



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

THURSDAY 19 FEBRUARY 2009

AT 3.00 PM

**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

Jo Daly

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009

The minutes of the Board's ordinary meeting of 4 February 2009 are **attached**.

STAFF RECOMMENDATION

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

3. DEPUTATIONS BY APPOINTMENT

3.1 Ken and Alison Lowe

Ken and Alison Lowe, residents of Scarborough, will address the Board in regard to removal of a tree overhanging their property.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

6.1 Inner City West Neighbourhood Assoc. Inc

Correspondence to the Board from the Inner City West Neighbourhood Assoc. Inc is **attached**.

6.2 Peter Marriott

Correspondence to the Board from Peter Marriott is **attached**.

7. BRIEFINGS

**HAGLEY/FERRYMEAD COMMUNITY BOARD
4 FEBRUARY 2009**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 4 February at 3pm in the Board Room,
Linwood Service Centre, 180 Smith Street, Linwood.**

PRESENT: Bob Todd (Chairperson), Tim Carter, Yani Johanson and Brenda Lowe-Johnson.

APOLOGIES: Apologies for absence were received and accepted from Rod Cameron, David Cox and John Freeman.

The Board reports that:

PART A - REPORTS REQUIRING A COUNCIL DECISION

1. TUAM STREET – PROPOSED P60 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jon Ashford

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval that a P60 Parking Restriction be installed on the south side of Tuam Street outside number 322, and that 24 metres of existing P60 Parking Restriction on the south side of Tuam Street outside number 290 be revoked.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from the owner of the Mediterranean Food Company, who occupy 322 Tuam Street, that a P60 Parking Restriction be installed outside their business (refer attached).
3. Number 322 is located on the south side of Tuam Street between Barbadoes Street and Fitzgerald Avenue. Tuam Street is classified as a Minor Arterial and has a 50 kilometres per hour speed limit. There is currently unrestricted parking on both sides of the road in this area.
4. The Mediterranean Food Company operates a small specialty supermarket and a café/restaurant which is open six days a week (Monday to Saturday) until 5pm. There is little foot traffic in this area and most customers drive there. They provide 25 onsite parks, of which 11 are used by staff. The owner advises that the remaining 14 onsite parks are not sufficient to adequately service his business. The unrestricted parking on both sides of the road is used as commuter parking all day, making it difficult for the Mediterranean Food Company customers to find any nearby on-street parking.
5. Approximately 130 metres further west along Tuam Street, past its intersection with Barbadoes Street, there is an existing 108 metre block of P60 parking, which was provided to cater for the Turners and Growers market which has now closed. It is proposed that 24 metres (four spaces) of this block revert to unrestricted parking and those four P60 parking spaces be installed outside 322 Tuam Street. This will retain the existing balance of P60 and unrestricted parking in this area of Tuam Street.

ATTACHMENT TO CLAUSE 2 cont'd

1. Cont'd

6. This proposal will provide four P60 spaces on the south side of Tuam Street directly outside the Mediterranean Food Company which will cater for the turnover nature of parking required. The businesses on either side of 322 Tuam Street and opposite 322 Tuam Street on the north side of the road have been consulted and support the proposal to install four P60 spaces.
7. This proposal will also remove 24 metres (four spaces) of existing P60 restriction on the south side of Tuam Street outside number 290 which is no longer required to service the Turners and Growers market, and return this to unrestricted parking. The two properties on the south side of Tuam Street affected by the removal of this P60 parking restriction have been consulted and support this proposal.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$500.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

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

LEGAL CONSIDERATIONS

10. 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.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions. The Council has delegated authority over this part of the Central City.
12. 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?

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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 2006-16 LTCCP?

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

1. Cont'd

CONSULTATION FULFILMENT

18. The following businesses, who are on either side of 322 Tuam Street and opposite 322 on the north side of the road support the proposal to install four P60 parking restrictions outside 322 Tuam Street:

- The Cable Guys 287 Tuam Street
- The Christchurch Star 293 Tuam Street
- Tuam Auto Services 318 Tuam Street
- WaHyl Ltd 328 Tuam Street
- Aitken & Co 328 Tuam Street.

19. The following two parties are affected by the proposal to revoke 24 metres of P60 parking restriction on the south side of Tuam Street outside number 290 and support the proposal:

- Trents Wholesale Ltd 284 – 290 Tuam Street
- The Community of the Sacred Name Retreat House 298 Tuam Street

20. The officer in charge - parking enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the parking of vehicles be restricted to a maximum period of 60 minutes (Monday to Friday) on the south side of Tuam Street commencing at a point 73 metres east of its intersection with Barbadoes Street and extending in a easterly direction for a distance of 26 metres.
- (b) That the parking of vehicles currently restricted to a maximum period of 60 minutes on the south side of Tuam Street commencing 44 metres west of its intersection with Barbadoes Street and extending in a westerly direction for 24 metres be revoked.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

ATTACHMENT TO CLAUSE 2 cont'd

2. CATHEDRAL SQUARE – PROPOSED MOBILITY PARK TIME CHANGE

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jon Ashford

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval that a Mobility Park currently located in the north west quadrant of Cathedral Square have the time restriction extended from P10 to P30.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from staff at the Cathedral Square Police kiosk, that the existing P10 (At Any Time) Mobility Park be extended to a P30 (At Any Time) (refer **attached**).
3. This mobility park is one of a block of five car parks, all of which currently have a P10 (At Any Time) restriction. In general, all mobility parks in the city are a minimum of P30.
4. Staff at the Cathedral Square Police kiosk have received complaints from users of the mobility park that the time restriction is too short, as it can take users up to 10 minutes to get out of their vehicle.
5. This proposal will extend the current P10 (At Any Time) time restriction to a more practical P30 (At Any Time) and continue to make this Central City Mobility Park available at all times. The Christchurch City Council Disabilities Advocate supports this proposal.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$100.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

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

LEGAL CONSIDERATIONS

8. 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.
9. 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?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. 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 2006-16 LTCCP?

12. As above.

2. Cont'd

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

14. As above.

CONSULTATION FULFILMENT

15. The Christchurch City Council Disabilities Advocate supports this proposal.
16. The officer in charge – parking enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the parking of vehicles reserved for disabled persons displaying the appropriate permit in their vehicle and restricted to a maximum period of 10 minutes (At Any Time), currently located on the east kerb side of Cathedral Square (in the north west quadrant of the square) commencing at a point 39 metres west then 15 metres south of its intersection with Colombo Street (north of the square) and extending in a southerly direction for a distance of five metres, be revoked.
- (b) That the parking of vehicles be reserved for disabled persons displaying the appropriate permit in their vehicle and restricted to a maximum period of 30 minutes (At Any Time) be installed on the east kerb side of Cathedral Square (in the north west quadrant of the square) commencing at a point 39 metres west then 15 metres south of its intersection with Colombo Street (north of the square) and extending in a southerly direction for a distance of five metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

ATTACHMENT TO CLAUSE 2 cont'd

3. DAWSON STREET – PROPOSED NO STOPPING RESTRICTIONS

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval that the stopping of vehicles be prohibited at any time on parts of both sides of Dawson Street (refer **attached**).

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a resident of Dawson Street that parking restrictions be installed to ensure access at all times along this narrow street.
3. Dawson Street is a narrow two way residential street, 108 metres long, running north-south between Chester Street East and Kilmore Street.
4. Dawson Street has a shared carriageway with no defined footpath, it features paved parking spaces and landscaped planter boxes and the average width of the street is 5.8 metres. At the parking space and planter box locations, the width of the carriageway is reduced to between 3.4 and 3.8 metres. This means that only one vehicle at a time can move along the street.
5. Traffic in this street is predominantly residential and there is minimal through traffic, therefore the narrow width of this street does not normally cause any problems. However, if a vehicle is not parked within one of the paved parking spaces, the through movement of vehicle traffic is prevented.
6. There are existing No Stopping Restrictions on the western side of Dawson Street from its intersection with Kilmore Street and extending in a southerly direction for nine metres. As there are no other stopping restrictions on Dawson Street, or any signs or markings to indicate that vehicles should only park in the paved areas, technically vehicles can park anywhere else in the street, although this would be inconsiderate to other road users.
7. The proposed No Stopping Restrictions on parts of the east and west side of Dawson Street will restrict vehicle parking to the paved parking spaces and protect the through movement of vehicle traffic along this narrow street.
8. Extensive consultation, by letter and street meetings, was completed with the residents of Dawson Street. The proposed areas of No Stopping Restrictions are as agreed with the residents.
9. It is proposed to revoke the current No Stopping Restrictions in Dawson Street at the Kilmore Street end and then to re-install them as part of this proposal to ensure that all No Stopping Restrictions on this short street form a single resolution through the Council process.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$250.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

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

3. Cont'd

LEGAL CONSIDERATIONS

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restriction by resolution.
13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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 2006-16 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Extensive consultation regarding the installation of No Stopping Restrictions has been carried out with the residents of Dawson Street. Consultation forms were distributed to residents and a street meeting held. The proposed No Stopping Restrictions are as agreed with the residents.

STAFF RECOMMENDATION

It is recommended that the Council approve:

Western side

- (a) That the existing No Stopping Restrictions at any time on the western side of Dawson Street commencing at the intersection with Kilmore Street and extending in a southerly direction for nine metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the western side of Dawson Street commencing at its intersection with Kilmore Street and extending in a southerly direction for nine metres.
- (c) That the stopping of vehicles be prohibited at any time on the western side of Dawson Street commencing at a point 45 metres south of its intersection with Kilmore Street and extending in a southerly direction for 14 metres.
- (d) That the stopping of vehicles be prohibited at any time on the western side of Dawson Street commencing at a point 69 metres south of its intersection with Kilmore Street and extending in a southerly direction for six metres.

ATTACHMENT TO CLAUSE 2 cont'd

3. Cont'd

- (e) That the stopping of vehicles be prohibited at any time on the western side of Dawson Street commencing at a point 86 metres south of its intersection with Kilmore Street and extending in a southerly direction for seven metres.

