point between Colombo Street and Manchester Street;
- (q) The removal of three cycle stands from the eight previously proposed at 77 Hereford Street;
- (r) The removal of the cycle station from the scheme, which will instead be considered at a later date;
- (s) The provision of two cycle stands outside 76 Hereford Street;
- (t) The provision of two additional cycle parks to the two cycle parks currently proposed outside Shades Arcade (108 Hereford Street), all of which will be relocated slightly closer northwards towards the kerb edge;
- (u) Relocation of the two cycle parks previously located in front of 120 Hereford Street to a location to provide four cycle parks currently at 126 Hereford Street;
- (v) The provision of one additional cycle park to the three cycle parks proposed outside BNZ House, all of which will be relocated slightly closer south-westwards towards the kerb edge;
- (w) Provision of an additional rubbish bin outside 77, 91, 76, 112, 116, 130 (further to the east), 138, and 164 Hereford Street, outside the ANZ Bank, and relocation of the rubbish bin provided outside 172 Hereford Street to outside 176 Hereford Street;
- (x) Removal of seating previously proposed at 88, 112, 116, 120, 130, and 152 Hereford Street;

STAFF RECOMMENDATION

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

- (a) Approves the narrowing of Hereford Street between Oxford Terrace and Manchester Street in order to slow traffic and create a pedestrian-friendly design that supports local businesses and also provides additional scope for landscaping and outdoor dining, as shown in TP 197901 (**attachment 1**).

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- (b) Revoke existing no stopping
 - (i) That all existing no stopping resolutions on the north side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (ii) That all existing no stopping resolutions on the south side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (iii) That all existing no stopping resolutions on the north side of Hereford Street between Colombo Street and Manchester Street be revoked.
 - (iv) That all existing no stopping resolutions on the south side of Hereford Street between Colombo Street and Manchester Street be revoked.
- (c) Revoke existing parking restrictions
 - (i) That all existing parking restrictions on the North side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (ii) That all existing parking restrictions on the south side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (iii) That all existing parking restrictions on the North side of Hereford Street between Colombo Street and Manchester Street be revoked.
 - (iv) That all existing parking restrictions on the south side of Hereford Street between Colombo Street and Manchester Street be revoked.
- (d) New no stopping:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Oxford Terrace and extending 20 metres in an easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 49 metres east of its intersection with Oxford Terrace and extending 12 metres in an easterly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 129 metres east of its intersection with Oxford Terrace and extending 12 metres in an easterly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 155 metres east of its intersection with Oxford Terrace and extending 11 metres in an easterly direction.
 - (v) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Colombo Street and extending 37 metres in an westerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a its intersection with Oxford Terrace and extending 25 metres in a an easterly direction.
 - (vii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 36 metres east of its intersection with Oxford Terrace and extending 37 metres in a an easterly direction

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- (viii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 120 metres east of its intersection with Oxford Terrace and extending 24 metres in a an easterly direction
 - (ix) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 159 metres east of its intersection with Oxford Terrace and extending 17 metres in a an easterly direction
 - (x) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Colombo Street and extending 26 metres in a an easterly direction
 - (xi) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Colombo Street and extending 21 metres in an easterly direction.
 - (xii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 83 metres east of its intersection with Colombo Street and extending 35 metres in an easterly direction.
 - (xiii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Manchester Street and extending 50 metres in an westerly direction.
 - (xiv) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Colombo Street and extending 46 metres in an easterly direction.
 - (xv) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 86 metres east of its intersection with Colombo Street and extending 44 metres in an easterly direction.
 - (xvi) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 182 metres east of its intersection with Colombo Street and extending 14 metres in an easterly direction.
 - (xvii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a its intersection with Manchester Street and extending 11 metres in an westerly direction.
- (e) New Loading Zone
- (i) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 20 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (ii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 114 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 16 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

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- (iii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 111 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (iv) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 21 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (v) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 152 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (vi) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 77.0 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (vii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 173 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (f) Parking Meters
- (i) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 29 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 7 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (ii) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 61 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 31 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (iii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 81 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 24 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

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- (iv) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 30 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 39 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (v) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 128 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (vi) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 161 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 7 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (vii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 46 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (viii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 130 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 13 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (ix) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 148 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (x) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 11 metres west from its intersection with Manchester Street and extending in a westerly direction for a distance of 25 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xi) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 35 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 7 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xii) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 75 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 8 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

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(xiii) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 119 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

(g) New parking restriction

(i) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 100 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.

(ii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 142 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 13 metres.

(iii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 25.0 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.

(iv) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 145 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.

(v) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 31 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres.

(vi) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 69 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 7 metres.

(vii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 50 metres west from its intersection with Manchester Street and extending in a westerly direction for a distance of 13 metres.

(viii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 71 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 6 metres.

(ix) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 167 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 7 metres.

(x) That a Mobility Park with a time limit of 30 minutes at any time be installed on the north side of Hereford Street commencing at a point 37 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 7 metres.

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- (xi) That the parking of vehicles be restricted to a maximum period of 30 minutes at any time for motorcycles only on the south side of Hereford Street commencing at a point 155 metres from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 4 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

- 39. The two sections of Hereford Street from Oxford Terrace to Manchester Street are approximately 450 metres long. The street is lined with businesses with a number of retail outlets on the ground floor.
- 40. An extensive network of underground services, especially for Telecom and TelstraClear, impacts on landscaping opportunities above ground. It is understood that ducting for Fibre optic cabling has been laid by Enable Networks in the Oxford Terrace to Manchester Street sections of Hereford Street.
- 41. Hereford Street was first developed as a commercial area in the 1860s and Shand's Emporium at 88 Hereford Street survives as the city's oldest commercial timber building. Other historic buildings contribute to the diverse streetscape.
- 42. Hereford Street, between Oxford Terrace and Manchester Street, carries an average of 11,056 vehicles a day, according to the last traffic volume survey.
- 43. The tram extension will cross Hereford Street at the Colombo Street and Oxford Terrace intersections. Work on both projects is to be co-ordinated.
- 44. According to the New Zealand Transport Agency (NZTA) Crash Analysis Database 68 crashes were reported in these sections of Hereford Street between 2003 and 2008. 91 of the crashes involved cars and 57 per cent of the crashes occurred at intersections. 22 crashes resulted in injuries, with seven of these involving serious injuries. Three crashes involved bicycles and 10 involved pedestrians. Overall, 37 per cent of all crashes occurred between 7pm and 6am.

HOW DOES THE PROPOSED PLAN MEET OBJECTIVES

- 45. The aims and objectives are to be met in this project by:
 - (a) Developing a prototype design for slow streets in the inner city that focuses on 'shared priority', safety and amenity values.
 - (b) Encouraging traffic to slow to 30 kilometres per hour by narrowing the road to 10 metres and 6 metres and creating additional raised crossing points. A 30 kilometres per hour speed limit may be enforced in the future.
 - (c) Giving more priority to pedestrian movements and amenity by providing wider footpaths and improved landscaping.
 - (d) Providing goods vehicle only parks at regular intervals to service businesses, more P5 car parking for short term visits and more mobility parks for disabled drivers. The change from P60 to P30 parking is designed to increase the turnover of parking. Drivers who require longer term parking are encouraged to use car parking buildings. The narrowed street is designed to accommodate buses.

9 Cont'd

- (e) Providing trees and landscaping features such as seats, cycle stands and rubbish bins consistent with the draft Central City Streetscape Plan. The concentration of underground services precludes the planting of trees in sections of the street. In locations where full tree pits are impossible, partial tree pits or planter boxes will be provided.
- (f) Integrating cross block lanes and arcades into the streetscape design to facilitate pedestrian movement on established desire lines.
- (g) Supporting local businesses by regularly spaced loading zones and providing a wider footpath for dining opportunities.
- (h) Providing increased cycle parking.

THE OPTIONS

46. Three options were considered for these two blocks of Hereford Street. Option three was preferred because it best met project objectives. It formed the basis of the plan taken to the community for consultation.

OPTION ONE

47. Option One involves no changes to the existing road environment which comprises a 14 metre wide road, including 2 metre wide on street parallel parking abutting the kerb on both sides of Hereford Street. The footpaths are 3.1 metres on the north side and 3.3 metres wide on the south side. Four pedestrian crossing facilities include three signalised crossings at intersections and a mid-block zebra crossing between Colombo Street and Manchester Street.

OPTION TWO

48. Option Two provides 2 metre wide median islands along the two blocks to reduce traffic speed and provide better crossing facilities. It includes an 8 metre carriageway with 2 metre wide median islands. On street 2 metre parallel parking abuts the kerb on both sides of Hereford Street. It also includes wider (3.56 metre) footpaths along both sides to accommodate through movement of pedestrians, tighter radii at all intersections to provide better pedestrian crossing arrangements and for slowing turning vehicles, and no changes to existing parking.

OPTION THREE

49. Option Three provides a 10 metre wide and 6 metre wide carriageway along with on street parallel parking abutting the kerb on both sides of Hereford Street. Wide footpaths facilitate through movement of pedestrians. In later modifications the flush bluestone kerb was replaced with 50 millimetre high concrete kerb and channel between the footpath and carriageway to stop vehicles driving on the footpath.

