

8. 2. 2007

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
20 DECEMBER 2006**

**A meeting of the Hagley/Ferrymead Community Board  
was held on Wednesday 20 December 2006 at 3.00 pm**

**PRESENT:** Bob Todd (Chairperson), Anna Crighton, David Cox, John Freeman,  
Yani Johanson and Brenda Lowe-Johnson.

**APOLOGIES:** An apology for absence was received and accepted from  
Brendan Smith.

The Board reports that:

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

**1. MOORHOUSE AVENUE/BARBADOES STREET INTERSECTION**

|                                     |  |
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| <b>General Manager responsible:</b> | General Manager City Environment, DDI 941-8656           |
| <b>Officer responsible:</b>         | Manager Transport and Greenspace                         |
| <b>Author:</b>                      | Jeanette Ward, Capital Programme (Transport) Team Leader |

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the approval of the Council to the Moorhouse Avenue/ Barbadoes Street intersection project proceeding to implementation and for new traffic restrictions associated with this project.

**EXECUTIVE SUMMARY**

2. This project was initially developed and progressed to consultation in conjunction with other intersection projects identified along Moorhouse Avenue. However, owing to issues raised during consultation this intersection was removed from the Moorhouse cluster of projects, so that further options could be investigated without holding up the entire project.
3. The Moorhouse cluster includes Moorhouse Avenue from Barbadoes Street to Hagley Avenue and was supported by the Board in March 2006. However, the project did not gain approval from Council earlier this year. The Council has now indicated it is supportive of the project.
4. The study area relating to this report includes the Barbadoes Street/Waltham Road/ Moorhouse Avenue intersection and the Barbadoes Street approach between Ferry Road and Moorhouse Avenue.
5. The project was initiated as a result of a crash reduction study undertaken in 2003, which identified the Moorhouse Avenue/Barbadoes Street intersection as an area requiring remedial safety work. Upgrading the intersection to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersection.
6. Consultation has included two seminars with the Hagley/Ferrymead Community Board in 2005, one-on-one consultation with major stakeholders and informative consultation with the surrounding community in January 2006.
7. There are three main community groups from which feedback has been received in regard to the Barbadoes Street proposal:

(a) **Barbadoes Street Cultural Zone Development Group**

This group has recently been developed (in response to this project) and would like to see the project put on hold until a longer term plan is developed by the Council for the area as a cultural zone, or, at the very least, that the current project is altered to support the area as a cultural zone rather than moving further away from the desired outcome for the area.

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(b) **Cycling Advocates**

Twelve submissions were received in support of the proposal, in particular the improved cycling facilities, including eleven from individual cycling advocates and one from Spokes Canterbury Inc.

(c) **CPIT**

The CPIT is in support of the proposal and is keen to see the cycle facilities improve. However, it is also keen to see the area develop as a cultural zone, but understands this is outside the scope of this project and is a long term plan.

8. As a result of this feedback a number of additional options were investigated, three of which, including the status quo, are presented in this report.
9. The preferred option, Option B (Attachment 1), is similar to that presented in the publicity, except that the on-road cycleway on the western side terminates at Coventry Street and that an indentation on the eastern side is not required to accommodate parking. The recommended option includes:
  - (a) Three lanes on Barbadoes Street at Ferry Road, one left/through lane, one through lane and one right turn lane, which diverges into two right turn lanes 80 metres before the junction.
  - (b) On-road cycle lanes along the eastern side of Barbadoes Street between Ferry Road and Moorhouse Avenue and on the western side between Ferry Road and Coventry Street.
  - (c) Changing an existing footpath to a 'shared use' path on the west side of Barbadoes Street between Moorhouse Avenue and Coventry Street.
  - (d) Twenty car parks restricted to a maximum parking period of 120 minutes are proposed along the eastern side of Barbadoes Street. Six car parks currently available on the eastern side will be lost as part of this proposal.
10. The preferred option will improve the safety and efficiency of the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection, decrease the queuing along Barbadoes Street and provide improved cycle facilities. Six car parks will need to be removed on the eastern side of Barbadoes Street; these car parks have been unable to be accommodated by other options while still achieving the project objectives.
11. The project team recognises that the project does not fulfil all the issues raised during consultation. However, the team is confident that the proposed option meets the aims and objectives of the project and is the best compromise between the views of the various stakeholder groups.

**FINANCIAL AND LEGAL CONSIDERATIONS**

12. The estimated total cost for the Moorhouse Avenue/Barbadoes Street intersection project is approximately \$137,000, inclusive of all consultation, design, construction and project management.
13. The Moorhouse Avenue project is part of the Safety Improvement Programme and Cycleway Programme and is programmed for construction in the 2006/2007 financial year. The combined budgets will allow funding for this project.
14. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

**STAFF RECOMMENDATIONS**

That the Council:

- (a) Grant approval for the Moorhouse Avenue/Barbadoes Street intersection project to proceed to implementation (as detailed in Attachment 1 (Option B)).

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- (b) Approve the following resolutions for new traffic restrictions associated with the Moorhouse Avenue/Barbadoes Street intersection project.

**New No Stopping Restriction**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Barbadoes Street commencing at a point 87 metres north of its intersection with Moorhouse Avenue and extending 46 metres in a northerly direction.

**New P120 Parking Restriction**

- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Barbadoes Street commencing at a point 133 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 55.5 metres.
- (iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Barbadoes Street commencing at a point 201.5 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 73.5 metres.

**BOARD'S RECOMMENDATION**

The staff recommendations in respect to this report were not supported. Instead the Board, taking into account the concerns expressed by the deputations on this matter, **decided** to recommend to the Council:

That the Moorhouse Avenue/Barbadoes Street intersection project proceed to implementation, as detailed in Attachment 1, option B of the report, in respect of the intersection works only.

(Note: A revised plan showing the implications of the Board recommendation is appended as Attachment 3.)

Note: The shared pedestrian/cycleway on the west side of Barbadoes Street between Moorhouse Avenue and Coventry Street would remain.

