



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

12 OCTOBER 2005

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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1. APOLOGIES

2. CONFIRMATION OF REPORT

The report of the ordinary meeting held on Wednesday 28 September 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 28 September 2005 be confirmed.

3. CORRESPONDENCE

3.1 BASIL PLACE WALKWAY, MCCORMACKS BAY

The attached letter was received from Dianne Monck, a resident of McCormacks Bay Road suggesting that the track/walkway at the end of Basil Place in McCormacks Bay be named after the late Harold Pannell.

CHAIRPERSON'S RECOMMENDATION

That the letter be received and forwarded to officers in the Greenspace Unit for consideration and advice back to the Board.

4. DEPUTATIONS BY APPOINTMENT

4.1 FERRYMEAD BRIDGE ENHANCEMENT

Jim De Mal Manche, a local Architect would like to address the Board regarding an idea for the enhancement of Ferrymead Bridge.

5. YOUTH DEVELOPMENT SCHEME GUIDELINES

General Manager responsible:	General Manager Community Services
Officer responsible:	Community & Recreation Unit Manager
Author:	Deirdre Ryan, Senior Community Development Adviser, DDI 941-6288

PURPOSE OF REPORT

1. The purpose of this report is to present all Community Boards with proposed guidelines and a suggested timeframe for the implementation of the Youth Development Scheme.

EXECUTIVE SUMMARY

2. The Youth Development Funding Scheme currently operates within Riccarton/Wigram, Spreydon/Heathcote, Shirley/Papanui and Burwood/Pegasus. Funds have been both allocated and administered on an inconsistent basis across the various Board areas and have historically been directed for purposes ranging from attendance at sporting events to supporting cultural groups.
3. Over the past months there has been interest expressed by both Community Boards and staff to review the funding scheme criteria and to develop some consistencies across the Boards with regards to the allocation and administration of the fund.
4. Community and Recreation Unit staff have prepared draft guidelines for the Youth Development Scheme funding allocations and administration. These draft guidelines and criteria (attached to this report) are intended to provide Boards with a general framework on which to base their considerations for grant allocation from this scheme. In addition, it is suggested that consistency is maintained across all Boards by including applicants' names on reports. A copy of the application/accountability form along with a flow chart detailing the funding administration process is attached.
5. It is suggested that Youth Development Funding scheme applications are considered by each Community Board or the relevant sub committee on a quarterly basis. This will ensure that the efficient administration of the scheme is achieved by staff. In cases where there is an urgent application, reports on the request will be responded to accordingly.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Participating boards have already allocated funding to the Youth Development Scheme. The Hagley/Ferrymead Community Board may wish to consider participating in the scheme by allocating some of their discretionary funds for this purpose. The balance in the Board's 2005/06 Discretionary fund is \$30,122.

STAFF RECOMMENDATIONS

It is recommended that the Board agree to accept the proposed guidelines and implementation timeframe for the Youth Development Scheme.

CHAIRPERSON'S RECOMMENDATION

That the Board consider establishing a Youth Development Funding Scheme in the Hagley/Ferrymead area.

BACKGROUND TO THE YOUTH DEVELOPMENT SCHEME

7. Up until recently, the Youth Development Scheme has been available for young individuals and groups in the community to access for a range of purposes. While funds have typically been sourced from Board Project Funds for distribution, not all Community Boards have made provision for funding for this scheme. Additionally, funds have been allocated and administered on an inconsistent basis across the various Board areas.
8. Over the past months there has been interest expressed by both Community Boards and management to review the funding scheme criteria and to develop some consistencies across the Boards in the allocation and administration of the fund.
9. In response, the Senior Community Development Adviser undertook a collation of all information relating to the funding scheme across all Boards. Drawing from commonalities in the information gathered, guidelines for funding criteria, an application and accountability form and an administration process for all of the funds was developed. These are all attached
10. Feedback on the drafts was then sought amongst the Community and Recreation Unit Funding Advisers, Community Development Advisers, the Principal Board Adviser and Board Secretary at Beckenham, and the Youth Development Funding Committee along with the Community Engagement Adviser at Shirley / Papanui. Suggested further alterations were made at that stage and the documents are now for consideration by Community Boards.
11. The proposed guidelines for the criteria and purpose of the Youth Development Scheme are intended to support Boards and Committees in their decision making process.

OPTIONS

12. In relation to the proposed guidelines for the Youth Development Scheme there are two options available to the Board:

Option (a) That the Board decline the adoption of the proposed guidelines and the implementation and funding criteria for the scheme and maintain the status quo.