Eastern side

- (f) That the stopping of vehicles be prohibited at any time on the eastern side of Dawson Street commencing at its intersection with Kilmore Street and extending in a southerly direction for 46 metres.
- (g) That the stopping of vehicles be prohibited at any time on the eastern side of Dawson Street commencing at a point 60 metres south of the intersection with Kilmore Street and extending in a southerly direction for three metres.
- (h) That the stopping of vehicles be prohibited at any time on the eastern side of Dawson Street commencing at a point 86 metres south of its intersection with Kilmore Street and extending in a southerly direction for 22 metres to the intersection with Chester Street East.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

4. DEPUTATIONS BY APPOINTMENT

4.1 THE ADVENTURE CENTRE LIMITED

John Phillips from the Adventure Centre Limited addressed the Board in regard to clause 9 of these minutes. He also spoke on behalf of Leo Bego from Wheels and Deals and advised that their businesses would be adversely affected by the current proposal as both businesses already hired cycles to tourists. The proposed stands at locations 33, 34, 35 and 47 were of particular concern.

The Chairperson thanked Mr Phillips for his deputation.

4.2 IAN BYWATER

Ian Bywater addressed the Board in support of proposal considered as clause 9 of these minutes.

The Chairperson thanked Mr Bywater for his deputation.

4.3 PENNY CYCLES

Adam Perrin from Penny Cycles addressed the Board in support of proposal considered as clause 9 of these minutes

The Chairperson thanked Mr Perrin for his deputation.

4.4 NEXTBIKE NEW ZEALAND LIMITED

Julian Hulls from Nextbike New Zealand Limited addressed the Board in regard to the Cycle Hire Cycle Stand Provision report considered as clause 9 of these minutes. He advised that his organisation would be happy for changes to locations of proposed cycle stands at the locations affected by The Adventure Centre Limited and Wheels and Deals go. The Board considered this matter further under clause 9 of these minutes.

The Chairperson thanked Mr Hulls for his deputation.

4.5 RICHMOND WORKING MEN'S PIGEON CLUB

Kerry Harris and Merve Hart from the Richmond Working Men's Pigeon Club addressed the Board in regard to the Avebury Park Public Toilets Replacement considered under clause 16 of these minutes, and advised they were supportive of the amended plan.

The Chairperson thanked Mr Harris and Mr Hart for their deputation.

5. PRESENTATION OF PETITIONS

Nil.

6. NOTICES OF MOTION

Nil.

ATTACHMENT TO CLAUSE 2 cont'd

7. CORRESPONDENCE

7.1 RICHMOND BUSINESS OWNERS

An email was received from Konrad Lilley from the Richmond Business Owners with their concerns regarding the proposed Stanmore Road cycle lane introduction. Staff members Rod Whearty, Brian Boddy and Phillip Crossland answered questions from members on the level of consultation and assured members that the businesses affected would be contacted and encouraged to make a submission by 13 February 2009.

The Board received the correspondence and **decided** to request staff contact the Richmond Business Owners, and that the email be forwarded to the Chief Executive to respond to the concerns raised by the Richmond Business Owners.

7.2 THE LINFIELD CULTURAL RECREATIONAL SPORTS CLUB INC

The Board considered correspondence from the Linfield Cultural Recreational Sports Club Inc regarding landscape redevelopment on their property and a request for removal of trees from the berm of Kearneys Road.

The Board **received** the correspondence and asked the Club to work with the Council Arborist to come up with an agreed landscape plan (which includes the street berm) to be reported back to the Board for consideration.

8. BRIEFINGS

Nil.

9. CYCLE HIRE CYCLE STAND PROVISION

The Board considered a report seeking approval in principle for sites required for cycle parking, deputations on this matter were also heard by the Board, clause 4 refers.

Members asked questions of the staff member present, and sought clarification that approval in principle will allow staff to undertake consultation on each of the proposed sites in order to present a final report to the Community Board towards gaining the Councils approval

The Board **decided** to approve in principle:

- (a) The location of the proposed cycle stands as shown on the attached schedule to allow individual consultation on all locations to be carried out and be reported back to the Board for recommendation to the 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.

(Note: Tim Carter withdrew and took no part in voting on the above decisions.)

10. MOORHOUSE AVENUE – REPORT ON THE IMPACT OF THE NIGHT TIME PARKING RESTRICTIONS

The Board considered a report reviewing the impact of parking restrictions on Moorhouse Avenue.

The Board **resolved** to:

- (a) Receive the report.
- (b) Thank staff for the report and cooperation in implementing the ban.

ATTACHMENT TO CLAUSE 2 cont'd

11. COMMUNITY BOARD ADVISER'S UPDATE

The Board received information from the Community Board Adviser on a number of upcoming issues including:

- Board Submission to the Representation Review – Members endorsed the written submission to be lodged by 9 February 2009.

(**Note:** Yani Johanson took no part in discussion or endorsement of the Board's submission)

- Memorandum from Mark Christison – Members received a memorandum from Mark Christison, 19 January 2009, regarding the issues raised by a deputation from the Clifton Neighbourhood Committee. Tim Joyce, Contracts Manager answered questions from Members regarding the new kerbside collection system.

12. BOARD MEMBERS' QUESTIONS

Nil.

13. BOARD MEMBER'S INFORMATION EXCHANGE

- Members discussed several outstanding issues and matters to be reported back to the Community Board and requested the Community Board Adviser follow up on these issues.
- Members discussed zoning areas and requested the Community Board Adviser write to the Chief Executive on their behalf requesting information on how the Board can have input into the City Plan and for information regarding steps the Council has taken as a result of Environment Court consideration of Council zoning decisions.
- The Chairperson advised that work in the Bass Street, Randolph Street and Marcroft Street area is complete and that residents will be contacted by letter to acknowledge their patience and understanding as the work was undertaken.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

14. CONFIRMATION OF MEETING MINUTES – 17 DECEMBER AND 22 DECEMBER 2008

The Board resolved that the minutes of the Board's ordinary meeting of 17 December and the Board's extraordinary meeting of 22 December 2008 be confirmed.

15. 77 AUGUSTA STREET, REDCLIFFS - EASEMENTS

The Board considered a report seeking to obtain consent to the granting of easements over Lot 14 DP 301917 a Recreation Reserve in Augusta Street Redcliffs.

The Board **resolved** to

- (a) Approve the granting of easements over that Recreation Reserve described as Lot 14 DP 301914 being an easement in gross for water supply in favour of the Council and for the benefit of the adjoining owners Rudolf H Nordt (Landau Estate Ltd) along with easements for all services including sewer and storm water, both proposals being shown on the plan labelled Utilities, subject to the following conditions

ATTACHMENT TO CLAUSE 2 cont'd

15. Cont'd

- (i) That the applicant provides a compensatory payment to the Council, decided by an independent registered valuation to be provided by the applicant at their cost, for the privilege of creating the easements.
- (ii) That the Council not be liable in any way for the creation, maintenance or replacement of the services with in the easements.
- (iii) That the applicant pay all the Council costs required in processing this application.
- (iv) That all services be laid at such a depth within the reserve to allow the Council to construct a footpath over them with out further relocation or costs.

(b) That the Department of Conservation consent be sought.

16. AVEBURY PARK PUBLIC TOILETS REPLACEMENT

The Board considered a report seeking approval for the amended concept plan for the replacement of the Avebury Park public toilets following consultation with key stakeholder groups. A deputation on this matter was heard by the Board, clause 4 refers.

The Board **resolved** to

- (a) Approve the proposed Avebury Park public toilets concept plan, as amended.
- (b) Agree that the City Environment and Capital Programme Groups commence the construction programme.

17. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME BY TE AHIKAAROA KAPAHAKA GROUP MEMBERS – TIARA PAREMOERANGI HAENGA, ERIC CHARLES GOLDSBURY AND PAUL RANGIWHETU

The Board considered a report regarding an application for funding from the Hagley/Ferrymead Community Board's 2008/09 Youth Development Scheme.

The Board **resolved** to allocate \$175 each from the 2008/09 Youth Development Scheme to Tiara Paremoerangi Haenga, Eric Charles Goldsbury, and Paul Rangiwhehu to assist them perform as members of Te Ahikaaroa at the National Te Matatini Kapahaka Competitions in Tauranga, February 2009.

18. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME BY NGA MANU A TANE MEMBERS – BRIANA HORIANA HUTANA, TE RINA HERA HINI TE HUINGA WAEA KING, JOSEPH RANGI WAITOA AND MONTERO KAPENE DANIELS BROWN

The Board considered a report regarding an application for funding from the Hagley/Ferrymead Community Board's 2008/09 Youth Development Scheme.

The Board **resolved** to allocate \$175 each from the 2008/09 Youth Development Scheme to Briana Horiana Hutana, Te Rina Hera Hini Te Huinga Waea King and Joseph Rangi Waitoa and Montero Kapene Daniels Brown to assist them perform as members of Nga Manu a Tane at the National Te Matatini Kapahaka Competitions in Tauranga, February 2009.

19. MONCKS BAY ROWING SHED – CHRISTCHURCH YACHT CLUB

The Board considered a report providing further information on the topic of the deputation by the Christchurch Yacht Club on 3 December 2008 regarding proposed reconstruction of the Rowing Shed in Moncks Bay.

ATTACHMENT TO CLAUSE 2 cont'd

19. Cont'd

The Board **resolved**:

- (a) That in consideration of the Christchurch Yacht Club's proposal to relocate and reconstruct the Rowing Shed to provide additional space for the walkway, the Hagley/Ferrymead Community Board recommends to the Club that the new facility be located at least 4 metres further away from the roadway.
- (b) That staff be requested to assist the Club in the following ways:
 - Provide input into plans and specifications to ensure the future walkway benefits can be achieved,
 - Provide information to the Club, Environment Canterbury or any other party, identifying the potential recreation and traffic effects that could result from moving the Rowing Shed.

20. WILSONS ROAD NORTH – PROPOSED P10 PARKING RESTRICTION

The Board considered a report seeking approval to install a P10 Parking Restriction on the west side of Wilsons Road North, outside number 383.

The Board **resolved** to approve the parking of vehicles be restricted to a maximum period of 10 minutes (Monday to Saturday) on the west side of Wilsons Road commencing at a point 23 metres south from its intersection with Lismore Street and extending in a southerly direction for a distance of 18 metres.

21. MAIN ROAD, SUMNER – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on the south side and parts of the north side of Main Road, Sumner, from the corner near Shag Rock (Rapanui Lookout) to the intersection with Clifton Terrace.