**BACKGROUND**

**PROJECT INITIATION AND DEVELOPMENT**

15. In 2003 the Council funded a Crash Reduction Study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the city that had a higher than average crash rate.
16. The study identified a number of intersections along Moorhouse Avenue as areas requiring remedial safety work, one of which was the Moorhouse Avenue/Barbadoes Street intersection. The study indicated that installing overhead signal mast arm poles would improve the visibility of the signals for motorists and result in a decrease in crashes.
17. Upgrading the intersection to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersection.
18. This project was initially developed and progressed to consultation in conjunction with other intersection projects identified along Moorhouse Avenue ie. the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project. However, owing to issues raised during consultation this intersection was removed from the overall Moorhouse Avenue project, so that further options could be investigated without holding up the entire project.
19. It should be noted that the proposed modifications on the Moorhouse Avenue and Waltham Road approaches to the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection, including the build-outs, lane markings and cycle lanes were approved by the Board on 22 March 2006. This report is specifically in relation to the proposal for the Barbadoes Street approach to this intersection.

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20. As mentioned above, the Moorhouse Avenue (Hagley Avenue to Barbadoes Street) section of the project was supported by the Hagley/Ferrymead Community Board in March this year. It was also supported by the adjoining Spreydon/Heathcote Community Board. The report was forwarded to the Council on 6 April 2006 for final approval, however, the Council sought a seminar to allow more consideration of the project. This seminar was held on 2 May 2006 and a number of issues were raised primarily in relation to the appropriateness of cycle lanes on this arterial road and the desire to see more trees planted in Moorhouse Avenue. These issues have been investigated and will be reported on fully in the overall Moorhouse Avenue report that will be submitted to Council, including this section of the project, which requires Community Board support. A Council cycleway workshop held on 21 November 2006 showed that the Council was supportive of the project and willing to have the report re-submitted for consideration in the New Year.

**DESCRIPTION OF SITE**

21. The study area relating to this report includes the Barbadoes Street/Waltham Road/Moorhouse Avenue intersection and Barbadoes Street approach between Ferry Road and Moorhouse Avenue.
22. Moorhouse Avenue is a six-lane, median-divided arterial route and Barbadoes Street is a three-lane, one-way arterial route. In the morning and evening peak hours Barbadoes Street has a demand of 1,000 and 1,500 vehicles respectively.
23. The current layout of Barbadoes Street includes three lanes at Ferry Road; one through lane, one through and right lane and one right turn lane. A left turn lane commences 80 metres before the junction.
24. Accident records show 31 reported crashes at this intersection for the five-year period 2000 to 2004, of which three were serious injury and four minor injury.
25. There is currently significant queuing at this intersection, with on-site observations showing queues past Ferry Road to St Asaph Street.
26. The surrounding area at the intersection consists of the Washington Reserve, including a skate board park, the Christchurch Polytechnic Institute of Technology (CPIT), Catholic Cathedral College, Catholic Cathedral and Christchurch School of Music.

**CONSULTATION**

27. Objectives identified for the Barbadoes Street/Moorhouse Avenue intersection were to:
- Improve the visibility of traffic signals for traffic on Moorhouse Avenue.
  - Improve lane marking and signal phasing at the Moorhouse Avenue/ Barbadoes Street/Waltham Road intersection.
  - Improve the safety of cyclists.
  - Maintain the capacity of Moorhouse Avenue and its intersections, including all bus movements.
28. Once the draft preferred scheme options were developed, consultation was undertaken with the surrounding community and interested stakeholders. The aim of the consultation was to implement an 'inform' consultation, that is, to provide interested and affected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised, albeit within a project that has set engineering requirements. It was also proposed that one-on-one consultation be undertaken with business operators and property owners within the proposed area that are directly affected by the proposal before the proposal was delivered to the wider community.
29. The scheme plan and consultation plan for the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project was presented in a seminar to the Board on 24 August 2005.
30. Following the Board seminar consultation was undertaken directly with those stakeholders who were potentially affected by the proposed loss of parking. Feedback received during this time showed significant concern regarding the on-street parks proposed to be removed from adjacent to the Catholic Cathedral in Barbadoes Street.

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31. Consequently, these issues raised were considered and the Barbadoes Street plan was amended prior to wider community consultation. The amended plan included the indentation of the kerb adjacent to the Catholic Cathedral to accommodate an additional four car parks. The updated plan was then presented to the Board in October 2005, prior to being delivered to the community for formal consultation.
32. Formal consultation was undertaken in January 2006 with the release of the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' booklet. The formal publicity was delivered to every business along Moorhouse Avenue from Lincoln Road to Ferry Road and to the Music Centre, the Catholic Cathedral School, the Catholic Diocese and the CPIT in Barbadoes Street.

**FEEDBACK FROM CONSULTATION**

33. There are three main community groups from which feedback was received in regard to the Barbadoes Street proposal; two in support and one in objection to the proposed scheme.

34. **Barbadoes Street Cultural Zone Development Group**

This group has recently been established (in response to this project) and it is their wish to see that the current status of this part of the City, designated by the City Council as a Cultural Zone, is supported, maintained and enhanced. The group includes representatives from: Catholic Diocese, Cathedral Musical Director, Christchurch Music Centre, Christchurch School of Music, Catholic Cathedral College and Christchurch Polytechnic Institute of Technology (CPIT). Feedback was also received from five individuals reinforcing the views presented by the Barbadoes Street Cultural Zone Development Group.

35. Initially the group's objections regarding Barbadoes Street related to the removal of on-street parks adjacent to the Cathedral but this has now widened to include an objection to the use of Barbadoes Street, specifically the section between Ferry Road and Moorhouse Avenue, as an arterial route. In particular, the group is concerned that the reduction in parking will result in a negative impact on the acoustic environment, religious visitors and tourist visitors and believes that the proposal will compromise potential future proposals for the area.
36. While the Barbadoes Street Cultural Zone Development Group acknowledge that their aspirations may be outside the objectives of this proposal, they wish to see either a hold placed on the Barbadoes Street part of the project, until a longer term plan is developed by the Council for the area, or, at the very least, that the current project is altered to support the area as a cultural zone rather than moving further away from the desired outcome for the area.