Option (b) That the Board adopt the proposed guidelines and the implementation and funding criteria for the scheme.

PREFERRED OPTION

13. The preferred option is Option (b). Adopting the proposed guidelines will ensure that requests for assistance by individuals and groups through this fund are considered consistently across all Boards irrespective of geographical boundaries and that the scheme is managed and administered in the most effective and efficient way.

6. CAMBRIDGE TERRACE (PETERBOROUGH STREET TO BARBADOES STREET)-ROADING AND RIVERBANK IMPROVEMENTS

General Manager responsible:	General Manager City Environment
Officer responsible:	Manager, Transport & City Streets
Author:	Lee Kelly, Senior Capital Programme Consultation Leader, DDI 941-8355

PURPOSE OF REPORT

1. The purpose of this report is:
 1. to seek approval from the Board for the Cambridge Terrace (Peterborough Street to Barbadoes Street) Roding and Riverbank Improvement project to proceed to final design, tender and construction.
 2. to seek approval from the Board to implement parking restrictions, including the one way restriction, outlined in this report.

EXECUTIVE SUMMARY

2. The Council has budgeted for the Cambridge Terrace (Peterborough Street to Barbadoes Street) Roding and Riverbank Improvement project in the 2005/2006 financial year.
3. This project is funded by the Council through the Capital Programme budget of the Transport & City Streets Unit and the Greenspace Unit.
4. The Terms of Reference for this project had three overall project aims:

To meet the asset management targets of the Council: This project was initiated as part of the replacement of 20 km of kerb and dish channel per annum. Another asset management target is to minimise the write off of existing assets.

To meet the future goals and objectives of the Council for the riverbank area: This section of the Avon River and riverbank is included in the "Avon River (Central City) Strategy (January 2005).

To provide a central city community asset that meets the expectations of the Christchurch community:

5. As a result of the investigation and consultation to meet these project objectives, the Council is proposing to change the function and the "look" of this section of Cambridge Terrace. The work is intended to enhance one of the City's historically significant areas while conserving its unique character.
6. The major change to this area will see the removal of that section of roadway in Cambridge Terrace adjacent to the riverbank, between Peterborough Street and Barbadoes Street. The riverbank area will then be significantly enlarged to incorporate the grass triangle area and existing Lime tree. The removed roadway will be replaced by a path, gentle grass mounding and a number of trees.
7. The existing width of the remaining section of Cambridge Terrace that runs behind the Lime Tree varies between 6.2 metres and 6.7 metres. The new kerb will be built on the same alignment. Vehicle simulation modelling indicates that vehicles greater than 10.5 metres in length would have difficulty negotiating the corner when the parking spaces are occupied. Therefore, as part of this project it is necessary to include an addition to the Christchurch City Council Traffic and Parking Bylaws (1991) to restrict the length of vehicles entering Peterborough Street, between Madras Street and Cambridge Terrace.
8. The recommended option meets both of the asset management objectives. The Avon River Strategy document contains a scheme plan for this part of the Avon River (the document has been developed with extensive stakeholder input) - the recommended option implements this scheme plan. The recommended option will change the area significantly from a riverside road dominated by all-day parking to a local road where property access is the core function. Much of the existing road space will be converted to a new reserve. Overall the recommended project option meets all project objectives, and has a high level of support from residents of the street also.

9. Details of what is to be installed within the enlarged river bank area is yet to be finalised, however, like other areas along the Avon River this area is of significance to Ngai Tuahuriri and Ngai Tahu and will be recognised as such.
10. Along the road section that runs behind the grass triangle area and is currently used as access to properties and for all day commuter parking, the existing width will be retained, but the dish guttering will be replaced with flat kerb and channel and the junction with Barbadoes Street made exit only. Parking will be controlled with no stopping lines along with 120 minute parking restrictions installed.

FINANCIAL AND LEGAL CONSIDERATIONS

11. A pre-tender cost estimate of \$437,100 has been identified. Project expenditure will be managed through routine capital project expenditure processes.
12. Resolutions are necessary to change the Traffic and Parking by-law. Other than this, there are no legal considerations.

STAFF RECOMMENDATIONS

13. It is recommended that the Board:
 - (a) Approve the Cambridge Terrace Road and Riverbank Improvement project proceed to final design, tender and construction.
 - (b) Approve the following parking restrictions, including the one way restriction.