The Board **resolved** to approve:

Revocation

- (a) That the existing Parking Restrictions on the north side of Main Road commencing at its intersection with Clifton Terrace and extending in a predominately westerly direction for a distance of 605 metres be revoked.
- (b) That the existing Parking Restrictions on the south side of Main Road commencing at its intersection with Clifton Terrace and extending in a predominately westerly direction for a distance of 556 metres be revoked.

No Stopping Restrictions

- (c) That the stopping of vehicles be prohibited at any time on the north side of Main Road, commencing at of its intersection with Clifton Terrace and extending in a westerly direction for a distance of 200 metres.
- (d) That the stopping of vehicles be prohibited at any time on the north side of Main Road, commencing at a point 374 metres in a westerly direction from its intersection with Clifton Terrace and extending in a westerly direction for a distance of four metres.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Main Road, commencing at a point 392 metres in a westerly direction from its intersection with Clifton Terrace and extending in a westerly direction for a distance of eight metres.
- (f) That the stopping of vehicles be prohibited at any time on the north side of Main Road, commencing at a point 437 metres in a westerly direction from its intersection with Clifton Terrace and extending in a predominantly westerly direction for a distance of 168 metres.

ATTACHMENT TO CLAUSE 2 cont'd**21. Cont'd**

- (g) That the stopping of vehicles be prohibited at any time on the south side of Main Road, commencing from its intersection with Clifton Terrace and extending in a westerly direction for a distance of 324 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south side of Main Road, commencing at a point 338 metres in a westerly direction from its extension with Clifton Terrace and extending in a predominantly westerly direction for a distance of 218 metres.

Bus Stops

- (j) That a bus stop be installed on the north side of Main Road commencing at a point 378 metres in a westerly direction from its intersection with Clifton Terrace and extending in a westerly direction for a distance of 14 metres.
- (k) That a bus stop be installed on the south side of Main Road commencing at a point 324 metres in a westerly direction from its intersection with Clifton Terrace and extending in a westerly direction for a distance of 14 metres.

22. TANYA STREET/SHIVAS PLACE INTERSECTION – PROPOSED NO STOPPING RESTRICTIONS AND GIVE WAY CONTROLS

The Board considered a report seeking approval for the stopping of vehicles and roundabout give way controls at the Tanya Street/Shivas Place intersection.

The Board **resolved** to approve:

- (a) That all existing No Stopping Restrictions in either Tanya Street or Shivas Place within 50 metres of the centre of the Tanya Street/Shivas Place intersection be revoked.
- (b) That any existing Give Way Controls placed against Tanya Street at its eastern approach to Shivas Place be revoked.
- (c) That any existing Give Way Controls placed against Tanya Street at its southern approach to Shivas Place be revoked.
- (d) That any existing Give Way Controls placed against Shivas Place at its north-east approach to Tanya Street be revoked.

Give Way Signs

- (e) That a Roundabout Give Way Control be placed against Tanya Street at its eastern approach to Shivas Place.
- (f) That a Roundabout Give Way Control be placed against Tanya Street at its southern approach to Shivas Place.
- (g) That a Roundabout Give Way Control be placed against Shivas Place at its north-east approach to Tanya Street.

No stopping Restrictions

- (h) That the stopping of vehicles be prohibited at any time on the north-east side of Tanya Street commencing at a point 139 metres in a westerly direction from its intersection with Newtown Street and extending predominantly in a northerly direction for a distance of 88 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south-west side of Tanya Street commencing at a point 135 metres in a westerly direction from its intersection with Newton Street and extending predominantly in a westerly direction for a distance of 72 metres into Shivas Place.

ATTACHMENT TO CLAUSE 2 cont'd

22. Cont'd

- (j) That the stopping of vehicles be prohibited at any time on the western side of Tanya Street commencing at a point 260 metres in a southerly direction from its intersection with Wickham Street and extending predominantly in a southerly direction for a distance of 51 metres into Shivas Place.

23. LINWOOD AVENUE – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on the north side of a section of the northern carriageway of Linwood Avenue.

The Board **resolved** to approve:

- (a) That the existing Stopping Restrictions on the north side of the northern carriageway of Linwood Avenue, commencing at the intersection with Chelsea Street and extending in an easterly direction for a distance of 11 metres, be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the north side of the northern carriageway of Linwood Avenue, commencing at its intersection with Chelsea Street and extending in an easterly direction for a distance of 20 metres.
- (c) That the existing Stopping Restrictions on the east side of Chelsea Street, commencing at the intersection with Linwood Ave and extending in a northerly direction for a distance of 20 metres be revoked.
- (d) That the stopping of vehicles be prohibited at any time on the east side of Chelsea Street commencing at the intersection with Linwood Ave and extending in a northerly direction for 20 metres.

24. MARTINDALES/STATION/TRUSCOTTS ROADS INTERSECTION – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval for road stopping restrictions at and around the Martindales/Station/Truscotts Roads Intersection:

The Board **resolved** to approve:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Martindales Road commencing at its intersection with Truscotts Road and extending in a westerly direction for a distance of 62 metres.
- (b) That the stopping of vehicles be prohibited at any time on the north side of Martindales Road commencing at its intersection with Truscotts Road and extending in an easterly direction for a distance of 12 metres.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Martindales Road commencing at its intersection with Station Road and extending in a westerly direction for a distance of 75 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Martindales Road commencing at its intersection with Station Road and extending in an easterly direction for a distance of 15 metres.
- (e) That the stopping of vehicles be prohibited at any time on the western side of Station Road commencing at its intersection with Martindales Road and extending in a southerly direction for a distance of 25 metres.
- (f) That the stopping of vehicles be prohibited at any time on the eastern side of Station Road commencing at its intersection with Martindales Road and extending in a southerly direction for a distance of 19 metres.

ATTACHMENT TO CLAUSE 2 cont'd

24. Cont'd

- (g) That the stopping of vehicles be prohibited at any time on the western side of Truscotts Road commencing at its intersection with Martindales Road and extending in a northerly direction for a distance of 31 metres.
- (h) That the stopping of vehicles be prohibited at any time on the eastern side of Truscotts Road commencing at its intersection with Martindales Road and extending in a northerly direction for a distance of 12 metres.

25. MAIN ROAD REDCLIFFS - PEDESTRIAN CROSSING UPGRADE REQUEST

The Board considered a report responding to the Notices of Motion passed at the 17 December 2008 meeting requesting that staff take urgent and positive action in upgrading aspects of the pedestrian crossing at the Redcliffs Shopping Centre.

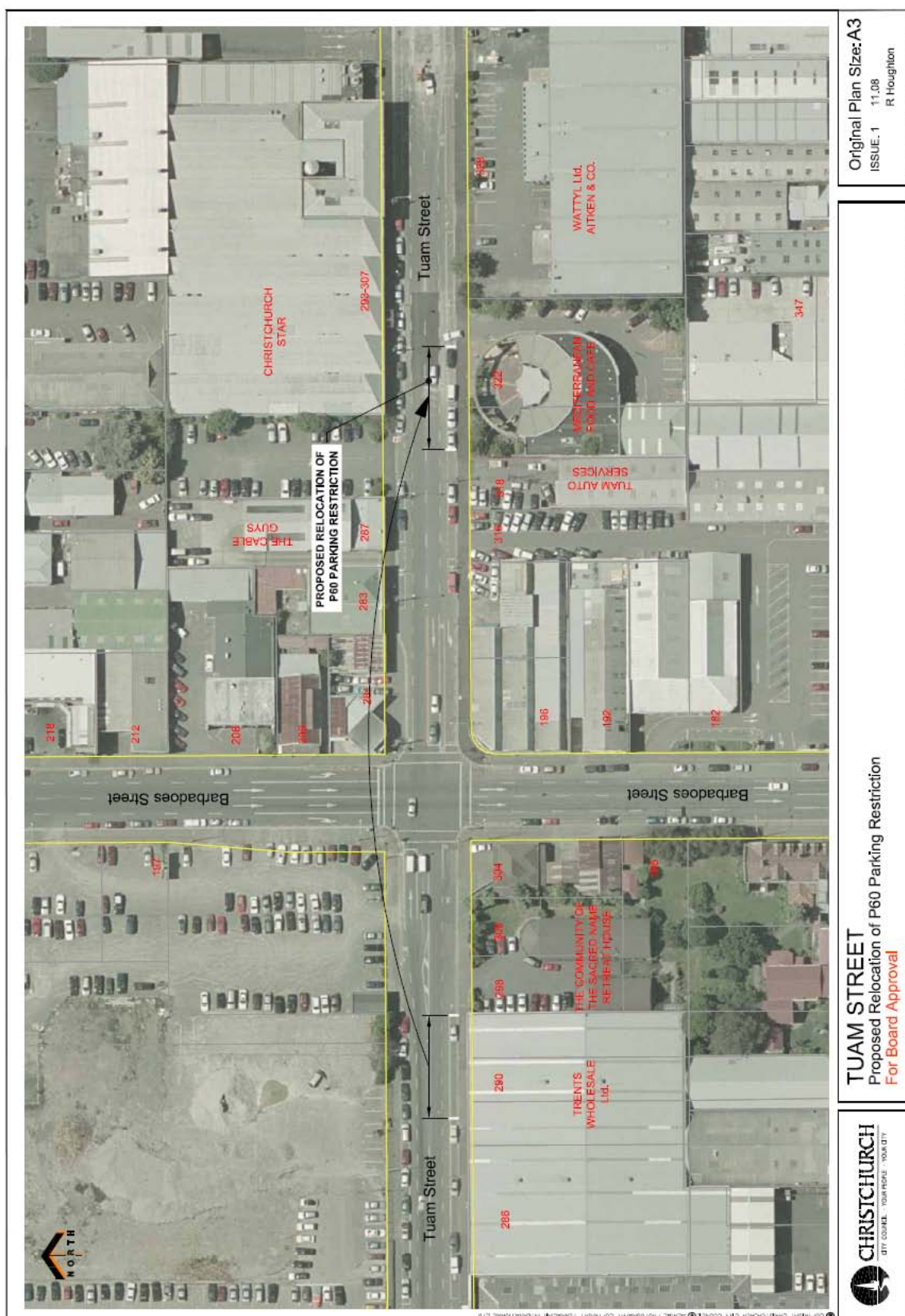
The Board **noted**:

- (a) That an interim solution could not be in place until April/May 2009 at earliest.
- (b) That the pedestrian crossing will be upgraded as part of the bus priority improvements, and the pedestrian crossing will now be fast tracked for completion by the end of June 2009.