THE PREFERRED OPTION

50. Option Three is the preferred option and encompasses the following physical works:
- (a) The road cross section as shown in attachment 1.
 - (b) The kerb alignment, parking designation and landscaping arrangements as shown in Attachment 1.
 - (c) 50 millimetre high concrete kerb and channel between the footpath and the carriageway to stop vehicles from driving on to the footpath.

9 Cont'd

- (d) New platforms in four locations over the two blocks, raised 50 millimetres to lie flush with the kerb.
- (e) 6.5 metre wide carriageway and 2.5 metre wide on street parallel parking abuts the kerb on both sides of Hereford Street in the section between Colombo Street and the raised zebra crossing.
- (f) 6 metre wide carriageway and 2.5 metre wide on street parallel parking abuts the kerb on both sides of the remainder of Hereford Street.
- (g) Footpaths widened to between 6 metres and 8.5 metres on the southern side of the blocks, an increase of a minimum of 1.5 metres over the existing footpath width.
- (h) Footpaths widened to between 3 metres and 7.1 metres on the northern side of the blocks.
- (i) Interpath channel/grate slot drain on the footpath. They are located along the existing kerb alignment to utilise the existing under channel stormwater pipe. The interpath channel is located on the south side of Hereford Street in the Oxford Terrace to Colombo Street block.
- (j) Tighter kerb radius at the intersections with Oxford Terrace and Colombo Street to facilitate pedestrian crossing facilities and also to slow down turning vehicles at the intersections.
- (k) Single lane approaches to Colombo Street and Oxford Terrace intersection in the Oxford Terrace/Colombo Street section of Hereford Street.
- (l) The provision of 32 P30 spaces, 12 P5 spaces, seven P5 Goods Vehicle Only (GVO) spaces, one P30 Motorcycle space and four Mobility Parking spaces.
- (m) Parking bays provided at varying lengths between 5.5 metres (for end of block) and 6.5 metres (centre block), increased to 7 metres and 9 metres for mobility access spaces. P5 Loading GVO spaces provided at 9 metres.
- (n) The end of the parking bays are chamfered to allow easier access for vehicles.
- (o) Three 7.5 metre long flush platforms with pavers and rumble strips to the west of the Colombo Street/Hereford Street intersection to create a slow road environment and also to provide better crossing facilities along the busiest section of the study area. There will be a 9.7 metre long flush platform with similar treatment at Tramway Lane.
- (p) The street lighting will be located on the alternate sides of the road along Hereford Street, in a staggered arrangement, instead of the opposite arrangement as proposed in the earlier report.
- (q) No change to the existing raised zebra crossing between Colombo Street and Manchester Street. Adjacent landscaping and cycle parking will however be changed. (See paragraph 38a)
- (r) The removal of seven existing street trees, with up to 14 additional trees proposed elsewhere along Hereford Street; subject to further investigations of underground services.
- (s) The provision of a total of 10 rubbish bins.

9 Cont'd

- (t) The provision of a total of four seats which will have arms, following feedback from submitters.
- (u) The provision of a total of 46 cycle stands.
- (v) The removal of the proposed future cycle station outside the ANZ bank near the Colombo/Hereford Street intersection. However, space will be maintained in this area to ensure the cycle station can be provided at a later date, if required.

10. HEREFORD, LICHFIELD AND MANCHESTER STREET – PROPOSED NIGHT-TIME ONLY TAXI STANDS



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council for the approval of improved Taxi Stand facilities during peak periods at night in the high demand areas of Hereford, Manchester and Lichfield Streets.

EXECUTIVE SUMMARY

2. Council staff have received a request from the Christchurch Central Business District Transport Accord to install additional Taxi Stands in a number of busy locations in the central business district to meet late night demand (refer **attachment 1**).
3. The Transport Accord is made up of representatives of the Christchurch Police, New Zealand Transport Agency, Christchurch City Council, Taxi and Bus Company Representatives and other Transport Related Parties. The objectives of the accord are;
 - (a) To encourage people to use public transport
 - (b) To improve the image of the transport industry
 - (c) To improve central city traffic management
 - (d) To ensure personal safety for everyone
 - (e) To build better relationships between stakeholders and the public
 - (f) To encourage people not to drive after drinking
4. To achieve some of the above objectives, it has been requested by representatives of the Christchurch Police and Taxi Companies to install additional Taxi Stands in parts of the Central Business District. It is therefore proposed to use existing daytime parking facilities as Night Time Only Taxi Stands.
5. This will be the first step of a three step approach to solving taxi congestion problems in parts of the Central Business District (CBD). The other steps involve taxi drivers creating a Code of Conduct and increased enforcement of breaches of legislation.
6. There is a shortage of space on existing taxi stands in busy areas between 11pm and 5am from Thursday to Saturday. In some areas there are often far more taxis trying to utilise the taxi stands than can be accommodated with the result that often they double park in busy traffic lanes. However, as often there is no vacant parking spaces available, there is little alternative other than for taxis to double park to meet customer demands to be taken to a specific location.
7. The Land Transport (Road User) Rule 2004 makes allowances for taxi drivers to double park, as long as it takes place during the picking up or setting down of passengers in connection with their carriage for hire or reward. Conditions include showing due consideration for the safety and convenience of other road users. While they are meeting customer demands by dropping off or picking up passengers close to the requested location, by double parking they are frequently in breach of the above legislation by being inconsiderate to other road users and by creating a traffic safety hazard.

10 Cont'd

8. While this problem mainly occurs on Thursday, Friday and Saturday nights, any Night Time Only Taxi Stand restriction should apply for seven days a week to cover public holidays occurring outside those days. It would also be preferable to have the restrictions apply seven days a week so that the signs are simple, clear, and unambiguous.
9. The effect of this proposal will be to provide an improved facility for taxi operators, their customers, other road users, and the public. It will also negate the use of the explanation that they have no alternative.
10. The areas identified as urgently requiring these dedicated larger Night Time Taxi Stands installed are:
 - (a) Hereford Street, near Oxford Terrace.
 - (b) Manchester Street between Cashel and Hereford Streets.
 - (c) Lichfield Street between Colombo and Manchester Streets.
11. Initially a fourth area of Night Time Taxi Parking on the south side of Hereford Street east of Colombo Street was deemed necessary as a feeder area for the existing Taxi Stands on the western side of Colombo Street. However this location was discarded after consultation when it was found that the tail or entry end of the existing Taxi Stand that extends south along Colombo Street could not be seen from the head of the proposed feeder location.

Hereford Street near Oxford Terrace

12. There are approximately 25 bars, clubs, restaurants or licensed premises in close proximity to the Hereford Street/Oxford Terrace intersection. Currently the only dedicated Taxi Stands in the area are for two taxis on Oxford Terrace south of the Bridge of Remembrance near Lichfield Street. This area is being reviewed as part of the "Part Time Pedestrian Mall" proposal.
13. It is proposed that two areas of Night Time Only Taxi Stands be installed in Hereford Street to service these bars with one being located between Oxford Terrace and Colombo Street, and the second being on the Hereford Street Bridge over the Avon River. These locations can utilise existing daytime parking facilities as Night Time Only Taxi Stands.
14. Hereford Street is undergoing a major reconstruction between Oxford Terrace and Manchester Street. Initially it is planned to use the current parking facilities until the reconstruction commences. At the completion of the reconstruction, which is estimated to be in September or October 2010, new locations for the Night Time Only Taxi Stands will be established. As the parking layout will change as a result of the street upgrade, these new locations will require separate resolutions at a later date.
15. The location of the second area of Night Time Taxi Stands is on both sides of the Hereford Street Bridge over the Avon River. This location is not only be close to the bars and premises on Oxford Terrace, but can also act as a back up Night Time Only Taxi Stand for when the above mid block Taxi Stand between Oxford Terrace and Colombo Street is not available due to the street reconstruction.

South side of Hereford Street between Oxford Terrace and Colombo Street

16. Along the south side of this part of Hereford Street extending east from the intersection with Oxford Terrace there is currently 12 metres of P5 Loading Zone, eight pay and display metered parking spaces, and a motorcycle parking area that would be a suitable area for use as a Night Time Only Taxi Stand. Outside these times they will be available for normal use.
17. It is proposed that all of the above mentioned parking spaces on the south side of Hereford Street be utilised as Night Time Only Taxi Stands operating from 11pm to 5am Monday to Sunday to provide parking for between nine and 11 taxis.

10 Cont'd

18. Six metered parking spaces, two to three P5 restricted parking spaces, and another Motorcycle Stand at the eastern end of this southern side of Hereford Street will remain available for public parking. There are many other parking spaces in surrounding streets.
19. This proposal will provide parking on the south side of Hereford Street for nine to 11 taxis during their busy period without affecting the parking that is available for the use of the public at other times.

North side of Hereford Street between Oxford Terrace and Colombo Street

20. On the north side of Hereford Street commencing at the Oxford Terrace end there is 18 metres of P5 Loading Zone for Goods Vehicles Only and four pay and display metered parking spaces that are suitable for using as Night Time Only Taxi Stands.
21. It is proposed that the P5 Goods Vehicles Only Loading Zone and four Pay and Display metered Parking Spaces be utilised as Night Time Only Taxi Stands to provide parking for between eight to 10 taxis.
22. The four metered parking spaces and three Loading Zone parking spaces will not be available to the public for the overnight parking of vehicles. Four metered parking spaces, one being restricted for Disabled Parking Only At Any Time, as well as other five minute restricted parking areas will remain available for public parking on the north side of this part of Hereford Street. There are many other parking spaces in the surrounding streets.
23. This proposal will provide dedicated parking for between 17 to 21 Taxis mid block in Hereford Street between Oxford Terrace and Colombo Street during the period of highest taxi demand without affecting the availability of parking for other uses at other times.