37. **Cycling Advocates**

Twelve individual submissions and one from Spokes Canterbury Inc, were received in support of the proposal. These submissions gave particular support for the proposed improvement to cycle facilities.

38. **CPIT**

The CPIT's response is that it is in support of the proposal and is keen to see the cycle facilities improved. The proposal complements the cycling facilities' improvements that have recently made on-site. CPIT also agrees, and has a representative on the 'Barbadoes Street Cultural Zone Development Group', that they would like to see the area developed as a cultural zone. However, they understand this is outside the scope of this project and is a long- term plan. They would not like to see the project put on hold while this wider issue is resolved.

**RESPONSE TO FEEDBACK**

39. The project team took the feedback into consideration and further option investigation was undertaken, including intersection analysis. The response to the specific concerns raised during consultation is detailed below.

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**Minimising Removal of Parking**

40. The project team recognises the Barbadoes Street Cultural Zone Development Group's concern regarding the reduction in on-street parking and the effect this will have on visitors to the Cathedral. Hence a number of alternative options have been investigated to minimise the requirement to remove car parks. However, the Barbadoes Development Group has informed us that they are not in favour of any proposal including parking on the western side. Additionally CPIT has welcomed the use of its car park by visitors to the Cathedral outside Polytechnic hours, but the Barbadoes Development Group does not favour this option.
41. There are no options, except for the status quo, which allow all parks on the eastern side to be retained while achieving the project's objectives. In particular, the retention of car parks would impact on the objectives to improve efficiency at the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection and improve safety of cyclists.

**Acoustic Concerns**

42. The project team has also considered the Barbadoes Development Group's concern regarding the potential effect that removing six on-street car parks, as proposed in the recommended option (Option B), will have on increased traffic noise affecting the acoustics of the Cathedral and Music Centre. The project team recognises that noise barriers can effectively reduce noise levels associated with traffic. However, for noise barriers to be successful they need to be continuous and of sufficient height and length. (See extract below). Hence, in relation to the Barbadoes Street project, the existing car parking adjacent to the Cathedral is not considered an effective traffic noise barrier. Consequently, commissioning a noise report was not considered relevant or necessary for this project, as suggested by the Barbadoes Development Group.
43. *"Significant noise reductions are possible from the adoption of roadside screens or barriers. The reduction of propagated noise depends on the height and length of the barrier. The sound shadow can be increased by increasing the effective dimensions of the obstruction or by moving it closer to the noise source. Barriers will not be effective where the line of the barrier is broken with vehicle and pedestrian openings. The barrier must be continuous (over 10's of metres) to provide significant noise reductions"* (Ref Noise Impacts of Land Transport-Stage 3, Malcolm Hunt Associates June 2004<sup>1</sup>).
44. In fact, by improving the efficiency of the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection, our proposed option (Option B) will potentially contribute towards reducing traffic noise and improving the acoustic environment. This is achieved by improved intersection efficiency of the intersection resulting in reduced queuing immediately adjacent to the Cathedral and a reduction in the number of vehicle stop/starts required. The use of effective traffic management as an effective noise reduction measure is confirmed in transport literature as stated below:
45. *"There appears to be some advantage in lowering noise impact by addressing (reducing) congestion. The aim of making the road network more efficient would hold benefits for noise, as well as other policy goals of better managing the air pollution from motor vehicles and encouraging greater fuel efficiency"* (Ref: Noise Impacts of Land Transport-Stage 3, Malcolm Hunt Associates, Noise & Environmental Consultants, June 2004. This report provided information on possible policy options to address noise from land transport activities in New Zealand by way of preliminary recommendations for methods to manage the impact of this noise).
46. *Managing traffic can sometimes reduce noise problems...Traffic lights can be changed to smooth out the flow of traffic and eliminate the need for frequent stops and starts."* (Ref Highway Traffic Noise, US Department of Transportation, Federal Highway Administration).

**Future Cultural Zone Development**

47. The project team notes the long-term issues raised by the Barbadoes Development Group, with respect to the future development of the area as a cultural zone. During option development the team has considered these issues and does not see the recommended scheme compromising future development options. The development of a scheme to fully address these long-term issues is outside the scope of the current project. The group was therefore informed that the Long Term Council Community Plan (LTCCP) submission process was the appropriate way for them to engage with Council. A submission was made and an opportunity to speak to the

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Council was taken up by the Group. It was acknowledged that the area east of Colombo Street was identified as a key focus as part of the central city revitalisation strategy. The Turners and Growers development would provide the impetus for further development of this area.

**OPTIONS**

48. Three options discussed in this report include:

- (a) Option B: The preferred option (Attachment 1), which includes improved lane arrangement and intersection phasing, partial on-road cycle facilities and a shared use path.
- (b) Option C: An alternative to Option B (Attachment 2), which includes improved lane arrangement and intersection phasing, full on-road cycle facilities and a shared use path. This option also requires a kerb indentation to accommodate five parking spaces.
- (c) Option A: Retain the status quo.

**Preferred Option Assessment**

**Option B – Recommended Option**

49. This option is the recommended option and is detailed in Attachment 1. The option consists of the following elements:

- (a) Lane arrangement: Three lanes are proposed on Barbadoes Street at Ferry Road, one left/through lane, one through lane and one right turn lane. The right turn lane then diverges into two right turn lanes 80 metres before the junction.
- (b) Cycle Lanes: A cycle lane is proposed on the eastern side of Barbadoes Street between Ferry Road and Moorhouse Avenue. A cycle lane is also proposed on the western side between Ferry Road and Coventry Street, at which point cyclists would use the shared cycleway facility.
- (c) Shared Path: The existing footpath on the western side of Barbadoes Street between Moorhouse Avenue and Coventry Street will become a contra-flow (travel in both directions) shared cycle/pedestrian path. Signage and pavement markings will clearly designate the path as shared. The width of the shared path is 2.8 metres except where it reduces to 2 metres for a length of 50 metres at the southern end of Barbadoes Street. The design guidelines (Ref: Austroads Part 14, Guide to Engineering Practice, Bicycles) for cycle facilities recommend an acceptable width range of between 2 and 3.5 metres for a path of this nature. They acknowledge that the minimum width of 2 metres is acceptable where significant constraints limit the opportunities for a wider path. The existing brick fence on the boundary and the existing kerb line do limit the width available at this location. The design guidelines also recommend shared paths be designated with a separation line, particularly in high volume situations. The usage of the path will be monitored after implementation of the scheme and if the volumes are high the separation line will be installed. During consultation with various stakeholders, including the Royal NZ Foundation for the Blind, no issues of concern were raised regarding the shared path facility.
- (d) Parking: This option includes 20 P120 car parks along the eastern side of Barbadoes Street. Six car parks will be lost on the eastern side as part of this proposal.