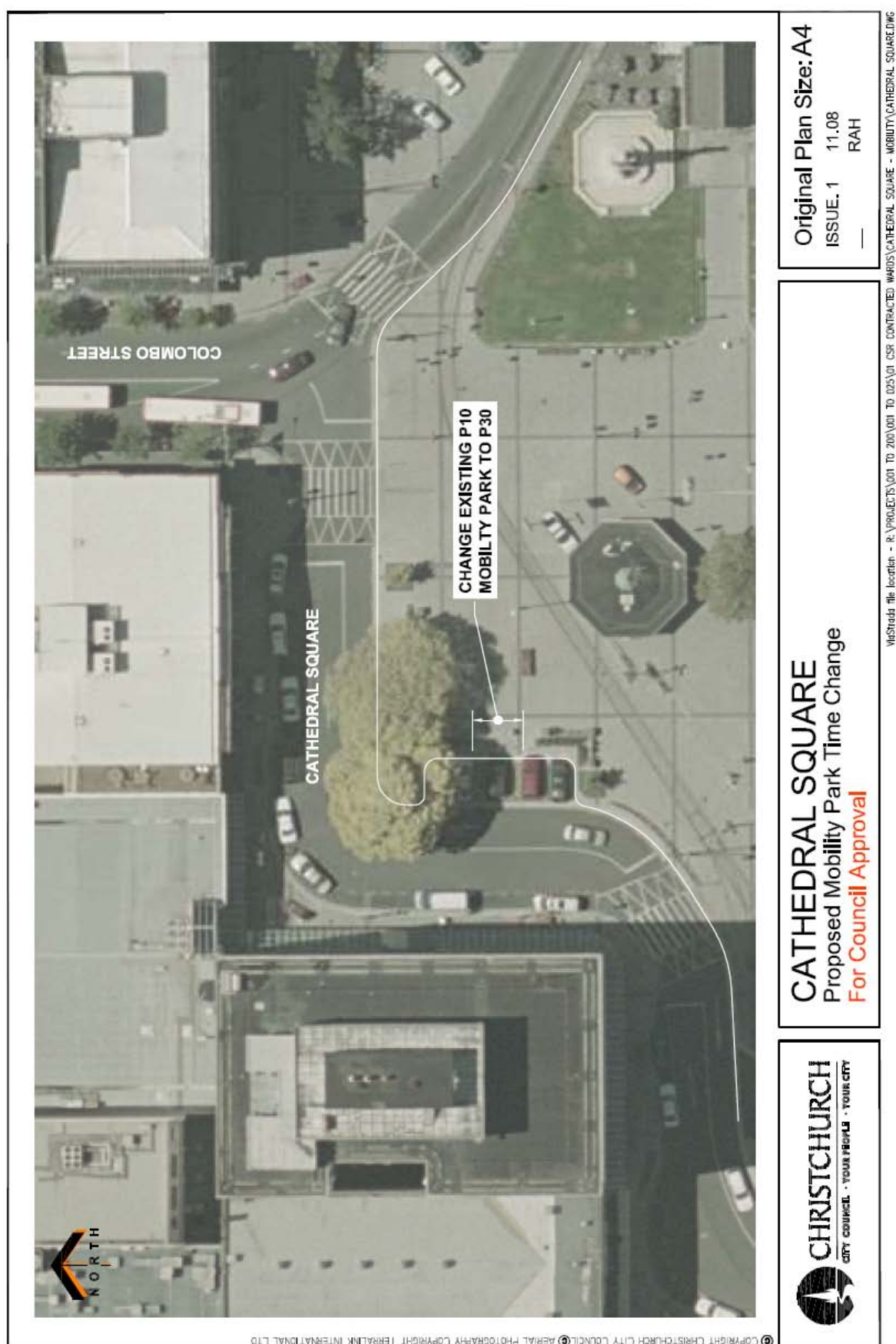
The meeting concluded at 5.54 pm.

CONFIRMED THIS 19TH DAY OF FEBRUARY 2009

BOB TODD
Chairperson.







ICON

Inner City West Neighbourhood Assoc. Inc
P O Box 4486
Christchurch



2 February 2009

The Secretary
Hagley/Ferrymead Community Board
Christchurch City Council
P O Box 237
Christchurch

Dear Sir or Madam

AGENDA ITEM

We would like the Board to place on its agenda for consideration, the traffic-light-controlled pedestrian crossing that is situated on Harper Avenue between Park Terrace and Helmores Lane. We assume this is in the Hagley/Ferrymead area.

We have observed over a long period of time the short-comings of having a traffic-light-controlled crossing at this point. The factors we wish to bring to Council attention are:

1. Harper Avenue has two lanes west-bound, and two lanes east-bound. It is a 4 lane carriageway. It is the main route into the city from Christchurch airport and for the large number of residents who reside in the Fendalton / Memorial Avenue area. It carries high volumes of traffic.
2. The pedestrian crossing is situated at a point where the cycle and pedestrian tracks intersect with Harper Avenue.
3. At peak times (8am to 9am and 4.30pm to 5.30pm), we have counted up to 31 cars brought to a halt for one pedestrian to use this crossing. For most of the time the crossing is used, it is only for one cyclist or one pedestrian. Large number of cars are brought to a halt by one individual. Nose to tail collisions are common, as many motorists do not expect to have to stop in this location.
4. Cyclists who arrive at the pedestrian crossing and who push the button, and who are in a hurry to cross, do so as soon as there is a break in the traffic, and do not wait for the lights to change. Hence 30 seconds later the lights change for them, and they have already crossed. It is not uncommon for numbers of vehicles to be brought to a halt for nothing.

5. The purpose of traffic-light-controlled intersections is to share the roadway. Does the present system amount to sharing or does it involve the inconvenience of 31 for the convenience of 1.
6. The Council has already realised there are better ways of catering for pedestrians and cyclists crossing busy highways, and in 3 areas in the city it has installed Footpath and Cycle Underpasses. The locations of these are (a) Annex Road under the Southern Arterial Motorway, (b) Grimseys Road under QE2 drive and (c) Hills Road under QE2 drive.
7. We suggest that a Footpath and Cycle Underpass be installed in Harper Avenue at the location of the present traffic-light-controlled pedestrian crossing. This work could be undertaken as part of the Botanical Garden and Hagley Park plan, for which funding has already been set aside.
8. The underpass could be lit for security purposes, have cameras installed, and have dividers so that there was a lane for cyclists and a lane for pedestrians, even though currently cyclists and pedestrians use the park tracks without incident and such a division may not be necessary.
9. We consider the present traffic-light controlled pedestrian crossing is (a) a traffic hazard and (b) it substantially interferes with the smooth flow of traffic into and out of the city at peak times, and (c) is the cause of many nose-to-tail accidents, and should be removed.
10. A Footpath and Cycle Underway would be more convenient for cyclists, pedestrians and joggers who would not have to stop at Harper Avenue, but could jog or cycle through the underpass, uninterrupted. The underpass would be safer as pedestrians would not have to worry about whether vehicles had seen the red lights and were going to stop for them.

We consider a Footpath and Cycle Underpass to be a sensible option for this location.

Yours sincerely



B. W. Bellis
Secretary
Inner City West Neighbourhood Assn Inc
Email: bruce.bellis@xtra.co.nz

Daly, Jo

From: Peter & Eunice [peter.eunice@xtra.co.nz]
Sent: Friday, 6 February 2009 11:17 am
To: Daly, Jo
Subject: Dangerous Drain

Community Board. Attention Jo Daly

I wish point out a serious problem with CCC drain alongside my building at 70 Maunsell Street Woolston.

For considerable time I have been trying to get the attention of the Christchurch City Council Drainage Dept., to either pipe it or concrete slab covers over it. It could be fatal if a child or an adult were to fall into the drain, as at high tide it has between 1 - 1.1/2 metres of water in it, with high concrete sides making escape impossible.

An outgoing tide could drag someone into the Heathcote River, if required I would appear in front of the board to explain this environmental danger to them.

Yours faithfully,
Peter Marriott

8. **SOUTH HAGLEY PARK - EASEMENT FOR WESTERN INTERCEPTOR SEWER**

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	John Allen, Policy and Leasing Administrator

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council, to approve the granting to itself under the provisions of the Reserves Act 1977, a five metre wide easement of approximately 4,437 square metres over part of South Hagley Park, to enable the laying of the Western Interceptor Sewer Line through the Park from the end of St Asaph Street through to opposite the former end of Blenheim Road (refer **attached**).

EXECUTIVE SUMMARY

2. The Council has approved the Western Interceptor Sewer as part of the major sewer upgrading program, it being included in a number of LTCCPs to date. The Western Interceptor Sewer is being constructed from the Bass Street Pumping Station through to the junction of Blenheim Road and Dalgety Street. The purpose of the Western Interceptor is to provide extra capacity in the sewerage system to cope with the growth occurring in the southwest area of the city, and to reduce overflows into the Avon/Heathcote River catchments in accordance with the requirements of the Environment Canterbury consents for such events.
3. The Western Interceptor route adopted requires the pipe to be laid through South Hagley Park from the end of St Asaph Street through to opposite where Blenheim Road used to end. The onsite work is programmed to start in January 2010.
4. The Council, pursuant to section 48(1)(f) of the Reserves Act 1977 may under Section 48(6) of the Act grant unto itself an easement over the proposed alignment of the service to supply or drain water, (in this case the Western Interceptor Sewer), to or from any other land not forming part of the reserve that are to be located within a reserve.
5. It is not considered that the reserve is likely to be permanently altered, or damaged, because the only visible changes will be a small number of manhole covers situated above the pipeline visible on the surface of the ground. These manhole covers will be located well off the sports-field areas. There will also be some vent-pipes located along the route through the park. At the time of writing the report, the project managers were discussing with Council staff, about replacing some of the lighting poles along an adjacent pathway with the required vent pipes, to which the lights would be re-attached, the Council being the owner of the poles. The pipe will be laid through the treed areas using trench-less construction at a depth of four to five metres, the cover ranging from 2.7 to 3.2 metres to ensure that there is no damage to the trees. This pipe cover has been approved by the Council arborists.
6. Consultation has however been carried out on the proposal through the Management/Master Plan Process for Hagley Park and the Botanic Gardens, (sections 41(5) and (6) of the Reserves Act 1977). Nineteen out of a total five hundred and ninety seven submitters responded to the advertisement of this project, all of these submitters bar one, (who just commented on the project), expressed support for the project. No submitters wished to be heard in support of their submission.
7. Officers are recommending the Board recommend to the Council that an easement be granted under section 48(1)(f) of the Reserves Act 1977 to the Council over approximately 4,437 square metres, (five metres wide) of South Hagley Park, a classified recreation reserve of 70.5070 hectares having a description of Rural Section 41182, on Survey Office Plan 15236, as shown on the attached plan labelled 51-27278 SK102 subject to a number of conditions.