Hereford Street Bridge South Side

24. Along the south side of the Hereford Street bridge between Oxford and Cambridge Terrace there is currently 69.5 metres of no stopping restrictions. Two lanes of traffic cross the bridge, meaning there is insufficient room at present during busy day time hours to safely install a "full time" taxi stand without it having a detrimental impact on traffic flows. Therefore it is proposed that 30 metres of the existing no stopping area be resolved as Night Time Only Taxi Stands applying from 11pm to 5am from Monday to Sunday. At this time of night, the presence of a taxi stand in the left hand westbound lane on the south side of the Hereford Street Bridge should not have a significant effect on the reduced traffic flows.
25. Once the upgrade to Hereford Street between Oxford Terrace and Manchester Street is completed, the need for this Night Time Only Taxi Stand will be re-assessed and consideration will be given to changing it to applying 24 hours a day and seven days a week or removing it entirely.
26. This proposal would result in no parking spaces being lost and six spaces created for the parking of Taxis.

Hereford Street Bridge North Side

27. Along the north side of the Hereford Street Bridge between Cambridge Terrace and Oxford Terrace there is 24 metres of pay and display metered parking for four vehicles followed by 34 metres of no stopping restrictions. For an unknown reason, the hours of operation of these meters finish at 8.30pm on Friday night, i.e. five days a week. All other parking meters in this area operate from 9am to 6pm from Monday to Sunday or seven days a week.
28. It is proposed that the existing metered parking area on the north side of the Hereford Street Bridge be increased to 29.5 metres to accommodate one more vehicle, with the hours of operation being changed to apply from 9am to 6pm from Monday to Sunday to make it consistent with the other metered parking in the area.

10 Cont'd

29. Following this increase in the number of metered parking spaces, it is then proposed that they then be further resolved to become a Night Time Only Taxi Stand from 11pm to 5am from Monday to Sunday. The existing 34 metres of no stopping restrictions between the end of this area and Oxford Terrace will be reduced to 28.5 metres with no adverse effect on the left turn lane into that street.
30. These changes to the parking on the north side of the Hereford Street Bridge can be made immediately as they will not be affected by any changes made as part of the Hereford Street Upgrade.
31. This proposal means that the number metered parking spaces on the north side of the Hereford Street bridge will increase by one space, and the hours of operation will be made the same as other parking meters in the area. The five spaces will not be available to the public for overnight parking, but as there are many other parking spaces in the surrounding streets there should be no great difficulty in finding alternative parking.
32. Should this proposal be accepted, there will be "part time" parking provided for approximately 12 taxis on the Hereford Street Bridge during times of highest demand. When the proposed Hereford Street Upgrade is finished, full time parking for six taxis could be provided on the south side.

Manchester Street between Hereford Street and Cashel Street

33. In this section of Manchester Street there are around seven restaurants and/or licensed premises.
34. Currently there is parking for six Taxis on the eastern side of Manchester Street with four pay and display metered parking spaces that operate from 9am to 6pm from Monday to Sunday and 14.5 metres of P5 Loading Zone for Goods Vehicles Only that operates from 8am to 6pm from Monday to Sunday.
35. It is proposed that the four metered parking spaces and the P5 Loading Zone for Goods Vehicles Only spaces become Night Time Only Taxi Stands from 11pm to 5am Monday to Sunday. The existing full time Taxi Stand is to remain as it is.
36. This proposal will make a total of 12 parking spaces that will be available for the use of taxis in this high demand area of Manchester Street during the period of highest demand, with no change to the existing parking on the eastern side of Manchester Street in this location at other times.
37. There are nine metered parking spaces on the western side of Manchester Street between Hereford street and Cashel Street that will remain available for the parking of other vehicles as well as many other parking spaces in surrounding streets.

Lichfield Street between Colombo and Manchester Street

38. In this section of Lichfield Street between Colombo Street and Hereford Street there are at least 13 restaurants and / or licensed premises with the majority being on or near the southern side of the street.
39. Currently on the southern side of Lichfield Street there are 11 pay and display metered parking spaces and two times P5 At Any Time parking spaces that could be utilised as Night Time Only Taxi Stands. There are also two existing full time Taxi Stands and two existing P5 Loading Zones for Goods Vehicles Only that become Taxi Stands after 6pm.
40. It is proposed that the existing metered parking spaces and the two times P5 parking At Any Time parking spaces become Night Time Only Taxi Stands from 11pm to 5am Monday to Friday in addition to the existing Taxi Stand facilities mentioned above.

10 Cont'd

41. This will make a total of 17 dedicated night time parking spaces available for the use of Taxis only during the period of highest demand with no change to the existing parking available for general use at other times.
42. There are nine metered parking spaces and two P10 parking spaces on the northern side of Lichfield Street that will remain available for the parking of other vehicles, as well as many other parking spaces in surrounding streets.

Consultation

43. 140 Consultation Documents on the proposed Night Time Only Taxi Stands were distributed to businesses, property owners, residents, major taxi companies and other affected parties. Consultation documents relating to the Hereford Street Upgrade, but containing details of the proposed Night Time Taxi Stands were also distributed to effected parties.
44. Of the 26 who responded to the Proposed Night Time Only Taxi Stands:
 - (a) 19 or 73 per cent supported the proposed Night Time Taxi Stands.
 - (b) Six or 23 per cent objected to the proposed changes.
 - (c) One or four per cent did not indicate either support or objection.

Full details, including the results for the specific areas, can be found in clauses 54 to 61.

FINANCIAL IMPLICATIONS

45. The estimated cost to change existing signs, install new ones, and paint new road markings in the three locations is \$3000.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

46. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

47. 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.
48. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

49. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

50. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

51. As above.

10 Cont'd

ALIGNMENT WITH STRATEGIES

52. The recommendations align with the Council Strategies including the Parking Strategy 2003.

Do the recommendations align with the Council's Strategies?

53. As above.

CONSULTATION FULFILMENT

54. 140 consultation forms were distributed to businesses in the areas where it is proposed that night time taxis stands be installed. 26 were returned. The breakdowns for the specific areas were:

Hereford Street near Oxford Terrace

55. 11 returns.

Eight or 73 per cent of the 11 returns supported the proposed Night Time Taxi Stands

Three or 27 per cent of the 11 returns objected to the proposed Night Time Taxi Stands

- (a) One objected on the grounds that the installation of taxi stands near his hotel would generate noise that would disturb his guests and asked that the Taxi Stands be located closer to the bars which generated the demand.
- (b) One objected on the grounds that his restaurant normally runs from 5pm to 11.30pm and sometimes 12pm, and customers may have parked in parking spaces that change at 11pm to become a Taxi Stand.
- (c) One objected on the grounds that it was likely that damage would be caused to his building and therefore protection to mitigate damage was required.

Note: As a result of these objections and changes to the Hereford Street Upgrade, the proposed Taxi Parking was moved to the Hereford Street Bridge.

Manchester Street

56. Six returns

Three or 50 per cent of the six returns supported the proposed Night Time Taxi Stands

Two or 33 per cent of the six returns objected to the proposed Night Time Taxi Stands

- (a) One believed that restrictions should not apply for seven days and should only apply on Friday and Saturdays, and that all of the taxi stands should be loading zones during the day and that taxi's already parked in the Pay and Display Metered Parking Spaces during the day.
- (b) One gave no reasons for their objection.

One or 17 per cent of the six returns did not indicate either support or an objection.

10 Cont'd

Lichfield Street

57. One return

One or 100 per cent of the returns objected to the proposed Night Time Taxi Stands.

- (a) The objection was that it would cause problems for guests arriving and departing with luggage (from their Serviced Apartments) and there would be nowhere to park a car. Also early morning milk and laundry vehicles would have to double park causing a traffic hazard.

Non Specific Area

58. Three returns

Three or 100 per cent of the returns supported the proposed Night Time Taxi Stand.

- (a) One wanted to know how it would be enforced.

Hereford Street east of Colombo Street (Discarded Option)

59. Five returns

Five or 100 per cent of the returns supported the proposed Night Time Taxi Stands.

60. There is no Residents Association that covers these areas of the CBD.

- 61 This proposal was initiated by the Christchurch Police and representatives of the Taxi Industry as part of the Transport Accord.

STAFF RECOMMENDATION

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

- (a) Approve the following on Hereford Street:

Revoke existing restrictions and install new restrictions on the south side of Hereford Street between Oxford Terrace and Colombo Street.

- (i) That all and any existing parking and stopping restrictions on the south side of Hereford Street commencing 38.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for 12 metres be revoked.

Revokes the existing P5 restriction.

- (ii) That all and any existing parking and stopping restrictions on the south side of Hereford Street commencing 80.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for 3 metres be revoked.

Revokes existing Motorcycles Only parking restriction.