CAMBRIDGE TERRACE PARKING RESTRICTIONS

That all existing parking restrictions in this section of Cambridge Terrace be rescinded:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at its intersection with Barbadoes Street and extending in a westerly direction for a distance of 37 metres
- (b) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at a point 72 metres from its intersection with Barbadoes Street and extending in a south-westerly direction for a distance of 23 metres
- (c) That the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at its intersection with Barbadoes Street and extending in a westerly direction for a distance of 78 metres and then continuing on the east side of Cambridge Terrace in a southerly direction for a distance of 58 metres
- (d) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the north side of Cambridge Terrace commencing at a point 37 metres from its intersection with Barbadoes Street and extending in a westerly direction for a distance of 22 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 30 minutes from Monday to Friday on the north side of Cambridge Terrace commencing at a point 66 metres from its intersection with Barbadoes Street and extending in a westerly direction for a distance of 5 metres.
- (f) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the west side of Cambridge Terrace commencing at a point 8 metres from its intersection with Peterborough Street and extending in a northerly direction for a distance of 14 metres
- (g) That the parking of vehicles be restricted to a maximum period of 30 minutes from Monday to Sunday on the west side of Barbadoes Street commencing at a point 22 metres from its intersection with Salisbury Street and extending in a southerly direction for a distance of 6 metres.

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NEW ONE-WAY RESTRICTION

That pursuant to the powers vested in the Council under Section 66 of the Christchurch City Traffic and Parking Bylaw 1991 that the following paragraph be added to the fifth schedule.

Cambridge Terrace easterly from its intersection with Barbadoes Street and extending in westerly direction for a distance of 15 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND ON THE CAMBRIDGE TERRACE (PETERBOROUGH STREET TO BARBADOES STREET) ROADING AND RIVERBANK IMPROVEMENT PROJECT.

15. In October 2003 the Council advised residents in this section of Cambridge Terrace that it was proposing to renew the old dish guttering on the north side of Cambridge Terrace (Madras Street to Barbadoes Street) in the 2003/2004 financial year.
16. Residents were also advised that in addition to the proposed carriageway work to be undertaken the Council wanted to investigate the options available for the future enhancement of the riverbank along this section of Cambridge Terrace. The Avon Loop Planning Association, the Chester Street Residents Association and the Moad Neighbourhood Committee have been consulted and are happy for the proposed changes to go ahead.
17. At that time the Council did not have funding available for the enhancement work nor a time frame in mind, but, among the issues the Council wanted to investigate was the realignment of this section of Cambridge Terrace away from riverbank and the removal of existing on street parks that were utilised primarily by commuters. The aim of the Council at that time was to instigate the engineering work without preventing any future initiatives for the riverbank area.
18. Feedback received from the initial consultation was supportive of the project especially the proposed riverbank work and further, many submitters requested that both the engineering and the riverbank improvements should take place at the same time. Submitters were comfortable that the engineering work be delayed until the Council could secure funding for the riverbank improvements.
19. Fortunately, work programmes on the various elements of this project coincided to allow the Council to implement this suggestion and since that time, November 2003, staff have been working with the community, through neighbourhood public meetings, to design an outcome for this section of Cambridge Terrace that would be acceptable to the community.
20. In August/September 2005 a Council produced publicity brochure was delivered to residents of Cambridge Terrace, Peterborough Street and the wider community outlining the proposed plan for this section of Cambridge Terrace.
21. Thirty six submissions were received on the project and were overwhelmingly in favour of the proposal outlined. Some minor changes were suggested and these have been integrated into the plan.

OPTIONS

22. Initially the Cambridge Terrace project was to replace the old dish guttering on Cambridge Terrace between Madras Street and Barbadoes Street. Effectively only three options were investigated:
 - Replace the kerb and channel only on the existing alignment, with other proposed riverbank work to follow at an unspecified time (option 1).
 - Replace the kerb and channel on a slightly modified alignment, while combining the work with other area amenity improvements (option 2).
 - Do nothing (option 3).
23. The initial consultation process outlined the proposed work (effectively option 1) but also identified possible future enhancement of the riverbank in this area. Community feedback clearly indicated that both the engineering work and the riverbank enhancement work should be undertaken at the same time.
24. At the same time as the early consultation was taking place on this project an in depth public consultation process was underway to produce a Council Strategy for the management and enhancement of the Avon River.
25. The extended project management process for the project was sufficient to allow for the completion of the "Avon River (Central City) Strategy" (January 2005). Subsequently, it proved an ideal opportunity to plan the remainder of the Cambridge Terrace street renewal project in conjunction with the Avon River process, and develop an integrated plan. Option 1 was therefore effectively superseded, and option 2 became the preferred version. The recommended option for this section of Cambridge Terrace implements the recommendations outlined in the "Avon River Strategy".
26. The option to do nothing was not considered extensively. Retaining this option would effectively mean no change to parking, riverbank amenity and road function in the area, but would see

increasing kerb and channel maintenance costs. This would mean non-compliance with the Avon River strategy and the road asset management plan.