8. Cont'd**FINANCIAL IMPLICATIONS**

8. There are no further financial implications to the Council with granting the proposed easement, moneys being budgeted in the 2009/19 LTCCP, specifically \$5.850,000 in 2009, and \$10.481,933 in each of the next four years budgets with which to undertake the project, this including the approval, survey and registration of the easement. The work through the park is programmed to be undertaken in the 2010, and 2011 years.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. Yes.

LEGAL CONSIDERATIONS

10. South Hagley Park is a classified recreation reserve of 70.5070 hectares held under the Reserves Act 1977, having a description of Rural Section 41182, on Survey Office Plan 15236.
11. Where a reserve is vested in the Council under the Reserves Act 1977, the Council pursuant to section 48(1)(f) of the Reserves Act 1977 may in accordance with the requirements of section 48(6) grant unto itself an easement over the proposed alignment of the service to supply or drain water, (in this case the Western Interceptor Sewer), to or from any other land not forming part of the reserve that are to be located within a reserve.
12. Section 48 of the Reserves Act 1977 sets out the process to put in place a formal easement this report covering the critical components of that process.
13. Where the reserve is likely to be materially altered, or permanently damaged, or the rights of the public are likely to be permanently affected, the Council is required to publicly advertise its intention to approve the easements over the reserve(s) in a newspaper which circulates in the area, giving the public one calendar month to make a submission or object to the Council's intentions, (section 48(2) of the Reserves Act 1977)
14. This advertising is not required if the reserve is not likely to be permanently altered, or damaged, (section 48(3) of the Reserves Act 1977). The only visible changes will be a small number of manhole covers situated above the pipeline visible on the surface of the ground. These will be located well off the sports-field areas. There will also be a number of vent-pipes located along the route through the park. At the time of writing the report, the project managers were in negotiation with Council officers about replacing some of the lighting poles along an adjacent pathway with the required vent pipes, to which the lights would be re-attached. The pipe will be laid through the treed areas using trench-less construction at a depth to ensure there is no damage to the trees. Officers consider that the exemptions' for public advertising as set out in section 48(3) are met.
15. Once the Council has resolved to grant the easement, the Minister of Conservation will be requested to formally endorse its consent to the granting of the easement.
16. The Board does not have delegated authority from the Council (8 November 2001) to make the decision on behalf of the Council whether to grant the easement or not, where the granting of the easement is considered to have an influence on the park that is considered more than local, and is of a metropolitan significance. Officers deem that the granting of the easements through South Hagley Park to be of metropolitan significance. This report is therefore being placed before the Board to enable a recommendation to be made to the Council.
17. The 2008 Hagley Park Management/Master Plan for the Western Interceptor Sewer states:
 - (a) *"Require minimisation of adverse development effects by:*
 - Adopting a high standard of site maintenance.
 - Careful management of under waterway crossings.
 - Ensuring minimal impact on tree roots.

8. Cont'd

Construction techniques are being used to ensure these requirements are met.

(b) Under policy 31.7:

"Easements shall be negotiated for all new and additional utility services through Hagley Park".

The proposed easement needs to be put in place to comply with the Hagley Park Management/Master Plan requirements therefore.

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

18. Yes – see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. Activity 11.0: Wastewater Collection

What services are provided?

Collecting wastewater from properties by maintaining and operating a network of underground pipes and pumping stations, that conveys wastewater to the wastewater treatment plants.

Why do we provide these services?

To protect public health, meet environmental standards and meet the requirements of the following:

- The Local Government Act 2002
- The Local Government (Rating) Act 2002
- The Resource Management Act 1995
- The Health Act 1956
- CCC Trade Waste Bylaw 2006

Provide reliable and efficient wastewater collection services that:

- protect public health
- are environmentally sustainable
- are culturally acceptable
- meet the needs of present and future generations

A City of People who Value and

Protect the Natural Environment

A Healthy City

Key Community Outcomes Council's Strategic Directions

Key customers:

Christchurch residents, visitors to Christchurch, ratepayers' properties, commercial and industrial businesses, developers, Selwyn District Council.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

20. Yes – see above.

ALIGNMENT WITH STRATEGIES

21. To provide extra capacity in the sewerage system to cope with the growth in the southwest area of the city and to reduce overflows into the Avon Heathcote River catchments in accordance with the requirements of the Environment Canterbury consents for such events.

Do the recommendations align with the Council's strategies?

22. Yes – see above.

8. Cont'd

CONSULTATION FULFILMENT

23. As part of the process of formulating the management/master plans for Hagley Park and the Botanic Gardens, the proposed western interceptor sewer across South Hagley Park was advertised for comment. Nineteen out of a total 597 submitters responded to the advertisement of this project, all of these bar one, who just commented on the project, expressed support for the project. No submitters wished to be heard in support of their submission. Therefore although legally not required the project/easement has been publicly advertised through the management/master plan process in accordance with the Reserves Act 1977 management plan formulation requirements (section 41).

STAFF RECOMMENDATION

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

- (a) To grant the Christchurch City Council an easement under section 48(1)(f) in accordance with the requirements of section 48(6) of the Reserves Act 1977, over approximately 4,437 square metres, (five metres wide) of part of South Hagley Park, being a classified recreation reserve, contained in Part Rural Section 41182, on Survey Office Plan 15236, as shown on plan 51-27278 SK 102 subject to the following conditions:
 - (i) The consent of the Minister of Conservation to the granting of the easement.
 - (ii) The reinstatement of the ground being completed in a tradesman like manner to professional turf standards, this requirement being included in the contract documents being prepared for the contract, and the bond release requirements.
 - (iii) The easement being defined by survey after the Western Interceptor Sewer Line is laid, and registered on the title for South Hagley Park.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. Cont'd

BACKGROUND (THE ISSUES)

24. The Transport and Greenspace Manager has delegated authority from Council (23 October 1996) to approve the temporary occupation of parts of South Hagley Park by the successful contractor along the line of the easement for construction purposes, see attached plan labelled 51-27278 SK102. There will be five construction sites, four of which will be 30 by 20 metres in size, being required for a period of approximately 8 weeks each, and one larger one measuring 40 by 20 metres in size being required for the duration of the contract through the park, which is expected to be approximately 52 weeks. There is also a need for a ten metre wide temporary construction corridor over the easement alignment during the construction period.
25. Above the alignment of the proposed easement there are three rugby fields, and one soccer field for winter sport, and two cricket fields for summer sport. These fields will not be able to be used for the duration of the contract work being undertaken in South Hagley Park. Notice of these works has already been given to the affected parties, alternative sports fields being made available through the bi-annual field allocation process managed by Council officers.

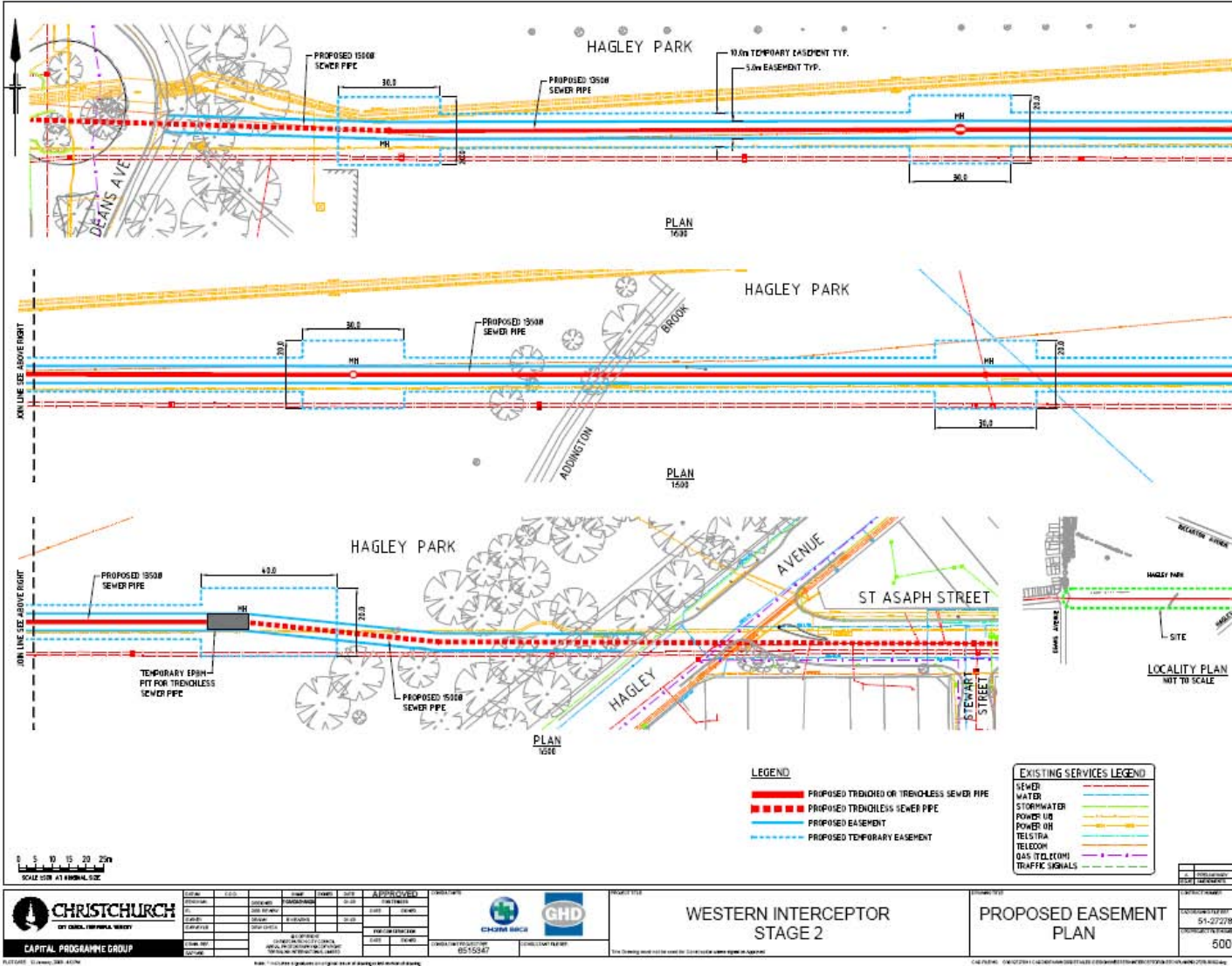
THE OBJECTIVES

26. The objective is for the Council to grant a lease unto itself in accordance with the requirements of section 48 (6) of the Reserves Act 1977 to enable it to construct the Western Interceptor Sewer through South Hagley Park so as to provide extra capacity in the sewerage system to cope with the growth in the southwest area of the city, and to reduce overflows into the Avon Heathcote River catchments in accordance with the requirements of the Environment Canterbury.