- (iii) That the parking of vehicles be restricted to a maximum period of five minutes on the southern side of Hereford Street commencing at a point 38.5 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 12 metres. This restriction is to apply from 5am to 11pm from Monday to Sunday.

Installs restrictions allowing the area to be used as a P5 restricted parking area at times when it is not needed as a Taxi Stand.

10 Cont'd

- (iv) That a Motorcycle Park be installed on the south side of Hereford Street commencing at a point 80.5 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 3 metres. This restriction to apply from 5am to 11pm from Monday to Sunday.

Install restrictions to allow the area to be used for Motorcycle Parking at times when it is not needed as a Taxi Stand.

- (v) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the southern side of Hereford Street commencing at a point 38.5 metres east of its intersection with Oxford Terrace and extending in a easterly direction for 68 metres.

Installs a Night Time Taxi Stand in the P5 restricted parking area, in the Pay and Display metered parking area and in the Motorcycle parking.

Revoke existing restrictions and install new restrictions on the north side of Hereford Street between Oxford Terrace and Colombo Street.

- (vi) That all and any existing parking and stopping restrictions on the North side of Hereford Street commencing 50 metres east of its intersection with Oxford Terrace and extending in an easterly direction for 18 metres be revoked.

Revokes the existing three space P5 Goods Vehicles Only Loading Zone restriction.

- (vii) That a P5 Loading Zone for Goods Vehicles Only applying from 5am to 11pm from Monday to Sunday be installed on the northern side of Hereford Street commencing at a point 50 metres east of its intersection with Oxford Terrace and extending in a easterly direction for 18 metres.

Installs restrictions allowing the area to be used as a Goods Vehicles Only Loading Zone at times when it is not required as a Taxi Stand.

- (viii) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the northern side of Hereford Street commencing at a point 50 metres east of its intersection with Oxford Terrace and extending in a easterly direction for 56 metres.

Installs a Night Time Taxi Stand in the existing P5 Goods Vehicle Only Loading Zone and in Pay and Display Metered Parking)

Revoke existing restrictions and install new restrictions on the south side of the Hereford Street Bridge over the Avon River.

- (ix) That all and any existing restrictions on the southern side of Hereford Street between Cambridge Terrace and Oxford Terrace be revoked.
- (x) That the stopping of vehicles be prohibited at any time on the southern side of Hereford Street commencing at its intersection with Cambridge Terrace and extending in a easterly direction for a distance of 32 metres.

Installs a shorter extent of no stopping restrictions to accommodate the night time Taxi Stand.

- (xi) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the south side of Hereford Street commencing at a point 32 metres east of its intersection with Cambridge Terrace and extending in a easterly direction for a distance of 30 metres.

Installs a new area of night time only Taxi Stand.

10 Cont'd

- (xii) That the stopping of vehicles be prohibited between 5am and 11pm from Monday to Sunday on the south side of Hereford Street commencing at a point 32 metres east of its intersection with Cambridge Terrace and extending in a easterly direction for a distance of 30 metres.

Installs no stopping restrictions in the Taxi Stand area outside the hours that the Taxi Stand applies.

Note: There is no need to install stopping restrictions for the remaining 7 metres from the end of the Taxi Stand to the intersection with Oxford Terrace due to this space being taken by the signalised pedestrian crossing facilities that cannot be parked on or over

Revoke existing restrictions and install new restrictions on the north side of the Hereford Street Bridge over the Avon River

- (xiii) That all and any existing parking and stopping restrictions on the northern side of Hereford Street between Cambridge Terrace and Oxford Terrace be revoked.
- (xiv) That Pay and Display Parking Meters with a time limit of 60 minutes be installed on the north side of Hereford Street commencing at a point 9 metres from its intersection with Cambridge Terrace and extending in an easterly direction for a distance of 29.5 metres. The hours of operation of the meters to apply from 9am to 6pm from Monday to Sunday.

Replaces the existing 24 metres of metered parking.

- (xv) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the north side of Hereford Street commencing at a point 9 metres from its intersection with Cambridge Terrace and extending in an easterly direction for a distance of 29.5 metres.

Makes the existing Pay and Display metered parking a night time Taxi Stand.

- (xvi) That the stopping of vehicles be prohibited at any time on the northern side of Hereford Street commencing at its intersection with Cambridge Terrace and extending in a easterly direction for 9 metres.

Reinstates the existing 9 metres of stopping restrictions.

- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Hereford Street commencing at its intersection with Oxford Terrace and extending in a westerly direction for 28.5 metres.

Installs a shorter area of no stopping restriction to allow for the extra parking space created.

- (b) Approve the following on Manchester Street:

Revoke existing restrictions and install new restrictions on the eastern side of Manchester Street

- (i) That all and any restrictions on the eastern side of Manchester Street commencing at a point 88.5 metres north from its intersection with Cashel Street and extending in a northerly direction for 14 metres be revoked.

Revokes the existing two space P5 Goods Vehicles Only Loading Zone restriction.

- (ii) That a P5 Loading Zone for Goods Vehicles Only applying from 5am to 11pm from Monday to Sunday be installed on the eastern side of Manchester Street commencing at a point 88.5 metres north from its intersection with Cashel Street and extending in a northerly direction for a distance of 14 metres.

10 Cont'd

Installs restrictions allowing the area to be used as a Goods Vehicles Only Loading Zone at times when it is not required as a Taxi Stand.

- (iii) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the eastern side of Manchester Street commencing at a point 88.5 metres north from its intersection with Cashel Street and extending in a northerly direction for a distance of 14 metres.

Installs a Night Time Only Taxi Stand in the two space P5 Loading Zone for Goods Vehicles Only.

- (iv) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the eastern side of Manchester Street commencing at a point 63 metres north of its intersection with Cashel Street and extending in a northerly direction for 25.5 metres.

Installs a Night Time Taxi Stand in the existing four space Pay and Display Metered Parking Area.

Note: It is proposed that the existing six space Taxi Stand south of the above Night Time Taxi Stands will continue to apply at any time.

- (c) Approve the following on Lichfield Street

Revoke existing restrictions and install new restrictions on the southern side of Lichfield Street.

- (i) That all and any existing parking or stopping restrictions on the southern side of Lichfield Street commencing at a point 95 metres east of its intersection with Colombo Street and extending in a easterly direction for 12.5 metres be revoked.

Revokes the existing two space P5 At Any Time parking restriction.

- (ii) That the parking of vehicles be restricted to a maximum period of five minutes on the southern side of Lichfield Street commencing at a point 95 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 12.5 metres. This restriction is to apply from 5am to 11pm from Monday to Sunday.

Installs restrictions allowing the area to be used as a P5 restricted parking area at times when it is not needed as a Taxi Stand.

- (iii) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the southern side of Lichfield Street commencing at a point 95 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 87.5 metres.

Installs a Night Time Taxi Stand from the P5 restricted parking area along the Pay and Display Metered Parking area to the start of the existing night time Taxi Stands.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. MONTREAL STREET – PROPOSED EXTENSION TO P5 PARKING RESTRICTION



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jon Ashford/Steve Hughes – Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that an existing P5 Parking Restriction in front of the Chateau Blanc Apartment Hotel on Montreal Street be extended.

EXECUTIVE SUMMARY

2. Staff have received a request from Chateau Blanc Holdings Ltd, that the existing P5 Parking Restriction in front of the Chateau Blanc Apartment Hotel on the west side of Montreal Street be extended (refer **attached**).
3. This section of Montreal Street runs between Kilmore Street and Peterborough Street. It is a one way street (northbound) and is classified as a minor arterial with a 50 kilometres per hour speed limit. It lies within the Central City area of the Hagley/Ferrymead Ward, where parking restrictions must be resolved by the Council.
4. As well as the existing 12 metres of P5 parking restriction on the west side of the road in front of the Chateau Blanc Hotel's main entrance, there are also short lengths of No Stopping restrictions on both sides of the road at the Kilmore Street and Peterborough Street intersections. The majority of this section of Montreal Street is unrestricted kerb side parking.
5. Tour Coaches often exceed 12 metres in length. This results in them being unable to park in the existing 12 metre long P5 restricted parking area. Subsequently they often have no alternative than to double park in the left hand of the two one way traffic lanes to drop off or pick up passengers and their luggage. As this occurs close to the intersection with Kilmore Street, it can cause vehicles to back up into the intersection itself causing a potential traffic safety hazard.
6. While this does not happen often, extending the existing P5 restricted area from 12 metres to 21 metres will reduce the likelihood of double parking and be better able to accommodate the large modern tour buses while also allowing several "normal" sized vehicles to use the P5 area at the same time. People from these vehicles could be visiting or servicing Chateau Blanc or other nearby businesses or residences.
7. All the land on the west side of Montreal Street in this block is owned by Chateau Blanc Holdings Ltd and is zoned L5 – Travellers accommodation zone. A planned upgrade of the hotel is likely to increase the number of tour coaches attending the Chateau Blanc. While they are providing off-street parking for 28 vehicles as part of this upgrade, there is no suitable space available for the off-street parking and unloading of tour coaches. Although the hotel technically has a 4.5 metre access leg behind the existing building (accessed off Kilmore Street), this does not provide on-site turning or manoeuvring. If this access were to be used it would result in a tour coach having to turn right into the site across Kilmore Street from one of the through lanes, and then have to reverse back into those same busy lanes to exit. Given the location of the hotel main entrance there are also practicalities and preferences to load and unload in this location.
8. The proposed extension to the existing P5 parking restriction will not remove any more on street parking than would be lost if the proposed hotel upgrade included another nine metre wide vehicle entrance from Montreal Street, as it is entitled to do.
9. To maximise the kerb space available for unrestricted parking, the proposed P5 Loading Zone has been moved southwards to 1 metre from an existing fire hydrant on the west side of the road (refer **attached**).