50. This option will fulfil the shortcomings identified through the 2003 Crash Reduction Study and will result in the following social and economic benefits:

- (a) **Social:** Improvement to safety for all road users, including pedestrians and cyclists.
- (b) **Economic:** Vehicle operating savings and travel time savings due to improved efficiency of the Barbadoes Street/Moorhouse Avenue intersection and resulting decrease in vehicle queues.

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51. This option will result in the loss of six car parks on the eastern side of Barbadoes Street. However, it does retain 20 car parks along the eastern side and does not require any alteration to the kerb alignment to achieve this, as required in Option C.

**Alternative Options Assessment**

**Option C – Alternative Option**

52. This option is an alternative to the recommended option and is detailed in Attachment 2. The option consists of the following elements:
- (a) Lane Arrangement: The same lane arrangement is proposed as Option B.
  - (b) Cycle Lanes: A cycle lane is proposed on the eastside of Barbadoes Street between Ferry Road and Moorhouse Avenue. A cycle lane is also proposed on the western side, terminating south of Coventry Street, approximately 50 metres north of Moorhouse Avenue, at which point cyclists have the option to use the shared cycle/pedestrian path or the central cycle lane to turn right.
  - (c) Shared Path: The existing footpath on the western side of Barbadoes Street between Moorhouse Avenue and Coventry Street will become a contra-flow (travel in both directions) shared cycle/pedestrian path in accordance with the design guidelines as proposed in Option B.
  - (d) Parking: This option includes 20 P120 car parks along the eastern side of Barbadoes Street. However, a kerb indentation is required to accommodate four of these parks. Six car parks will be lost on the eastern side as part of this proposal.
53. This option will fulfil the shortcomings identified through the 2003 Crash Reduction Study and will result in the following social and economic benefits:
- (a) **Social:** Improvement to safety for all road users, including pedestrians and cyclists. This option also maximises safety and right turn options for cyclists.
  - (b) **Economic:** Vehicle operating savings and travel time savings due to improved efficiency of the Barbadoes/Moorhouse intersection and resulting decrease in vehicle queues.
54. These social and economic savings are expected to be greater than those resulting from Option B, since more cyclists are likely to use the on-road cycle lane as opposed to the shared cycle way to turn right. Hence, this option will result in a decreased pedestrian/cycle crossing demand and increased green time dedicated to the right turn movement, resulting in a safer and more efficient intersection than Option B. This option is also considered safer for both cyclists and pedestrians, due to the decrease in potential contra flow on the shared footpath, which ranges in width from 2 metres to 2.8 metres wide.
55. This option will result in the loss of six car parks on the eastern side of Barbadoes Street, as required by Option B. However, to accommodate six of the remaining 20 parks a kerb indentation is required. This indentation will result in a footpath width of 1.8m at the narrowest point.

**Option A – The Status Quo Alternative Option**

56. Maintaining the status quo will result in no changes to the Barbadoes Street approach between Ferry Road and Moorhouse Avenue. However, modifications will be made at the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection as part of the Moorhouse Avenue corridor project, supported by the Board on 22 March 2006. These modifications include changes to the Moorhouse Avenue and Waltham Road approaches, including buildouts, lane markings and cycle lanes.
57. Maintaining the status quo will not result in any social, environmental or economic benefits. Additionally, it is inconsistent with the Council's Road Safety Strategy, Parking Strategy or Cycling Strategy.
58. Maintaining the status quo will result in some safety benefits at the intersection (due to the buildouts and markings being installed as part of the Moorhouse Avenue corridor project), but no travel time or vehicle operating cost benefits will be gained. Consequentially, this project will not achieve a positive Benefit/Cost Ratio (BCR) and there will be Land Transport NZ funding consequences for the project.



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59. Option B has been selected as the preferred option, as outlined in Attachment 1 and detailed in Section 47 of this report. In summary, this option includes lane marking alterations to incorporate improved lane arrangements, partial on-road cycle facilities and a shared cycle/pedestrian path and no alterations to the kerb alignment on Barbadoes Street.
60. The preferred option has been selected because:
- It best satisfies the project's aims and objectives from the options considered, while best balancing the views of the stakeholders.
  - The option will fulfil the shortcomings identified through the 2003 Crash Reduction Study and meet the objectives set out in the Council's Road Safety Strategy, Parking Strategy and Cycling Strategy.
  - Option B will improve the efficiency of the intersection and reduce queuing, providing economical benefits in accident savings, travel time savings and vehicle operating savings. The option will also contribute to reduced vehicle noise as a result of reducing the number of effective vehicle stops.
  - Although six car parks will need to be removed on the eastern side of Barbadoes Street, these parks have been unable to be accommodated by any other scheme while meeting the project objectives.
  - During option development the project team has taken into consideration the long-term issues raised by the Barbadoes Street Cultural Zone Development Group, in particular the future development of the area with regard to its current designation as a cultural zone. Consequently, the proposed scheme is one which will not impede the adjacent footpath or frontage of the Catholic Cathedral or Music School. The scheme simply proposes lane marking alterations along Barbadoes Street, as an interim measure to address the current intersection efficiency, safety and cycling issues. Hence, the option does not compromise the area as a cultural zone or compromise any future development options.
61. The development of a scheme to fully address the long-term issues is outside the scope of the current project. However, these issues have been conveyed to the Central City planning team, who are taking them into consideration in their long-term inner city plan developments.