THE OPTIONS

27. This section has no relevance to this report, because the alignment of the Western Interceptor Sewer Line has already been decided, and has been subject to public consultation through the Hagley Park and Botanic Gardens Management/Master Plan process. The purpose of this report is to enable the Council to approve the putting in place of the easement over the land vested in the Council subject to the Reserves Act 1977, thereby enabling the construction of the pipeline to proceed, and for its future maintenance to occur.

ATTACHMENT TO CLAUSE 8



9. ART ON (OR ADJACENT TO) FERRYMEAD BRIDGE



General Manager responsible:	General Manager City Environment Group DDI 941-8608
Officer responsible:	Unit Manager Project Management
Author:	Peter Rivers, Project Manger

PURPOSE OF REPORT

1. Council approval was sought to proceed to detailed design, tender, and construction for the project to strengthen and widen the Ferrymead Bridge at the Council meeting of 13 November 2008. Council approved the staff recommendation with an additional resolution: *"That a report be provided on how a creative design/artistic element could be incorporated into the bridge or adjoining public land, and funding for this, which would not require additional resource consent."* In addition to the recorded resolution, there was general acceptance that any such artistic element should not delay completion of the bridge. This report is in response to this resolution and outlines the options available to satisfy the desire for art at this location.

EXECUTIVE SUMMARY

2. There is no budget or 'spare funding' available within the Ferrymead Bridge Strengthen and Widen project funds for extras such as public art.
3. The Council currently allocates \$250,000 per annum towards public art. This funding is in the Art Gallery budget and is controlled by the Public Art Advisory Group (PAAG). The PAAG priorities for this funding are for art on the major approaches into the city used by visitors to Christchurch, and art within the four avenues. Art on the Ferrymead Bridge is not within either of these categories. For this reason the PAAG would only provide limited top up funding where the project was already almost fully funded. They would also require that their procedures were followed in the artist selection process.
4. The Hagley/Ferrymead Community Board Chairperson has indicated the Board may consider contributing project funding over the next two to three years. This would require agreement from the Board.
5. Wendy Gilchrist, who made a deputation at the Council meeting on 13 November 2008, indicated that it was likely that she would be able to arrange funding privately if requested. Until this fundraising commences it is uncertain how much could be raised.
6. There is general agreement that between \$200,000 and \$300,000 is required per project for significant public art. By way of example: Flour Power cost \$250,000; the art on the railings of the Paramuka bridge in Waitakere cost \$335,000. It is estimated that the artistic elements (fronds) on the ANZAC bridge would today cost more than \$300,000 (there would be \$70,000 in fabrication costs alone and additional costs for the supporting structure (special pedestals to support the fronds) and for artistic and structural design and consents).
7. Possible options for art include:
 1. Significant art on the bridge;
 2. Stand alone art in the immediate vicinity of the bridge;
 3. Revised railing design;
 4. Relocate existing artwork; or
 5. Bridge lighting as art.
 Options four and five have been dismissed as impractical.
8. Creation of an artwork adjacent to the bridge is not recommended by Council arts advisers nor is it considered ideal by Wendy Gilchrist. Major urban art needs to be justified, that is, it needs to be of local significance, or related to significant history in the area. It would not normally be justified by the upgrading of a bridge.

9. Cont'd

9. An artistic element could definitely be incorporated in a revised railing design, however it is unlikely that this would satisfy the desire for artwork to act as an entrance to the eastern suburbs.
10. Art could be installed on the bridge in a similar fashion to the fronds on the Anzac Bridge. This will require a resource consent but possibly not full public notification. It is recommended that if funding is made available and this option is pursued, a separate application for resource consent is made and the art is pursued as a separate project working within the limitations imposed by the completed design. This will ensure that the bridge completion is not further delayed. Depending upon the final form of the art, it may be possible to install the art immediately prior to completion of the strengthen and widen project.
11. It is normal that where there is a desire to integrate art with capital works, specific funding would be allocated and an artist selected and involved from the beginning of the project. The Ferrymead bridge project has been technically complex from the outset, with the engineers struggling to achieve a design that will perform seismically in a difficult location whilst maintaining a safe route during construction for around 30,000 vehicles per day. The scheming and design statement is now complete, a resource consent has been issued, and the engineers are now working on the detailed design. Revisiting of this work to develop integrated art will delay commencement of construction.
12. If funding is made available, it is possible to design art to "bolt onto" the existing design of the upgraded bridge and may be achievable for as little as \$150,000 depending upon the form of the art chosen.

FINANCIAL IMPLICATIONS

13. There is no identified funding currently available for the installation of an artistic element on the Ferrymead bridge. It may be possible by the time of opening to raise the necessary funds, from the community, the Community Board, or the PAAG; however to date there is not a firm commitment from any of these parties to provide funding.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

14. Yes.

LEGAL CONSIDERATIONS

15. No legal considerations identified.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The strengthen and widen of the Ferrymead Bridge is planned under the 2006-16 LTCCP Page 85. Page 64 refers to the integration of arts in the urban surroundings, however no specific funding is allocated to this.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

18. Yes, as above.

ALIGNMENT WITH STRATEGIES

19. Yes, providing safe efficient and affordable transport systems and playing an active role in preparing the city for hazards and emergencies

9. Cont'd

Do the recommendations align with the Council's strategies?

20. As above.

CONSULTATION FULFILMENT

21. Refer **attached**.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommends that the Council resolve to:

(a) Proceed with construction of the bridge as currently planned without artistic elements.

Alternatively, if funding of at least \$150,000 is made available, recommends to the Council to resolve that:

(b) A separate project be initiated to design and implement art on the bridge, working within the constraints of the existing design for the Strengthen and Widen Project.

CHAIRPERSON'S RECOMMENDATION

For discussion.

ATTACHMENT TO CLAUSE 9

Principal Advisor Urban Design Christchurch City Council	Supportive but not able to advise sources of funding other than via Public Art Advisory Group.
Director Lightsite	Lightsite did the lighting for the Pier (approximate cost \$62,000). Advised that prices for artistic lighting have not changed significantly but that lighting on top of the bridge would be washed out and not effective because of the road lighting. Could effectively light the undersides of the bridge but need to consider who would see it.
Senior Natural Resources and Environmental Planner Christchurch City Council	If putting art onto the bridge would recommend a separate resource consent application. An amendment to the existing application could result in revisiting the entire application and may require input from previous submitters. This would be extremely likely to result in further delays.
Arts Advisor Christchurch City Council	The only funding identified for public art is \$250,000 per annum that is controlled by the Public Art Advisory Group. Considers that stand alone art is not justified just because a new bridge is built. A relevant art component could have been integrated from the outset of bridge design.
Structural Engineer Ferryroad Bridge - Lead Designer: Structural Christchurch City Council	Very much opposed to integrating art with the bridge project at such a late stage in the process. Previous successful projects have included art at the beginning, not as an embellishment at the end. The bridge is a stand alone item which has its own form, following its own function. The form has been through a very public and very lengthy process with eventual agreement reached with those involved in that process to the form shown, and any change would therefore require revisiting the Resource Consent process, with possible hearings, cost, considerable delays, etc, etc. Advises that it would also require significant funding.
Property Consultant, Christchurch City Council	Art probably permissible on Esplanade Reserve, possibly also on the Waterworks Reserve. This is provided however that it would not impede the right of the public freely to pass and repass over the reserve on foot and that there is no contravention of the provisions of any fauna and archaeological values under the Wildlife and Historic Places Acts. The proposal would need to go before the Board and or the appropriate Committee of Council.
Hagley Ferryroad Community Board Chair	Would like to see CB contribute to art on the bridge. Hagley Ferryroad Community Board has \$360K project funding pa. \$50 - \$100K may be available over 2 - 3 yrs. Would require approval of Community Board

ATTACHMENT TO CLAUSE 9

Deputation to CB & Council requesting art on bridge.	<p>Very keen to see art on bridge rather than separate. Can arrange small group to look at funding - thinks that it is possible that the community could provide significant funding. Send copy of report in time to make deputation</p>
Director Christchurch Art Gallery	<p>Considers that this proposal does not fall under Public Art Advisory Group (PAAG) criteria. PAAG current priorities are "routes into Christchurch that welcome visitors" and the inner city.</p> <p>PAAG does not have spare funds available. Will offer selection and process advice. (Note that this is not a PAAG decision but is what their decision is likely to be)</p> <p>Considers that the community should provide significant funding – possibly private money, and notes that it is easier for PAAG to be a partner than sole funder.</p> <p>Normally would give the artist the bridge and environs and get them to develop options.</p> <p>PAAG may be able to provide top up funding if project is largely funded from other sources and the PAAG art selection procedures are followed. This would require a decision from the entire PAAG.</p> <p>PAAG do not normally consult directly with the public in the selection of public art. The final selection of the art is made via the <i>Operational Procedures for Artworks in Public Places</i>.</p>
Manager: Arts Waitakere City Council.	<p>All Waitakere's bridge art is directly funded by Council. Normally allow at least \$200-300K for the artistic element on bridges (Green & Yellow lattice railings on Paramuka Road Bridge cost \$335K). The effect could have been done more cheaply but wouldn't have lasted. New Lynn railway line trenching project has one person full time & \$1.5M for art.</p>
Environmental Protection Officer ECAN	<p>May not trigger public notification as no change to environmental effects.</p>
General Manager, City Environment Group Christchurch City Council	<p>Confirms that there is no funding allocated or available for art other than via PAAG.</p>
Project Manager Ferrymead Bridge	<p>Very reluctant to see the incorporation of public art into the bridge at this late stage further delay completion of the bridge. There is not unlimited design resource available and any additional task is likely to delay completion of the bridge.</p>