11 Cont'd

10. As Chateau Blanc own all the land on the west side of Montreal Street between Kilmore Street and Peterborough Street, there are no residential properties affected on this side of the street. Consultation was carried out with the residents of the Cranmer Court apartments on the east side of the road between Kilmore Street and Peterborough Street and with the Inner City West Neighbourhood Association.
11. 31 Consultation forms were distributed to nearby properties with 16 being returned. Of these, four responses were in support of the proposed extension of the P5 restricted parking area and 11 in opposition. Several of those responses in opposition included comments relating to the proposed hotel upgrade. For further details of the consultation, including a summary of comments received, refer to paragraphs 22 to 25.
12. The comments noted above which relate to the proposed upgrade to Chateau Blanc Hotel will be dealt with as part of the Resource Consent application and copies of them will be sent to the Council Planner for inclusion in that process.

FINANCIAL IMPLICATIONS

13. The estimated cost of this proposal is approximately \$400.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

15. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
16. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

17. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. As above.

ALIGNMENT WITH STRATEGIES

20. The recommendations align with the Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

21. As above.

CONSULTATION FULFILMENT

22. 31 consultation letters were delivered to Cranmer Court residents and 16 responses received, four in support of the proposal, 11 against and one with no view on the matter.

11 Cont'd

23. The following is a summary of comments received, with staff comment in italics:

For/against proposal	Number of comments	Comment
For	1	Traffic safety issue as protruding vehicles cause accidents. <ul style="list-style-type: none"> • <i>Staff agree</i>
Against	7	Bus engine and people noise already a problem, especially early and late. <ul style="list-style-type: none"> • <i>Resource consent issue</i>
Against	5	Lack of parking already a problem. <ul style="list-style-type: none"> • <i>The Council's Parking Strategy 2003, for Commercial and Retail areas; prioritises the on street parking needs of commercial and retail outlets above that of Commuters/all day parkers in areas where demand exceeds supply, when allocating the provision of on street parking space.</i>
Against	5	Buses should be parked on site. <ul style="list-style-type: none"> • <i>There is a 3.5 metre wide x approximately 40 metres long service lane from Kilmore Street behind the hotel which is not suitable for the loading and unloading of large buses. Entry and exit into and from this service lane is across and into two lanes of one way traffic.</i>
Against	2	Will increase traffic congestion. <ul style="list-style-type: none"> • <i>The increased length of P5 will make access easier for large buses, reduce congestion, and allow the use of the area for other vehicles to park at the same time.</i>

24. The Inner City West Neighbourhood Association support this proposal.

25. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Board recommends that the Council approve:

- (a) That the time limited Loading Zone (maximum period of five minutes) currently installed on the west side of Montreal Street commencing at a point 43 metres north of Kilmore Street and extending in a northerly direction for a distance of 12 metres be revoked.
- (b) That a time limited Loading Zone (maximum period of five minutes) be installed on the west side of Montreal Street commencing at a point 30 metres north from its intersection with Kilmore Street and extending in a northerly direction for a distance of 21 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. BARNETT PARK BIKE AND SKATE AREA

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Consultation Leader, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board approval for the concept plan for the Barnett Park bike and skate area amended as a result of consultation with the local community, and to install no stopping restrictions along the entire length of the western side of the entrance road into Barnett Park.

EXECUTIVE SUMMARY

2. Board members will recall that options for the location of a proposed Sumner-Redcliffs youth recreational facility were presented to a Board seminar on 17 December 2008. The draft concept plan for a bike and skate area at Barnett Park was then presented to a Board seminar on 15 April 2009, prior to the Capital Development Unit carrying out consultation with the local community.
3. The public information leaflet was distributed to approximately 870 households and absentee property owners in the vicinity of Barnett Park, along with 36 identified key stakeholders groups and individuals. The leaflet was also distributed to local schools in hard copy form or as a website link, and was made available in local libraries, and via the Council's Have Your Say website. There was a good response from the local community with a total of 281 returning the comment form, or responding by email or telephone.
4. Overall we received a very positive response from the community with 210 (75 per cent) of respondents clearly indicating their support for the plan with many making general positive comments and suggestions, indicating their preference for the type of skate elements to be included, and offering additional feedback on a variety of issues. Further details are provided under the "Consultation Fulfilment" section of this report.
5. In recognition of the feedback received, and further technical advice and design planning, the Transport and Greenspace Unit proposes to make some changes to the original proposed concept plan (refer **attached**). The amendments proposed by staff are:
 - (a) The paved bike and skate area has been reduced to approximately 600 metres squared in area and 65 metres in length.
 - (b) All the skate design elements proposed in the consultation have been included in the final concept plan design for the skate area; transition and street style elements including rolling mounds, rails, fun box, and a transition bowl that functions as a mini-ramp and quarter pipe.
 - (c) Coloured pigments will be added to the concrete to complement the surrounding landscape environment, improve visual amenity and reduce glare.
 - (d) Additional seating will be provided for parents and caregivers and other spectators.
 - (e) Five cycle parks will be provided.
 - (f) Entry/exit points to the bike and skate area from the entrance road will be limited to two clearly defined points for traffic safety reasons.
 - (g) The yellow "No Stopping" lines along the entrance road will be extended.

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6. Overall, it is the opinion of staff that the proposed bike and skate area will play a valuable role in addressing the need for recreational facilities for young people in the Sumner-Redcliffs area, and is generally well supported by the community. It is not considered that the facility will result in an increase in anti-social behaviour in the area. There is a balance to be achieved by the Council in ensuring that the large majority of our community have access to parks and recreational facilities and opportunities, and are not denied this because of the activities of a small anti-social minority of park visitors.

FINANCIAL IMPLICATIONS

7. The current Greenspace Capital Works Programme has funding to undertake this development including design, consultation and construction.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

8. Yes, as above.

LEGAL CONSIDERATIONS

9. The area of Barnett Park in which the proposed bike and skate facility is to be located is zoned Open Space 2 under the Christchurch City Plan.
10. The Project Information Memorandum (ABA 10095738 dated 22 October 2009) obtained for project, using the original proposed concept plan, has identified that five covered cycle parks are required under the provisions of the Christchurch City Plan. A resource consent will be required to install the five cycle parks without a covering roof.
11. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council the authority to install parking restriction by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes parking restrictions.
13. Installing any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

14. Yes, no other legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The project aligns with the 2009-19 Long Term Council Community Plan:

Parks, open spaces and waterways

- Safety: By ensuring that our parks, open spaces and waterways are healthy and safe places.
- Community: By providing spaces for communities to gather and interact.
- Environment: By enabling people to contribute to projects that improve our environment.
- Governance: By involving people in decision making about parks, open spaces and waterways.
- Health: By providing areas for people to engage in healthy activities.

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- Recreation: By offering a range of recreational opportunities in parks, open spaces and waterways.
- City Development: By providing an inviting, pleasant and well cared-for environment.

Measures

- Sports parks are satisfactorily maintained.
- Customers are satisfied with the range of recreation facilities available, including playgrounds, skateboard ramps, tennis and petanque courts, BMX tracks, and fitness equipment.
- Overall customer satisfaction with sports parks.

Streets and transport

- Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

16. Yes, as above. This also contributes to improve the level of service for safety and provides improved access to facilities.

ALIGNMENT WITH STRATEGIES

17. This project has primary alignment with the following Council strategies and policies:

- Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy.
- Youth Strategy.
- Physical Recreation and Sport Strategy.
- Safer Christchurch Strategy.
- Parks and Waterways Access Policy.
- Environmental Policy Statement.
- Children's Policy.
- Social Wellbeing Policy.
- Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

18. Yes, as above.

CONSULTATION FULFILMENT

19. Extensive consultation was undertaken with the community on the proposed concept plan for the completion of the Skate Park facility.

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20. The public information leaflet was distributed to approximately 870 households and absentee property owners in the vicinity of Barnett Park, along with 36 identified key stakeholders groups and individuals. The leaflet was also distributed to local schools in hard copy form or as a website link, and was made available in local libraries, and via the Council's Have Your Say website. A meeting was held on site with parents and staff of Moa Kids Early Learning Centre and was attended by three people. There was a good response from the local community with a total of 281 residents returning the comment form, or responding by letter, email or telephone.
21. Overall we received a very positive response from the community with 210 residents (75 per cent) clearly indicating their support for the proposal, and many offering additional feedback on a variety of issues.

		Support for proposal				
		Yes	No	Mixed views	Not indicated	Total
Number of responses		210	28	30	13	281
%		75%	10%	11%	4%	100%

Although 13 submitters did not indicate their preference, written or verbal comments indicate that 10 are clearly in support of the plan, and others have expressed reservations or raised issues.