**2. MOORHOUSE AVENUE/MONTREAL STREET INTERSECTION**

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|-------------------------------------|--|
| <b>General Manager responsible:</b> | General Manager City Environment, DDI 941-8656           |
| <b>Officer responsible:</b>         | Manager Transport and Greenspace                         |
| <b>Author:</b>                      | Jeanette Ward, Capital Programme (Transport) Team Leader |

**PURPOSE OF REPORT**

- The purpose of this report is to seek the approval of the Council for the Moorhouse Avenue/Montreal Street intersection project to proceed to implementation and for the new traffic restrictions associated with the Moorhouse Avenue/Montreal Street intersection project.

**EXECUTIVE SUMMARY**

- The study area relating to this report includes a section on the northern side of Moorhouse Avenue between St David Street and Montreal Street, specifically in relation to the on-street parking options proposed outside 179 Moorhouse Avenue.
- The project was initiated as a result of a crash reduction study undertaken in 2003, which identified intersections along Moorhouse Avenue requiring remedial safety work. Upgrading the intersection to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersection.

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4. This project was initially developed and progressed to consultation in conjunction with other intersection projects identified along Moorhouse Avenue. However, in presenting the Moorhouse Avenue project to the Board on the 22 March 2006, a deputation was made with respect to on-street parking at 179 Moorhouse Avenue, to which the Hagley/Ferrymead Community Board sought further investigation.
5. The proposal presented at this meeting (22 March 2006) was to remove two parking spaces to allow the development of an extended left turn lane along Moorhouse Avenue from Montreal Street. The longer lane allowed for improved intersection capacity at peak times, and improvements to intersection safety by improved lane discipline of queued vehicles.
6. To facilitate a compromise with the business operator at 179 Moorhouse Avenue an alternative preferred option has been proposed in this report. The preferred option, as outlined in Attachment 1, proposes that the two car parks currently located outside 179 Moorhouse Avenue, be restricted to no parking Monday to Friday and P60 parking on weekends, with the left turn lane at this location extended from 43 to 60 metres.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The estimated total cost for the Moorhouse Avenue/Montreal Street intersection project is approximately \$25,000 inclusive of all consultation, design, construction and project management.
8. The Moorhouse Avenue project is part of the Safety Improvement Programme and Cycleway Programme and is programmed for construction in the 2006/2007 financial year.
9. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

**STAFF RECOMMENDATIONS**

It is recommended that the Council:

- (a) Grant approval for the Moorhouse Avenue/Montreal Street intersection project to proceed to implementation (as detailed in Attachment 1).
- (b) Approve the following new traffic restrictions associated with the project:

**Removal of Existing Parking Restriction**

- (i) That the existing parking restriction on the north side of Moorhouse Avenue commencing at a point 49.5 metres west of the intersection with Montreal Street and extending 12 metres in a westerly direction be removed.

**New No Stopping Restriction**

- (ii) That the stopping of vehicles be prohibited on Monday to Friday on the north side of Moorhouse Avenue commencing at a point 49.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 12 metres.

**New Parking Restriction**

- (iii) That the parking of vehicles be restricted to a maximum period of 60 minutes on Saturday and Sunday *and between 9.00am-4.00pm on weekdays* on the north side of Moorhouse Avenue commencing at a point 49.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 12 metres.

(Note: The amended staff recommendation, shown in italics, in respect to b(iii) results from further discussion with the adjoining property occupier as per the recommendation of the Hagley/Ferrymead Community Board.)

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**BOARD'S RECOMMENDATION**

That the staff recommendation be adopted, subject to further discussion with the adjoining property owner/occupier on the final detail of the parking restriction hours and days, and that the outcome of this discussion be reported to the Council for a decision.

**BACKGROUND**

**PROJECT INITIATION AND DEVELOPMENT**

10. In 2003 the Council funded a crash reduction study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the City that had a higher than average crash rate.
11. The study identified a number of intersections along Moorhouse Avenue as areas requiring remedial safety work. Upgrading the intersections to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersections.
12. The improvements at the Moorhouse Avenue/Montreal Street intersection were initially developed in conjunction with other intersection projects identified along Moorhouse Avenue ie the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project.
13. The Moorhouse Avenue project went to the Board on 22 March 2006 for its support, prior to being presented to Council for approval. The following deputation was made at the Board meeting:

*"Arnold Kremer, Popular Cars Ltd, was in attendance to speak about the above matter. Operating a business from 179 Moorhouse Avenue, Mr Kremer had requested that the current three on-street parking spaces be retained (the Transport and City Streets Unit has sought to remove two of these so as to provide an extended left-turn lane on Moorhouse Avenue into Montreal Street)."*

14. Consequently the Board recommended the following in regard to the Moorhouse project:

*"The Board agreed with staff recommendations with the exception of 1 (ii) that related to a deputation to the Board [Mr Kremer] in respect of the on-street parking at 179 Moorhouse Avenue, to which the Board has sought further investigation."*

15. Hence, this report is specifically in relation to the options proposed regarding the westbound Moorhouse Avenue approach to Montreal Street. The delay in presenting this report was due to the overall Moorhouse Avenue project not gaining approval from Council in April 2006. A Council cycleway workshop held on 21 November 2006 showed that the Council was now supportive of the project and willing to have the report re-submitted for consideration in the New Year.

**DESCRIPTION OF SITE**

16. The study area relating to this report includes a section on the northern side of Moorhouse Avenue between St David Street and Montreal Street.
17. Moorhouse Avenue is a six-lane, median-divided arterial route. At the Moorhouse Avenue/Montreal Street intersection, the Moorhouse Avenue westbound approach traffic volumes are approximately 1,560, 1,650 and 1,980 vehicles per hour in the morning peak, interpeak and evening peak respectively.
18. The section of road between Montreal Street and St David Street is 100 metres in length, consisting of three through lanes, one right turn lane (70 metres in length) and one left turn lane (43 metres in length).
19. The surrounding area includes two car dealers - Wheeler Motor Company at 171 and 175 Moorhouse Avenue and Popular Cars at 179 Moorhouse Avenue. There are currently seven on-street car parks located outside these businesses, which are restricted at all times to P60 parking.