10. DUNARNAN STREET (NGARIMU STREET TO HOLLAND STREET) RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Philippa Upton, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Hagley/Ferrymead Community Board for the Dunarnan Street (Ngarimu Street to Holland Street) renewal to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Dunarnan Street Kerb and Channel Renewal area extends from Ngarimu Street to Holland Street as part of an eight metre wide local road. Dunarnan Street and the surrounding area are wholly residential, comprising a significant proportion of Housing New Zealand properties. The closest feature is North Linwood School which has an access way from Ngarimu Street.
3. The primary aim of the project is to replace the existing kerb and channel with kerb and flat channel while maintaining or improving road user safety, while improving drainage and upgrading street-lighting to comply with current standards. The project will provide landscape enhancement where possible.
4. The preferred plan was developed from community and Council objectives. Initial issues consultation with residents identified issues with speed and failure to stop at the Holland Street Give Way. A plan for kerb and channel renewal on the existing alignment with no traffic calming measures was considered, but this did not meet the project objectives, nor did the option of doing nothing.
5. The preferred plan met project objectives by tightening intersection radii to slow down turning vehicles, installation of a threshold at Holland Street and a raised platform mid-block to slow vehicles, upgrading the drainage system, and improving street lighting to comply with current standards. Landscaping included tree replacement along the street, with additional trees and landscaping at the mid-block raised platform.
6. As a result of consultation on the concept plan, a threshold has been included at the Dunarnan/Ngarimu Street intersection to further slow traffic and improve pedestrian and general safety; trees were removed from in front of several properties. These changes are shown on the plan (refer **attached**).
7. Key features of the plan include:
 - (a) Replacement of the existing kerb and channel on its existing alignment with standard kerb and channel eight metre kerb to kerb
 - (b) Replacement the existing give-way control at Holland Street with a raised threshold and the installation of a raised threshold at Ngarimu Street to allow safe and efficient movement for all road users
 - (c) Moving the footpath on the northern side of the street to the kerb edge, to allow for the planting of trees in the berm at an approved distance from the existing sewage pipe
 - (d) A mid-block narrowing and raised platform to promote a slowed traffic environment along the street
 - (e) Reconstruction of the footpath and an increase in footpath width from 1.4 metres to 1.65 metres on the northern side, and 1.65 metres on the southern side,

10. Cont'd

- (f) Landscaping to enhance the local road nature of Dunarnan Street, including kowhais along both sides of the street and hornbeams with landscaped planting at the narrowing.

FINANCIAL IMPLICATIONS

- 8. The kerb and channel renewal works for Dunarnan Street are programmed in the LTCCP for implementation in the 2008/09 financial year. The Transport and Greenspace Unit has the following budget provision for this project
- 9. The allocated budget is \$722,826. The project cost estimate (including changes made as a result of consultation) is \$455,400.
- 10. Design and supervision fees are estimated at \$57,074. This is 12.5% of the construction estimate.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

- 11. Funding for the project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

LEGAL CONSIDERATIONS

- 12. There are no property issues associated with this project. Community board resolutions are required to approve the new traffic and parking restrictions.

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

- 13. The project aligns with the Transport and Greenspace Unit's Asset management Plan and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006/16.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 14. As above.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

- 15. As above.

ALIGNMENT WITH STRATEGIES

- 16. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

- 17. As above.

CONSULTATION FULFILMENT

- 18. Initial issues consultation was carried out with residents of Dunarnan Street in April 2007. Key issues raised were: speeding through-traffic and non compliance at Holland Street Give Way. There were also some concerns raised about problems with parking arising from the narrowness of the street, safety personal security, (especially at night), flooding and landscaping.

10. Cont'd

19. The preferred option was presented to the Hagley/Ferrymead Community Board at a Seminar on 17 September 2008. No significant issues were raised, although the Board suggested that street renewals in the area be treated as part of a cluster, to achieve more effective integration of overall objectives and resources.
20. Community consultation with internal and external stakeholders as well as residents and absentee owners of Dunarnan Street and vicinity was under-taken in October and November 2008, and included a project evening held at Linwood North School attended by three people including Councillor Yani Johansen. It was later found that pamphlet delivery had not covered the project area in Dunarnan Street, resulting in redelivery to the whole street.
21. A total of 19 responses were received. Eighty-nine per cent were in general support of the proposal. There were no responses opposing the project, although 13 had suggestions for changes/improvements. The project team considered all submissions.
22. The main issue raised by residents about the concept plan was the lack of provision for street-calming at the Ngarimu Street end, with suggestions ranging from more speed humps to moving the midblock threshold closer to Ngarimu Street. Several people did not want trees outside their residences.
23. Other concerns related to the narrowness of the street when vehicles are parked on both sides, and the likely lack of maintenance of narrow service strips against properties. It was not a viable option to widen the street to nine metres, given its status as a local road, and that parking is entirely residential. The placement of service strips against property boundary is accepted Council practice. If berms are not maintained or planted by residents, they will be mown three to four times a year by the Council.
24. Assessment of feedback has resulted in the proposed installation of a threshold at the Ngarimu Street end of Dunarnan Street which is seen as the most balanced and effective street calming measure. No trees will be planted outside numbers 4, 6 and 8 Dunarnan Street. No trees will be planted outside 1 Dunarnan Street, owing to existing plantings on the section.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the proposal shown on the **attached** plan for detailed design and construction.
- (b) Approve resolution of the following parking restrictions:

New No Stopping:

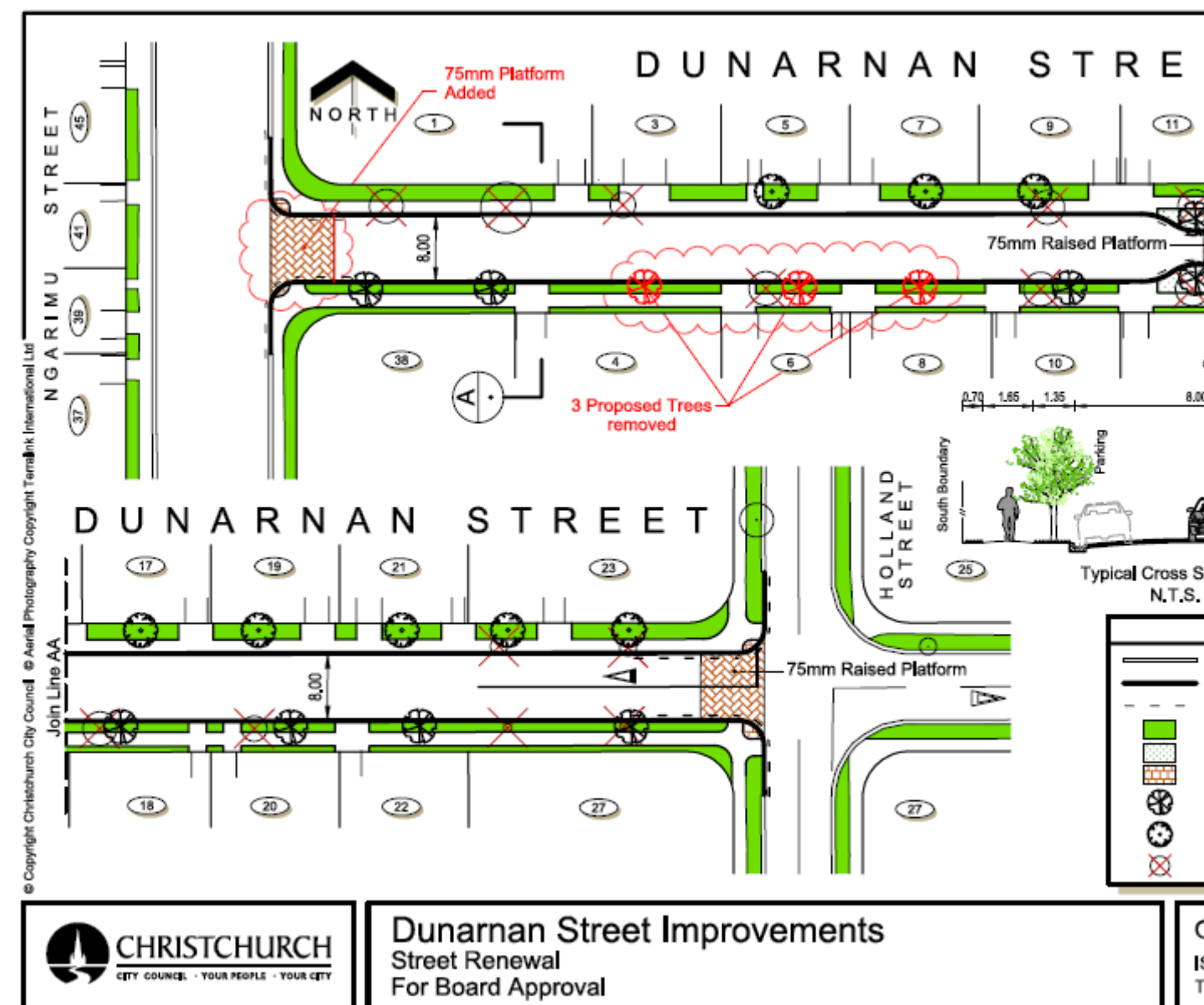
- (i) That the stopping of vehicles be prohibited at any time on the east side of Ngarimu Street commencing at its intersection with Dunarnan Street and extending 11 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Dunarnan Street commencing at its intersection with Ngarimu Street and extending 10 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Ngarimu Street commencing at its intersection with Dunarnan Street and extending 10 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Dunarnan Street commencing at its intersection with Ngarimu Street and extending 10 metres in an easterly direction.

10. Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of Dunarnan Street commencing at its intersection with Ngarimu Street at a point 104 metres of its intersection and extending 16 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Dunarnan Street commencing at its Intersection with Ngarimu Street at a point 104 metres of its intersection and extending 16 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Holland Street commencing at its intersection with Dunarnan Street and extending 10 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Holland Street commencing at its intersection with Dunarnan Street and extending 10 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Dunarnan Street commencing at its intersection with Holland Street and extending 16 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Dunarnan Street commencing at its intersection with Holland Street and extending 16 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



11. 99 FERRY ROAD – PROPOSED PART TIME P60 MINUTE RESTRICTED PARKING AREA AND PART TIME BUS STOP

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to change an area of 60 minute time restricted parking in Ferry Road, operating from 8am to 6pm Monday to Friday, to also operate as an area of parking restricted to the parking of buses at all other times (refer **attached**).