22. Rather than presenting a detailed skate park design in the public information leaflet, people were asked which of a number of different skate features they liked to use. Many submitters indicated their preferences for the different types of skate elements to be included, with some making suggestion for technical and other design improvements.

Type of skate element	Number
Rolling mounds	82
Transition style elements	64
Street style elements	65
Fun box	74
Rail	64
Quarter pipe	87

23. All respondents who provided contact details have been sent a final letter of reply thanking them for their input. The letter has also informed respondents that the final amended plan would be presented to the Hagley/Ferrymead Community Board for approval. Meeting details were provided so that any interested people could attend.

STAFF RECOMMENDATION

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

- The proposed concept design plan for the Barnett Park bike and skate area, amended as a result of public consultation.
- That the stopping of vehicles prohibited at any time on the western side of the entrance road to Barnett Park, commencing at the intersection with Main Road and extending in a southerly direction for 59 metres, be revoked.
- That the stopping of vehicles be prohibited at any time on the western side of the entrance road to Barnett Park commencing at the intersection with Main Road and extending in a southerly direction for 145 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

Project history

24. The need for a skate facility in Sumner was first identified in Sumner/Monck's Bay Area Profile Research (2000) and reconfirmed in the Hagley Ferrymead Leisure Parks and Waterways Plan (2003). The Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy (2004) also noted there was a gap in provision of skate facilities in the Sumner area with local research identifying there was a demand. The Hagley/Ferrymead Community Board allocated funding in the 2004/05 financial year for investigations and planning for a skate park, however a suitable location for the facility could not be identified at that time, and the funding was subsequently lost.
25. Funding was then allocated for a Sumner Redcliffs Youth Recreational Facility with \$7500 in 2008/09 for planning, and a further \$75,000 in 2009/10 for construction.

Re-investigation of potential locations

26. New skate facilities need to be sited in locations that optimise accessibility, safety and attractiveness, in turn maximising usage levels, but also minimise inconvenience and noise to neighbours. Facilities should be sited in areas with significant youth and child population densities, and central to several child and youth populated suburbs rather than on the edge of a populated area, to maximise the user catchment. Facilities should also be sited in areas which are attractive to young people and able to attract a significant proportion of the skating community, and should be matched to demand in that particular area, catering to skating style and facility preferences.
27. Council officers have subsequently re-evaluated 15 parks situated on the flat from Sumner to McCormack's Bay to identify a suitable location that will meet the aspirations of both the park users and the local community, along with technical requirements. Parks situated on hill sites in the area were excluded due to topography and accessibility. The possibility of installing a skate area in the grounds of one of the local schools, in partnership with the Ministry of Education, was also considered, but was not pursued due to issues in relation to building a Council owned asset on private land, and the need for an occupation agreement.
28. The parks evaluated were: Sumnervale Reserve, Finnarsby Reserve, Wakefield Reserve No. 1, Wakefield Reserve No. 2, St Leonard's Park, Bernie Hansen Reserve, Sumner Croquet Club, Scarborough Park, Sumner Beach adjacent to Sumner Surf Life Saving Club, Sumner Coronation Garden (Clifton Bay), Peacock's Gallop, Barnett Park, Beachville Reserve, Redcliffs Park, and McCormack's Bay Reserve.
29. The suitability of each park within the area was evaluated according to a range of selection criteria:
 - (a) Visibility-

Sites should have good visibility without trees, plantings or structures obstructing the view of users on site. Sites should be easily visible to passing traffic, and to the surrounding area, to maximise user awareness and spectator enjoyment as well as user safety. Facilities should be developed in ways which minimise "places to hide" and which are aesthetically appealing.

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(b) Natural surveillance/multi-use area-

Sites should be located in an area which has good visibility and a regular flow of traffic and pedestrians that would enable a degree of self monitoring. Sites should be overlooked by neighbouring activities and properties. Sites may be within an area of multiple use, for example, other groups and activities are based there. Skate facilities should be sited in close proximity to other youth recreation facilities to provide a range of recreational opportunities, to raise the profile of facilities to that of other sports and to provide shared amenities such as drinking water, toilets, seating and shaded areas. Skate facilities targeted at younger skaters should be sited close to playgrounds and picnic facilities to encourage family participation. Facilities should be designed to minimise negative impact on existing amenities.

(c) Zoning-

The activity is consistent with Christchurch City Plan zoning and provisions for this site.

(d) Proximity to neighbouring properties-

The site has sufficient separation from neighbouring residential properties to avoid noise issues, but still maintain natural surveillance.

(e) Topography-

The natural and physical characteristics of the site need to be suitable, including the underlying soil/land type natural contour, drainage, stability, risk of rock fall, vegetation cover, and access to sunlight. The topography should allow a variety of elements to be incorporated into design.

(f) Space/size-

There must be adequate space for the bike and skate area and associated landscaping. There should be room for expansion of the facility.

(g) Compatibility with other users-

The skate area must be complementary to other adjoining recreation uses in the park, and other users are not displaced.

(h) Traffic-

The site needs sufficient separation from roads for safety of park users and vehicle traffic.

(i) Transport accessibility-

Sites should be accessible by walking, cycling or public transport, with preference given to sites located on cycleways or on routes which are safer for cyclists. Sites should allow easy drop-off and pick-up by car and parking should be available nearby.

(j) Shops and other facilities-

There are shops located within 400 metres for food and drink, and there are public toilets on site or close by.

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30. Barnett Park was determined to be the most suitable location based on these criteria because:
- (a) It is centrally located within the Sumner to Mount Pleasant area and on a bus route.
 - (b) The natural and physical features of the site, such as the contour of land, vegetation cover, and exposure to sun and wind, are suitable.
 - (c) It is already a multi-use park with a playground, barbeque picnic area, sports fields, walking tracks and early learning centre on site.
 - (d) The bike and skate area is compatible with these other uses of the park, and enhances the recreational and play experience by providing a larger area for children to exercise and play, and another activity. The area will also allow for adults to be involved with children as they play much as Thomson Park does.
 - (e) The bike and skate area is able to be positioned so that it is in the open and clearly visible from within the park, playground, playing fields, play centre, the road, and many of the neighbouring houses. This improves safety by providing natural surveillance – “see and be seen”.
 - (f) Although the bike and skate area is clearly visible, it is also able to be situated far enough from the neighbouring houses to avoid issues with noise.
 - (g) The bike and skate area can be sited far enough away from the road to avoid being a safety risk when in use to either traffic or users.
 - (h) There are toilets on site and shops within easy walking distance.

Issues raised during public consultation

Support for proposal

31. There was a high level of support for the proposed bike and skate area with approximately 110 respondents making general positive comments, and many of these providing additional comments about the proposal. The positive aspect most frequently identified by submitters was that the bike and skate area would now provide a local facility in the Sumner-Redcliffs area for local children, something that is lacking at present. Not having to travel to another area of the City, and being accessible by bus or walking, were identified as major benefits for submitters. Another key positive aspect was how the bike and skate area would encourage children to participate in physical activity and sport, and similarly, would provide a positive activity that caters to young people and offers opportunities to make friends. Other positive comments in favour of the proposal included:
- (a) Identifying biking and skating as popular sports, that are fun to take part in, and inclusive (not cost prohibitive for young people).
 - (b) Providing for activities that are environmentally friendly, reducing traffic and pollution on the roads.
 - (c) Providing for family activity and a safe environment in which to learn and practice skills.
 - (d) Providing children with a safe alternative to using footpaths, reducing the potential for accidents due to vehicles backing out of driveways and conflicts with pedestrians.
32. Some submitters in support of the proposal also expressed concerns about the project which have been discussed later in the report.

Technical design elements and concerns

33. Many submitters provided suggestions for technical design aspects of the bike and skate area, most of which have been taken into account in the final design process. However there were some concerns identified:
- (a) Seven submitters suggested that the park needed to be larger or more fully developed, not just for younger children.
 - (b) Similarly twelve submitters questioned the target age group believing that it needed to cater to intermediate and teen aged children and more competent riders.
 - (c) A total of 22 submitters also suggested that a half pipe should be provided with some believing that the proposed elements are not challenging enough.
 - (d) Another six submitters identified concerns about the need to achieve separation of younger and older children.
 - (e) Four submitters did not want the area to be used by bikes or scooters at all.
34. Staff acknowledge that many skaters would like to see a larger facility catering to older or more advanced skaters in their local area, however current planning and budgets do not provide for this. The key objectives of this project are to provide a small skate area for younger children to learn to skateboard, roller blade, or ride BMX bikes or scooters, and to provide scope for learning basic skills and tricks prior to graduating to a full skate park facility. It also will provide for primary school aged local children who are unable to travel independently outside of the area to go skating. This is consistent with the direction given in Council's *Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy* (2004) which identified the development of small local scale facilities as a longer term objective. The ward based 'Leisure, Parks and Waterways Studies' identified a desire for more dispersed skateboard parks of small and diverse scale with only a few low grinds and bowls. The development of 'mini skate parks' with small scale, basic, and relatively low challenge features, targeted at young skateboarders was recommended.