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## CONSULTATION

20. Draft preferred scheme options were developed based on the project objectives. The objectives identified for the Moorhouse Avenue project, which are relevant to the Moorhouse Avenue/Montreal Street intersection include:
- Improve the visibility of traffic signals for traffic on Moorhouse Avenue.
  - Improve the safety of cyclists.
  - Maintain the capacity of Moorhouse Avenue and its intersections, including all bus movements.
21. Prior to formal consultation on the preferred schemes, one-on-one consultation was undertaken with business operators and property owners where the proposal included the removal of parking.
22. At this stage, feedback was received from the business operator at 179 Moorhouse Avenue, about the removal of three car parks outside this property. In response to this, a video survey was requested to confirm the traffic and parking demand at this intersection. To ensure all views were considered, it was proposed that the results from the survey be discussed in conjunction with feedback received from formal consultation. Hence, no changes were made to the preferred option at this location prior to formal consultation.
23. Formal consultation was implemented in January 2006 with the release of the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' booklet.

## FEEDBACK FROM CONSULTATION

24. With respect to the lane configuration at the Moorhouse Avenue/Montreal Street intersection the following submissions were made:
- Thirteen written submissions were made from cyclists supporting the proposed cycle lanes along the length of Moorhouse Avenue.
  - One written submission was received from the business operator at 179 Moorhouse Avenue (Popular Cars) requesting that all three on-street parks proposed to be removed to provide an extended left turn lane on Moorhouse Avenue into Montreal Street, be retained.
25. In response to this request the project team agreed to reinstate one of these three parks. This decision was based on the results of a video survey undertaken in November 2005 (as summarised below). Analysis confirmed that during the weekday there were queuing issues at this intersection and that parking demand was relatively low in comparison to current parking capacity. However, it was concluded that the western most car park could be reinstated without a significant negative effect on queuing.

| Options            | Car Park Capacity (# car parks) | Left Turn Lane Length (m) | Traffic Peak: 0800-0900                 |                           | Parking Peak: 1200-1300                 |
|--------------------|---------------------------------|---------------------------|---|---------------------------|---|
|                    |                                 |                           | Time Car park capacity is full (mins) % | % Red Lights Queue Formed | Time car park capacity is full (mins) % |
| Existing           | 7                               | 43                        | (0min) 0%                               | 50%                       | (0min) 0%                               |
| Remove Three Parks | 4                               | 67                        | (0min) 0%                               | 20%                       | (20min)33%                              |
| Remove Two Parks   | 5                               | 60                        | (0min) 0%                               | 27%                       | (10min)17%                              |

26. The option recommended to the Board on 22 March 2006 therefore included the removal of two car parks outside 179 Moorhouse Avenue to allow the left hand turn lane to be extended from 43 to 60 metres. However, the business operator at 179 Moorhouse Avenue was not satisfied with this compromise and made a deputation to the Board that all three parks remain, or alternatively a clearway be established for these two parks during the weekday morning peak traffic.

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27. Consequently, the Board requested that a decision regarding the on-street parking at 179 Moorhouse Avenue be put on hold until further investigation, in particular weekend traffic counts, was undertaken.
28. In response to this request the preferred option was reinvestigated and an alternative preferred option is now proposed as outlined in the subsequent section.

**OPTIONS**

29. Three options discussed in this report include:
  - (a) Option A: The preferred option (Attachment 1), for P60 parking on Weekends Only and no parking during the week for the two eastern most car parks outside 179 Moorhouse Avenue.
  - (b) Option B: Retain the status quo.
  - (c) Option C: Remove the two eastern most car parks outside 179 Moorhouse Avenue permanently.

**Preferred Option Assessment**

**Recommended Option: Option A**

30. This option is the recommended option and is detailed in Attachment 1. The option consists of the following elements:
  - (a) Restricting the two car parks currently located outside 179 Moorhouse Avenue to no parking Monday to Friday and P60 parking on weekends. (The third car park originally proposed for removal during initial consultation will remain P60 at all times).
  - (b) Extending the left turn lane, on the Moorhouse Avenue westbound approach to Montreal Street from 43 to 60 metres.
31. This option will result in the following social and economic benefits:
  - (a) **Social:** The current on-street parking capacity will remain during weekends, when parking demand is highest.
  - (b) **Economic:** Vehicle operating savings and travel time savings will result due to improved efficiency of the Montreal/Moorhouse intersection and resulting decrease in vehicle queues.

**Alternative Options Assessment**

**Alternative Option: Option B Status Quo**

32. Maintaining the status quo will result in no changes to the on-street parks or lane approaches to the Moorhouse Avenue westbound approach to Montreal Street.
33. Maintaining the status quo will not result in any social, environmental or economic benefits.
34. Additionally, maintaining the status quo is inconsistent with the Council's Parking Strategy:
35. On an arterial road the strategy aims *"To give priority to the safe and efficient and sustainable movement of people and goods over the provision of parking. The primary function of arterial roads is the safe and efficient movement of people and goods. Where there is conflict between parking and the flow of traffic on arterial roads, parking may be restricted or removed"*. Option B is in conflict with this strategic aim as it gives priority to parking over that for efficient transportation.

**Alternative Option: Option C**

36. This option is the same as that proposed to the Board as part of the overall Moorhouse Avenue project in 22 March 2006. The option consists of the following elements:

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- (a) Removing the two car parks currently located outside 179 Moorhouse Avenue. (The third car park originally proposed for removal during initial consultation will remain P60 at all times).
  - (b) Extending the left turn lane, on the Moorhouse Avenue westbound approach to Montreal Street from 43 to 60 metres.
37. This option will result in the economic benefits of improved vehicle operating savings and travel time savings, due to improved efficiency of the Montreal Street/Moorhouse Avenue intersection and resulting decrease in vehicle queues.
38. However, this option will result in decreased parking capacity during the weekdays and weekends.