PREFERRED OPTION

27. The recommended option is attached as Attachment 1. The following paragraphs detail its features.

28. Roading Improvements

- Remove the riverbank road between Peterborough Street and Barbadoes Street (this land is actually legal reserve – not road)
- Replace old dish guttering with kerb and flat channel
- Make Cambridge Terrace at its intersection with Barbadoes Street, exit only. This will significantly reduce the traffic along this section of road and further enhance the riverbank.
- Install a raised platform on Peterborough Street at its intersection with Madras Street
- Ban vehicles over 9 metres in length entering Peterborough Street from Madras Street (except emergency and/or delivery vehicles). The new section of road is narrower than the former.
- Widen the berm along the west side of Barbadoes Street between Salisbury Street and Oxford Terrace and plant trees

29. Riverbank Improvements

- Enlarge the river bank area to include the existing grass triangle and Lime tree
- Plant more trees, shrubs and groundcovers within the enlarged riverbank area
- Install new path, seats, lights and a drinking fountain

The combination of the road and riverbank improvements is designed to improve safety while enhancing one of the City's beautiful and historically significant areas.

30. Several submitters to the consultation process raised a number of issues, which have been incorporated into the project as follows:

- To install an indented parking bay on Barbadoes Street adjacent to 353 Barbadoes Street. The indented park will have a P5 minute time restriction.
 - To install two P30 minute parking restrictions on Cambridge Terrace. One P30 park is proposed adjacent to the northern boundary of 319 Cambridge Terrace and the other P30 park is p(r)T92 0 T rac312 Cam17.2(es)-8(3-6.1(i)3.4(-0.2m17.2(es)is)-7.8-6.1(r)-89 Tw (29.) TJ21.759Tf22.8193
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7. CAMBRIDGE TERRACE (PETERBOROUGH STREET TO BARBADOES STREET)- BYLAW CHANGES

General Manager responsible:	General Manager City Environment
Officer responsible:	Manager, Transport & City Streets
Author:	Lee Kelly, Senior Capital Programme Consultation Leader, DDI 941-8355

PURPOSE OF REPORT

1. The purpose of this report is for the Board to recommend to the Council approval to implement the changes to the Traffic and Parking Bylaw 1991 to restrict the movement of vehicles greater than 9 metres in length (such length including any trailer or semi-trailer) from entering Peterborough Street between Madras Street and Cambridge Terrace. The exception to this being vehicles carrying out deliveries to Peterborough Street or Cambridge Terrace between Madras Street and Barbadoes Street.

EXECUTIVE SUMMARY

2. The Council has budgeted for the Cambridge Terrace (Peterborough Street to Barbadoes Street) Roding and Riverbank Improvement project in the 2005/2006 financial year.
3. This project is funded by the Council through the Capital Programme budget of the Transport & City Streets Unit and the Greenspace Unit.
4. The Terms of Reference for this project had three overall project aims:

To meet the asset management targets of the Council: This project was initiated as part of the replacement of 20 km of kerb and dish channel per annum. Another asset management target is to minimise the write off of existing assets.

To meet the future goals and objectives of the Council for the riverbank area: This section of the Avon River and riverbank is included in the "Avon River (Central City) Strategy (January 2005).

To provide a central city community asset that meets the expectations of the Christchurch community:

5. Background information about the project is contained in the Cambridge Terrace (Peterborough Street to Barbadoes Street) Roding and Riverbank Improvements report, clause 6 of the agenda.

STAFF RECOMMENDATIONS

It is recommended that the Board recommend to the Council that pursuant to the powers vested in the Council under Section 68 of the Christchurch City Traffic and Parking Bylaw 1991 that the following paragraph be added to the sixth schedule.

- No motor vehicle greater than 9 metres in length (such length including any trailer or semi-trailer) shall enter Peterborough Street between Madras Street and Cambridge Terrace except for vehicles carrying out deliveries to Peterborough Street or Cambridge Terrace between Madras Street and Barbadoes Street.

CHAIRPERSONS RECOMMENDATION

For discussion.

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8. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

8.1 2005/06 PROJECT AND DISCRETIONARY FUND

The attached schedule shows the allocations in the Board's Discretionary and Project Funds since 1 July 2005.

9. QUESTIONS FROM MEMBERS