Conflicts between users of the bike and skate area

35. Three submitters have raised concerns about possible conflicts between different user groups, that is, bikers and skaters. Skate facilities are shared by a broad range of users, and in the main, facilities are shared well and problems are rare. There can be safety issues when BMXers ride on skate facilities where there are high numbers of other users or when in use by skaters of beginner level. However, in this case, the facilities are aimed at a lower age group and level of skill than trick biking, and it is the view of staff that user conflicts are unlikely to arise. Entry points on to the paved area are also restricted and clearly defined.
36. The question of how to ensure that older children do not use the proposed bike and skate area, or dominate its use, or bully younger children, was identified as a concern for 17 submitters. While play equipment and facilities in public parks are generally designed for specific age ranges, it is generally not practical to impose or enforce age limits on their use. It is the view of staff that imposing an age limit on the use of the bike and skate area would also restrict the involvement of parents and other caregivers, and prevent slightly older beginners from enjoying the activities in a safe smaller-scale environment.

Opposition to the proposal

37. The main issues identified by those expressing opposition to the proposal, and by those with mixed views, and also by some of those in favour, related to the potential for various anti-social behaviours. The main issue identified by the 28 submitters who clearly indicated their opposition to the proposal, was the potential of the bike and skate area to attract a particular type of person, in particular teenagers, who would engage in various anti-social behaviours. Of greatest concern was the probability of a resultant increase in vandalism and graffiti, to the park and surrounding properties, and increased generation of noise, particularly at night. Also of concern was the potential for intimidation of younger children using the new bike and skate area, and the playground, and of other park users. Other concerns raised related to traffic safety, loss of visual amenity and open green space, conflicts with other users, and the choice of park location.

Selection of Barnett Park

38. The selection of Barnett Park as the preferred location was a concern for seven submitters with some suggesting alternative parks, schools, or industrial areas away from residential properties. The criteria used in assessing potential sites, and the reasons for selecting Barnett Park as the preferred location, have been discussed earlier in this report.

Improved design layout to address issues

39. Staff acknowledge that vandalism and graffiti to parks and recreational facilities, and the ongoing costs associated with maintenance and repair, is a major issue and are continually working to address this by a variety of means. A key tool is using the principles of Crime Prevention Through Environmental Design (CPTED) to improve the design and location of parks, buildings and equipment so that there is both improved safety for users and reduced opportunities for vandalism and other crime. Accordingly, the proposed concept design of the completed skate park has taken into account these issues and principles to maximise safety and minimise any adverse effects.
40. The position of the bike and skate area within the park itself was chosen primarily because it is easily visible from within the park and from the busy main road, allowing for natural surveillance, or "see and be seen". It is situated close to other activities and the road entrance for visibility but far enough away from the road to avoid being a safety risk when in use, to either traffic or users. Although it is clearly visible, it is situated a minimum distance of 45 metres from the nearest residential boundaries on Main Road, and 30 metres from those on Cave Terrace above, to minimise noise. It has been located close to the sealed path and driveway through the park for easy access, but away enough from the car park to reduce the risk of it becoming a 'hang out' for people in vehicles. It is not practical to close off a park, or an area of a park, at night. Closing a reserve car-park overnight incurs significant costs, and while it may remove the opportunity for people who are not legitimate park users to congregate in cars in the car park, it does not prevent people from walking into the park.

Visual amenity and landscaping

41. There were ten comments from submitters concerned about the loss of visual amenity, natural beauty and open green space as a result of paving an area of the park for biking and skating. Other submitters were also concerned about the aesthetics of a large expanse of concrete, suggesting that coloured or painted concrete be used, along with adequate landscape planting.

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42. A key objective of this project is to integrate the proposed bike and skate area into the surrounding park landscape and with other park activities. The area will be a continuation of the existing path to provide smooth paved areas and sloping mounded paths to roll around on. It will comprise low scale elements that work in with the contours of the existing landscape. The total paved surface area has now been reduced to approximately 600 metres squared and coloured pigments will be added to the concrete to complement the surrounding landscape environment. This will improve visual amenity, and also reduce glare for both users and onlookers. The paved area will also be visually screened with raised grassed mounds and landscape plantings which, in accordance with CPTED principles, will be kept at a lower height to maintain good sight lines and visibility into the playground areas and improve safety.
43. The bike and skate area has been kept clear of the well established planting of native trees and shrubs on the slope rising up to the Cave Terrace boundary. This existing vegetation has many values including maintaining visual amenity and buffering of noise, and will be unaffected by the proposed works. Although playing in this vegetation would not be encouraged from a CPTED point of view, this area will remain accessible to the public, as requested by one submitter.

Conflicts with other park users

44. Twelve submitters have raised concerns about conflicts with other park users, mainly walkers, including those with prams and dogs, in the area proposed for the bike and skate facility. Some have noted that the grassed area is currently used by pedestrians to avoid walking along the entrance road which is considered unsafe, and some that the park already has many activities present. Others have indicated that a bike and skate area is not appropriate in a park where young children are using a playground or attending an early learning centre.
45. The fact that Barnett Park is already a multi-use park with sports fields, a playground, barbeque picnic area, walking tracks and early learning centre, is a key factor in its selection as the preferred location for the proposed bike and skate area. Natural surveillance in a park can also be increased by providing facilities for activities that attract people into parks and encourage them to stay longer, and providing a range of recreational opportunities and spaces in order to ensure activity throughout the day and a range of users, for example, passive open areas, as well as active areas such as skating or biking elements. The bike and skate area is compatible with the existing uses of the park, and enhances the recreational and play experience by providing another activity, and a larger area for children to exercise and play. Overall, this section of Barnett Park comprises 7.2813 hectares of land for the primary purpose of recreation, and additional recreational activities can be expected to occur over time as community needs change. The remainder of Barnett Park provides an additional 35.0645 hectares of regional park for use as public open space.
46. The bike and skate area has been located so as not to conflict with the use of the open space for sports, and also the use of the playground, early learning centre and picnic areas, and with other park users such as walkers. The skate and bike area is separated from the playground so that users do not conflict with the use of this equipment, but children are still able to use both areas for play activity. Parents and caregivers are also able to see and supervise children using both the playground, and the bike and skate area. These activities are considered to be complementary, rather than incompatible. Currently there are 16 parks throughout the City that have a skate park, and of these, 15 also have playground equipment in close proximity. With the reduction in the overall size of the bike and skate area, there is over 30 metres of separation between the facility and the outermost fence of the early learning centre.
47. The reduction in the size of the bike and skate area also allows sufficient grassed area for pedestrians to use as an alternative to the entrance road when walking to and from the early learning centre, or the wider park beyond. In addition, pedestrians will still be able to walk through the bike and skate area during most of the day at most times of the year, as the majority of bikers and skaters will be primary to intermediate aged children who will be absent from the park during school hours.

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48. A further nine submitters have expressed concern that the public barbeque facilities appear to have been removed to allow for the proposed bike and skate area, and a further two have indicated that the presence of skaters is not conducive to enjoying a barbeque picnic. The barbeque facilities will remain in their current position. In the amended concept plan, the bike and skate area has been reduced in overall length, so there is now greater separation between the two areas. The bike and skate area is also physically separated from the barbeque picnic area by low grassed mounds and other landscape planting, but clear sight lines into this area, and the playground, are still maintained. Again, the existing barbeques and picnic tables provide for family-oriented activity, encourage adults to go there and to stay longer, and enable parents and caregivers to be able to see and supervise children using the bike and skate area, and are also well placed to encourage social interaction and casual surveillance.
49. The need for more seating was also identified as an issue for eleven submitters. Additional seating will be installed around the bike and skate area, providing for parents and caregivers and other spectators, and increasing supervision of the area.

Traffic safety and car-parking issues

50. Several submitters have raised a range of issues related to vehicle movements and traffic safety on the entrance road, and inadequate car-parking.
51. There were concerns expressed about containing children and skateboards within the bike and skate area while in use. The detailed design and different gradients of the bike and skate area provides for movement in a linear direction along the pavement, but not outward movement into the park entrance road. The raised mounds and landscape planting will also assist in containing movement. In addition, it is proposed to replace the existing low fence between the proposed skate area and the entrance road with a higher 1200 millimetres post and twin cable fence in a position closer to the sealed driveway. The greater height also discourages jumping the fence as a short cut into the paved area.
52. The greatest concern was for the safety of children crossing between the bike and skate area, and the playground, on opposite sides of the entrance road, particularly if visibility is obscured by parking and queuing vehicles. The entrance road within the park currently has three speed hump traffic calming devices and a 20 km/hr speed limit sign. The Board also approved the installation of yellow "no stopping" lines along the entire length of the eastern side of the entrance road, and along part of the western side, in 2008. This aimed to address safety issues with vehicles parking on both sides of the entrance road during sports games, and preventing movement of through traffic including emergency vehicles. Increased vehicle movements in the entrance road occur during sports games and training, and peak pick up/drop off times at the early learning centre. The existing car parking area caters for approximately 95 vehicles, and parking congestion is evident only during Saturday sports games.
53. Pedestrian access between the bike and skate area, and the playground, can be managed by limiting entry/exit to the bike and skate area to two clearly designated points along the entrance road fence, with corresponding openings in the fencing on the playground side (refer **attached**). Staff are also investigating the installation of additional speed humps either side of these designated crossing points. Visibility along the entrance road will be further improved when the fencing is relocated, as this will reduce opportunities to park vehicles with wheels on the grassed verge. However with a road width of 5.1 to 5.4 metres, it is likely that some vehicle owners may still attempt to park along the unrestricted section of the western side, obstructing the defined entry/exit point to the bike and skate area at its southern end. It is therefore proposed to install additional yellow "no stopping" lines along the remainder of the western side of the entrance road to provide greater visibility and unobstructed access. It is appropriate for legal reasons to revoke the original resolution prohibiting parking along part of this western side of the entrance road.