**PREFERRED OPTION**

39. Option A has been selected as the preferred option, as outlined in Attachment 1. The option proposes that the two car parks currently located outside 179 Moorhouse Avenue, be restricted to no parking Monday to Friday and P60 parking on weekends, with the left turn lane at this location extended from 43 to 60 metres.
40. The preferred option has been selected because:
- (a) It best satisfies the project's aims and objectives from the options considered, while best balancing the views of the stakeholders.
  - (b) The option will fulfil the objectives set out in the Council's Parking Strategy.
  - (c) Option A will improve the efficiency of the intersection and reduce queuing, providing economical benefits in travel time savings and vehicle operating savings.

**3. DEPUTATIONS BY APPOINTMENT****3.1 MS SARAH BROWN - 27 ELY STREET**

As noted in clause 8.7 of the report the Board received a deputation from Ms Sarah Brown in respect to the construction of a new building adjacent to her property at 27 Ely Street.

The Board **decided** to **recommend** to the Council that the review of the Special Amenity Area (SAMs) rules and design and appearance rules be given urgent priority in 2007.

This matter is also included in this section of the report to allow the Council to give consideration to this recommendation.

**4. PETERBOROUGH STREET – ADDITIONAL METERED PARKING SPACES**

|                                     |   |
|-------------------------------------|---|
| <b>General Manager responsible:</b> | General Manager City Environment, DDI 941-8656                                |
| <b>Officer responsible:</b>         | Manager Transport and Greenspace  |
| <b>Authors:</b>                     | Paul Burden, Traffic Engineer<br>Malcolm Taylor, Traffic Engineer - Community |

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Council's approval to a proposal to add three metered parking spaces on the north side of Peterborough Street between Victoria Street and Montreal Street.

**EXECUTIVE SUMMARY**

2. Renovations have recently been completed to the business of Belle Interiors located at 83 Victoria Street on the Victoria Street/Peterborough Street intersection. One alteration was that a vehicle entrance located in Peterborough Street, previously used for inwards and outward goods, has now been converted to a window rendering the entranceway servicing it redundant.

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3. As part of the rationalisation of parking spaces in association with the introduction of "Pay and Display" two adjacent spaces previously controlled by parking meters in isolation to other spaces were converted to a P5 restriction. The removal of the vehicle entrance now provides the ability to convert this space in conjunction with the P5 restriction into 3 metered spaces.
4. The land use is a mixture of commercial and residential therefore a demand exists for on street parking.
5. Consultation has been carried out with Belle Interiors, the only persons affected by this change and their support has been forthcoming. (A plan of the area is contained in Attachment 1.)

**FINANCIAL AND LEGAL CONSIDERATIONS**

**Cost**

6. The installation of one additional "Pay and Display" meter is within operational budgets.

**Legal**

7. The Land Transport Rules provide for the installation of parking meters. As this area is outside the area of the Board's delegations for roading this matter needs to be referred to the Council for a final decision.

**STAFF RECOMMENDATIONS**

That the Council resolve:

- (a) That the existing restriction limiting the parking of vehicles to five minutes maximum on the north side of Peterborough Street from a point 56.5 meters east of the Montreal Street intersection and extending 11 metres in an easterly direction be revoked.
- (b) That the following parking areas be controlled through the use of "Pay and Display" meters (P60 Monday-Thursday 9.00am-5.00pm, Friday 9.00am-8.30pm, Saturday 9.00am-5.00pm):
  - (i) The north side of Peterborough Street commencing at a point 56.5 metres east of the Montreal Street intersection and extending 11 metres in an easterly direction.
  - (ii) The north side of Peterborough Street commencing at a point 40 metres east of the Montreal Street intersection and extending 6.5 metres in an easterly direction.

**BOARD'S RECOMMENDATION**

That the staff recommendation be adopted.

**PART B - REPORTS FOR INFORMATION**

**5. CORRESPONDENCE**

Nil.

**6. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**

The Board **received** a report on relevant matters. The Board **resolved** to confirm the draft submission on the Urban Development Strategy, which had been previously circulated to members.

Members noted that a meeting for all elected representatives was now proposed to be held on Saturday 24 February 2007 and requested that the timing of this be reconsidered in view of the special Board meeting to be held at 1.30 pm on that day.

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**7. QUESTIONS FROM MEMBERS**

Nil.

**8. DEPUTATIONS BY APPOINTMENT**

The Board **received** the following deputations:

**8.1 KINSEY TERRACE - INGRID GELDOFF**

Ms Geldoff spoke briefly in support of the proposed concept plan for the redevelopment of Kinsey Terrace and indicated that she felt that within the budget constraints a considerable amount had been achieved for the street and that she would like to see the proposed plan proceed.

**8.2 KINSEY TERRACE - DAVID TUCKER**

Mr Tucker spoke regarding two areas of concern in the plan relating to:

- The road edge by numbers 36-38 Kinsey Terrace.
- The turn-around at the west end of the street.

In respect to the road edge at numbers 36-38 Kinsey Terrace he noted that the GeoTech Ltd report had indicated sound base rock and indicated he felt that the Council should either investigate further the provision of a retaining wall or at the least provide a guard rail.

Mr Tucker also commented that he did not consider the turning circle at the western end of the street to be sufficiently large and would be unsafe and that this should be increased either by reclaiming legal road or providing a "Y" type solution.

**8.3 KINSEY TERRACE - FAY TUNNICLIFFE**

Ms Tunnicliffe tabled a petition signed by 31 residents of Kinsey Terrace, the prayer of which read:

*"We the undersigned residents at the west end of Kinsey Terrace request the Christchurch City Council give more consideration to the west end for safe access, vehicle parking and turn around as was the unanimous decision of the residents of Kinsey Terrace in the 'Our Street' meeting process."*

Ms Tunnicliffe advised that she considered the street renewal project should proceed but expressed concern that this did not provide sufficient parking for residents and visiting tradespeople and that insufficient funding had been provided to allow for a solution to the issues identified by residents at the western end of the Terrace. She also requested that the existing informal path by number 14 Kinsey Terrace be retained.

**8.4 KINSEY TERRACE - MS KATHLEEN GUY**

Ms Guy expressed concern at the proposed concept plan in regards to the omission of a new purpose built retaining wall in the vicinity of 36-38 Kinsey Terrace and also in respect to the turn-around area at the western end of the street. She requested that additional funding be provided to allow the provision of a retaining wall and guard rail, additional parking and an improved turn-around area.

**8.5 MOORHOUSE AVENUE/BARBADOES STREET - BARBADOES CULTURAL DEVELOPMENT GROUP**

Mr Don Whelan, Chairman of the Group, attended together with Reverend Father John Fitzmaurice, Catholic Cathedral and Ms Linda Oden, Manager, Christchurch Music Centre.

The deputation expressed its concern at the proposed intersection project in terms of its possible impacts on the area as a consequence of the removal of car parking and the installation of cycle lanes.

Representatives of the group spoke and expressed their specific concerns at the project in terms of:



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- Traffic noise.
- Safety - with the placing of cycleways close to footpaths and egress points and shared use.
- Vibration from closer and increased traffic flows.

The deputation sought deferral or cancellation of the project to allow for more consideration of the concerns raised by them.

**8.6 CHESTER STREET WEST - INNER CITY WEST NEIGHBOURHOOD ASSOCIATION**

Mr Bruce Bellis, Secretary of the Association, attended and requested that consideration of this item by the Board be deferred to allow his Association to consider the report in more detail.

The deputations as above (refer to items 8.1-8.6) were considered in association with the relevant reports on the agenda.

**8.7 MS SARAH BROWN - 27 ELY STREET**

Ms Brown addressed the Board regarding the present situation in respect to the erection of a new building adjacent to her 130 year old cottage in Ely Street.

Ms Brown indicated that she felt the City Plan should better cater for the protection of historic properties and that Special Amenity Areas (SAMs) should have greater enforcement and monitoring.

The Board **decided** to recommend to the Council that the review of the Special Amenity Area (SAMs) rules and design and appearance rules be given urgent priority in 2007.

(Note: The above recommendation is also included in Part A of this report.)

**9. CHESTER STREET WEST – ONE-WAY STREET PROPOSAL AND CHANGES TO EXISTING 10 MINUTE PARKING RESTRICTION**

The Board **decided** to defer consideration of this report to a subsequent meeting to allow the Inner City West Neighbourhood Association time to consider the report and respond to the Board at a meeting in February.

Yani Johanson took no part in the consideration of this clause.

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

**10. CONFIRMATION OF REPORTS**

The Board **resolved** that the report of the ordinary Board meeting held on 7 December 2006 be confirmed.

**11. KINSEY TERRACE: STREET RENEWAL PROJECT**

The Board considered a report seeking its approval for the Kinsey Terrace street renewal project to proceed to final design, tender and construction.

The report noted that this project had initially begun in 2000 and that the report before the Board for its consideration was the cumulation of an extensive consultation process. This process had also included the involvement of a consultant firm "Streets In Sync", which specialises in public consultation and living streets design, to undertake the consultation process.

In reaching its decision the Board took into consideration the issues raised by the submitters who made deputations to the meeting on this topic and the results of the most recent consultation.

The Board **resolved**:

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- (a) To grant approval for the Kinsey Terrace street renewal project, as detailed in Attachment 1 of the report to proceed to final design, tender and construction.
- (b) To request that a legal opinion be obtained on what liability might exist for the Council and elected representatives in respect of the existing retaining wall by numbers 36 and 38 Kinsey Terrace and to this end a second opinion be obtained on the structural integrity of this wall and be reported back to the Board.
- (c) That the Board give consideration in its 2007/08 project funding round to providing funding of up to \$10,000 for the installation of "Gobi blocks" to provide additional car parking in the vicinity of numbers 1-21 Kinsey Terrace.

**12. ROAD NAMING - HEATHCOTE AND CENTRAL CITY**

The Board considered a report seeking its approval to change a road name and approve names for two lanes in the central city and an access road for a new subdivision in Port Hills Road.

The Board **resolved** to approve the new names "The Tors", "His Lordships Lane" and "SOL Square", and to approve the change of name of "Lock Place" to "Lock Crescent".

**13. ROAD NAMING - PORT HILLS ROAD AND JUBILEE STREET**

The Board considered a report providing further information on the proposed names for a new right of way in Port Hills Road and a private access road.

The Board **resolved**:

- (a) To approve the name of "Romar Lane" for the new right of way at 110 Port Hills Road.
- (b) To defer consideration of the proposed name of "Shadbolt Boulevard" for the private road formerly known as "Staunton Street" to a subsequent meeting to allow for a plan of the area involved to be provided to the Board and for discussion with appropriate staff on the loss of the former Staunton Street name.

**14. CHRISTMAS BREAK: EMERGENCY DECISION MAKING**

The Board considered a report seeking approval to the establishment of an emergency committee to deal with any emergency issues that might arise over the 2006/07 Christmas period.

The Board **resolved**:

- (a) To establish an Emergency Committee with power to act to make emergency decisions on behalf of the Board for the period following its 20 December 2006 meeting, up until the Board resumes normal business proposed to commence on 14 February 2007; with any such decisions to be made in the presence of the Community Board Principal Adviser.
- (b) That the Committee comprise the Chairperson plus any two available members of the Board.
- (c) That any decisions made be reported to the first Board meeting in 2007.
- (d) That a notice of any Emergency Committee meeting be forwarded to all Board members.

**15. YOUTH DEVELOPMENT FUND APPLICATION - PENNY SLADE**

The Board **resolved** to allocate \$400 to Penny Slade to assist with the costs of participating in the Spirit of Adventure development voyage from 9-18 January 2007.

In addition, the Board suggested that applicants be encouraged to attend the meeting of the Board when the application is considered, or to report back on their results.

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**16. RESOLUTION TO EXCLUDE THE PUBLIC**

The resolution to exclude the public as contained in the agenda was adopted at 5.48 pm and the public were readmitted at 5.50 pm (following the conclusion of the public excluded section of the meeting) when the remaining clauses 9-14 of the open section of the agenda were considered.

The meeting concluded at 6.10 pm.

**CONFIRMED THIS 24TH DAY OF JANUARY 2007**

**BOB TODD  
CHAIRPERSON**