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54. After the concept plan for the proposed bike and skate area has received Board approval, staff will consider the installation of a P5 Restricted Car Parking Area on Main Road in front of Barnett Park to provide a safe drop-off and pick-up area without entering the car park.
55. A number of other traffic issues raised by respondents were considered to be outside the scope and budget of this particular project, including widening the entrance of Barnett Park, installing yellow "no stopping" lines on Main Road, installing a right-turning lane into the park from Main Road, and safety issues in the Redcliffs area. These issues have been referred to other teams within the Transport and Greenspace Unit for investigation.

Lighting

56. Four submitters have suggested either that inadequate lighting encourages anti-social behaviour, or that the area should have night time lighting to prevent such behaviour, however another three have requested that there be no lighting to encourage night time activity. In accordance with the principles of Crime Prevention Through Environmental Design (CPTED), the use of parks at night is discouraged, and in general lighting is only provided in parks where the use of a particular path as a designated route is essential at all times. Therefore lighting would not be provided for the use of the bike and skate area at night. However in Barnett Park, the driveway and car park currently have lighting poles that are connected to the main street lighting circuit, and staff are investigating the desirability of maintaining this longer term.

Noise

57. A total of 20 comments have been made about the potential for the proposed bike and skate area to generate noise, including:
 - (a) The noise generated by children using the bike and skate area, and;
 - (b) The potential for noise generated by older youths congregating in the park, particularly at night, having been attracted by the bike and skate area.
58. However there were also two other comments that there would be more noise from the sports games than from the skate area, and that the trees make a good noise buffer.
59. This part of Barnett Park is in a Group 1 Zone (the most noise sensitive zone) in relation to noise standards in the Christchurch City Plan, and proposed activities in the park must comply with these. Spontaneous social activities and children's play, along with non-commercial private social gatherings and most sports events are however, exempt.
60. It can be expected that activities will occur on the park that are consistent with its primary purpose of recreation. Use of the proposed bike and skate area can be expected to generate some noise from the sound of skate boards travelling over, and impacting on, the paved surfaces, and from voices. It is the view of staff that, due to the limited size and type of use of the proposed bike and skate area, in conjunction with the separation distance from the nearest residential properties, the level of noise at the park boundaries will be low. Any noise from the bike and skate area is mitigated by the high ambient noise level in this area from the vehicle traffic on Main Road. It is also buffered to some extent by the existing vegetation along the Cave Terrace boundary.

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Maintenance issues

61. Littering, including broken glass, was identified as an issue for several submitters, with five suggesting more rubbish bins, and more frequent servicing, were needed. This park currently has rubbish bins located in high use areas next to the clubrooms, barbeque area and the playground, and parks staff have not identified any problems with rubbish in this park. The situation will be monitored once the bike and skate area is in use, and additional rubbish bins installed if needed. It is considered that it is a more environmentally sustainable practice to encourage people to take responsibility for their own rubbish by taking it away for recycling rather than leaving it behind in the park. Recent trials have shown that sites without bins tend to clear of rubbish as people do take their rubbish away.
62. The facilities in Barnett Park are currently serviced on a regular basis, including the cleaning of the toilets, and servicing of rubbish bins. On completion of the development works, the bike and skate park will be serviced under the Transport and Greenspace Unit maintenance contracts. There are specified levels of service that set the required maintenance standards to be adhered to within all parks across the city.

Resource consent issues

63. Several matters in relation to the Christchurch City Plan have been raised by one submitter. A Project Information Memorandum (ABA 10095738) obtained for this project has identified that five covered cycle parks are required under the provisions of the Christchurch City Plan. This is the only non-compliance with the Christchurch City Plan that has been identified. It is proposed to install the five cycle parks without a covering roof. Children who have cycled to Barnett Park to skate are unlikely to continue to do so in rainy conditions, as water reduces the skater's grip on the board surface, and causes damage to the skateboard itself.
64. Further consideration of any resource consent for this project is outside the scope of this report. The process of public consultation, and Council decision making, under the Local Government Act 2002 is a separate process from that of obtaining any necessary Resource Consents under the Resource Management Act 1991. At this stage in the process, approval of the proposed concept plan, amended as a result of public consultation, is being sought from the Hagley/Ferrymead Community Board prior to proceeding with detailed design and construction. Detailed design and construction plans (as required for Resource Consent and building consent applications) are not prepared until after this approval has been given, to avoid the unnecessary expense of detailed design work on a concept design plan that may then be extensively revised as a result of public feedback. However, in developing a draft concept plan for any project, careful consideration is given to the provisions of the Christchurch City Plan and other relevant legislation to ensure that the project is either fully compliant or that the necessary consents will be able to be obtained at a later stage.

Additional features requested

65. A number of submitters suggested the provision of additional equipment, facilities and activities within the reserve which have not been able to be incorporated into the amended concept plan. The current funding under the LTCCP is for the construction of the bike and skate area and does not extend to the provision of these services, therefore additional facilities such as basketball courts, climbing walls, sports field drainage, café and track upgrades are outside the scope and budget of this project. Parks staff have advised that a water supply for filling bottles is to be installed on the exterior of the sports club building. This will also serve the bike and skate area in lieu of providing a new drinking fountain as was requested by three submitters.

13. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND – THE FRIENDS OF LINWOOD CEMETERY CHARITABLE TRUST

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Consultation Leader – Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for an application for funding from The Friends of Linwood Cemetery Charitable Trust to the 2009/10 Hagley Ferrymead Community Board Discretionary Fund.

EXECUTIVE SUMMARY

2. Funding is being sought by the applicant, The Friends of Linwood Cemetery Charitable Trust, to support the activities of the Trust.
3. The Linwood Cemetery Working Party began their activities in January 2001. The group elected to formalise their status as The Friends of Linwood Cemetery Charitable Trust in November 2006 in order to have a legal identity and be eligible to apply for funding grants from various sources to further their work.
4. The Trust are an active community group helping to improve the Linwood Cemetery and run planting days and community events, organise working bees, record and reform headstone information, and communicate with the community. The Trust have now established a web site <http://linwoodcemetery.org.nz> which enables the community to be informed about restoration and other activities at the cemetery, and also provides information to those searching for a grave. The Trust have also been successful in obtaining three funding grants from outside organisations to undertake headstone restoration work, and install a new heritage-style seat in the cemetery. Currently they estimate that 2000 hours of voluntary effort is undertaken by members each year.
5. The Trust is seeking funding of \$1200 to meet operational expenses including administrative costs, stationery, web site support, and tools. The Trust also wishes to continue with membership of the Historic Cemeteries Conservation Trust of New Zealand in order to benefit from this organisation's experience in promoting the conservation of historic cemeteries, and in fundraising for this purpose.
6. As the Linwood Cemetery Working Party, the Trust has previously received a \$1000 grant from the Board's 2006/07 Project Funding through a Council staff application. This grant was used to support the work of the group by meeting costs for administrative resources, materials and tools. The Trust received another grant of \$1000 from the Board's 2007/08 Discretionary Fund that was used over a two year period for general administrative costs, stationery, photographic and recording materials, gardening costs, membership of the Historic Cemeteries Conservation Trust of New Zealand, and establishing a web site. At the time of application, there was \$48.07 remaining unspent from this grant.
7. The Trust was not able to supply audited accounts at this early stage in their history as a charitable trust, but have provided financial statements for the year ended 30 June 2009, and for July to September 2009. Council staff have taken this into account when preparing this report.
8. The expectation of staff is that the Trust would, from this point in time, apply for funding for any future project based costs through the Council's Strengthening Communities Fund and Small Grants Fund funding schemes, and staff have provided information on this process.
9. The Trust has a vested interest in community preservation and restoration of the Linwood Cemetery, and work under the guidance of Council staff, therefore financial risk, and risk of delivery, is considered by staff to be low.

13 Cont'd

FINANCIAL IMPLICATIONS

Proposed Expenditure of The Friends of Linwood Cemetery Charitable Trust	Cost (NZ\$)
Stationery	50.00
Membership of Historic Cemeteries Conservation Trust of New Zealand – 1 year period @ \$90.00 per annum	90.00
Web site template support	500.00
Tools	100.00
Sundry administrative costs	60.00
Auditing	400.00
Total Cost	1200.00

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. The proposal aligns with the 2009/10 Community Board Funding Allocations.

LEGAL CONSIDERATIONS

11. No legal issues have been identified.

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. As above

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The proposal would align with the Heritage Conservation Policy.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. No consultation is required.

13 Cont'd

STAFF RECOMMENDATION

It is recommended that the Hagley Ferrymead Community Board allocate \$1200 from the 2009/10 Discretionary Response Fund to support the work of The Friends of Linwood Cemetery Charitable Trust.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

- 14. COMMUNITY BOARD ADVISER'S UPDATE**
- 15. BOARD MEMBERS' QUESTIONS**
- 16. BOARD MEMBERS' INFORMATION EXCHANGE**