EXECUTIVE SUMMARY

2. The Public Transport Infrastructure Co-ordinator of the Council has received a request from Transport Operator Redbus to install a Bus Stop outside 99 Ferry Road to provide an area to operate driver changeovers outside normal business hours.
3. The most suitable area for this facility measures 20 metres in length and is situated outside the premises of AMI Insurance on the north side of Ferry Road. It is near where a previous Bus Stop was removed when cycle lanes were installed. The loss of this Bus Stop meant that there is facility close to the Redbus premises where drivers can temporarily leave their bus while completing a driver changeover.
4. The proposed area is at present a P60 time restricted parking area that currently operates from 8am to 6pm Monday to Sunday. While AMI insurance do not want to lose parking for their customers during normal weekday business hours, they have no objections to the area reverting to being a Bus Stop outside those hours.
5. The changing of this area of parking to being a P60 parking area from 8am to 6pm Monday to Friday, with it then becoming a Bus Stop from 6pm to 8am Monday to Friday and for 24 hours a day on weekends and public holidays, will provide parking facilities that are suitable for both businesses needs.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$500 and will be met from the Passenger Transport Infrastructure Budget available for the provision of new bus stops.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. As above.

LEGAL CONSIDERATIONS

8. 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.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.
10. 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?

11. As above.

11. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Transport and Greenspace Capital Programme – LTCCP.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

13. As above.

ALIGNMENT WITH STRATEGIES

14. Liveable City (3) requires a safe, efficient, and affordable transport system to ensure access to goods, services and work opportunities.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. The premises directly effected by this proposal are AMI and Redbus. They both agree with the proposal.

STAFF RECOMMENDATION

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

- (a) That the area of parking restricted to a maximum period of 60 minutes on the north side of Ferry Road commencing at a point 67 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for 20 metres be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Ferry Road commencing at a point 67 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 20 metres. This restriction is to apply between the hours of 8 am to 6 pm Monday to Friday.
- (c) That a Bus Stop be installed on the north side of Ferry Road commencing at a point 67 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 20 metres. This Bus Stop restriction to apply "At All Other Times."

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



12. 53 AND 54 CHARLESWORTH STREET - INSTALLATION OF BUS STOPS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek the resolution of the Hagley/Ferrymead Community Board to install bus stops at 53 and 54 Charlesworth Street and to install no stopping lines to provide safe turning clearance for buses at the intersection of Charlesworth Street and Ti Rakau Drive (refer **attached**).

EXECUTIVE SUMMARY

2. There have been several requests for bus stops to be installed on Charlesworth Street to service the needs of staff and volunteers at Trees for Canterbury, situated at 54 Charlesworth Street.
3. In order to accommodate travel in both directions it is proposed to install a “paired” stop at 53 Charlesworth Street.
4. It is proposed to install a bus stop beginning 154 meters northeast of Olds Place on the eastern side of Charlesworth Street outside number 54.
5. It is proposed to install a bus stop beginning 45 meters southwest of Ti Rakau Drive on the western side of Charlesworth Street outside number 53.
6. It is proposed to install no stopping lines on the eastern side of Charlesworth Street outside number 52 and continuing north easterly opposite Ti Rakau Drive to ensure parked vehicles do not impede the safe turning of buses.

FINANCIAL IMPLICATIONS

7. Costs of \$1,000 for installing both stops, including line marking and signage, will be met from the Passenger Transport Infrastructure budget available for the provision of new bus stop installations. The cost of marking the no stopping lines outside number 54 is negligible and is included in the above amount.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. Yes.

LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices including bus stops.
11. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

12. Cont'd

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

12. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. LTCCP– Transport and Greenspace Capital Programme.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. Yes, as per above.

ALIGNMENT WITH STRATEGIES

15. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

Do the recommendations align with the Council's strategies?

16. Yes. Our Community Plan.

CONSULTATION FULFILMENT

17. The land situated at 54 Charlesworth Street is Council owned land leased to Trees for Canterbury. Trees for Canterbury have no objection to the placement of a bus stop outside the premises.
18. The owner of 53 Charlesworth Street, Mr J Hocking, has agreed to the placement of the stop in writing.
19. The owner of 52 Charlesworth Street, opposite the intersection with Ti Rakau Drive, has agreed to the marking of no stopping lines outside the property.
20. The land immediately to the north of number 52 and directly opposite Ti Rakau Drive is part of 54 Charlesworth Street and is Council owned property. There is no requirement for consultation to mark this section of roadway.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Resolve to place a bus stop on the eastern side of Charlesworth Street starting at a point 153 meters northeast of Olds Place and extending for a distance of 14 meters in a north easterly direction.
- (b) Resolve to place no stopping lines on the eastern side of Charlesworth Street starting at a point 149 meters northeast of Olds Place and extending for a distance of 4 meters.
- (c) Resolve to place a bus stop on the western side of Charlesworth Street starting at a point 47 meters south of the intersection with Ti Rakau Drive and extending for a distance of 14 meters in a south westerly direction.
- (d) Resolve to place no stopping lines on the eastern side of Charlesworth Street at a point starting 207 meters north of Olds Place and extending for a distance of 30 meters in a north easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.





13. GLOUCESTER STREET – PROPOSED MOTORCYCLE PARK P60 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jon Ashford

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that the Motorcycle Park currently located outside the Central Library on the north side of Gloucester Street be extended in length by two metres and a P60 parking restriction be imposed.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a member of the public that additional motorcycle parking be provided in the vicinity of the Central Library (refer **attached**).
3. The Central Library is situated on Gloucester Street to the east of its intersection with Oxford Terrace. This part of Gloucester Street is classified as a collector road and has a 50 kilometres per hour speed limit. The existing Motorcycle Park is located on north side of Gloucester Street, directly to the east of a pedestrian crossing, which is situated in front of the Library's main entrance.
4. The majority of parking in this part of Gloucester Street is "pay and display", however, there is a P5 loading zone on north side of Gloucester Street directly to the west of the pedestrian crossing.
5. The Motorcycle Park outside the Central Library is currently 4.5 metres long and can accommodate a maximum of seven motorbikes. The next closest Motorcycle Park to the library has a capacity for up to nine motorbikes and is situated on the west side of Oxford Terrace, south of its intersection with Gloucester Street, approximately 120 metres from the library entrance. Staff visited both of these Motorcycle Parks at random times between 9am and 5pm on seven week days and found both stands at capacity each time, often with additional motorbikes parked on the footpath or in nearby cycle parks.
6. The Motorcycle Park in front of the library was installed to provide parking for people visiting the library and central city area by motorcycle. However, this Motorcycle Park is currently being fully occupied by commuter parking, as is the next closest available motorcycle parking, leaving motorcyclists visiting the library or central city area with no available on-street parking in the vicinity.
7. This proposal will extend the existing motorcycle stand by two metres to maximise its capacity and replace the existing unrestricted motorcycle parking with P60 restricted motorcycle parking to provide turnover type parking for motorcyclists visiting the Central Library and central city.
 - The manager of the Central Library has been consulted and supports this proposal.
 - The officer in Charge - Parking Enforcement agrees with this proposal.
 - It is considered that there are no other effected parties and no other consultation has been carried out, however, if Council approves the recommendation, then signage advising existing users that a P60 parking restriction is to be imposed on the Motorcycle Park, will be displayed two weeks prior to its installation

13. Cont'd

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$300.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

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

LEGAL CONSIDERATIONS

10. 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.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions. The Council has delegated authority over this part of the Central City.
12. 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?

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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 2006-16 LTCCP?

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. The manager of the Central Library supports this recommendation.
19. The officer in Charge - Parking Enforcement agrees with this recommendation.
20. If Council approves the recommendation, then signage advising existing users that a P60 parking restriction is to be imposed on the Motorcycle Park, will be displayed two weeks prior to its installation.

13. Cont'd

STAFF RECOMMENDATION


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

- (a) That the Motorcycle Park currently located on the north side of Gloucester Street commencing at a point 66.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for a distance of 4.5 metres be revoked.
- (b) That a Motorcycle Park with the parking of motorcycles restricted to a maximum period of 60 minutes be installed on the north side of Gloucester Street commencing at a point 64.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



14. MONTREAL STREET – PROPOSED P10 PARKING RESTRICTION


General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jon Ashford

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that a P10 Parking Restriction be installed on the east side of Montreal Street, between Cashel Street and Hereford Street.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request that a P10 Parking Restriction from 7:30am to 9am Monday to Friday be added to a row of nine existing P60 Pay and Display controlled parking spaces on the east side of Montreal Street. This is to service the Temporary New Zealand Post Office Boxes Facility at the corner of Montreal Street and Cashel Street (refer **attached**).
3. The temporary facility housing New Zealand Post Office boxes has been constructed in the King Edward barracks car park site at the corner of Montreal Street and Cashel Street to house Post Office boxes during the redevelopment of the existing New Zealand Post Office building in Hereford Street, .
4. Montreal Street, a northbound one way street, is designated as a minor arterial and Cashel Street as a local road, both have a 50 kilometres per hour speed limit. On street parking at this corner is currently P60 Pay and Display from 9am to 5pm Monday to Thursday, 9am to 8:30pm Friday, 9am to 6pm Saturday and Sunday, Public Holidays free.
5. To provide the early morning quick turn over type parking required to service the Post Office Boxes facility, it is proposed that a P10 Parking Restriction from 7:30am to 9am Monday to Friday be added to the nine existing P60 Pay and Display controlled spaces on Montreal Street adjacent to the New Zealand Post Office Boxes facility. The P60 Pay and Display control will remain as noted in Paragraph four.
6. This proposal will provide nine quick turn over carparks between 7:30am and 9am close to the temporary New Zealand Post Office Boxes facility. This was recommended as part of the facility's Resource Consent. No parties are considered to be adversely affected by this proposal and no consultation has been carried out.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$500.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

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

LEGAL CONSIDERATIONS

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

14. Cont'd

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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 2006-16 LTCCP?

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

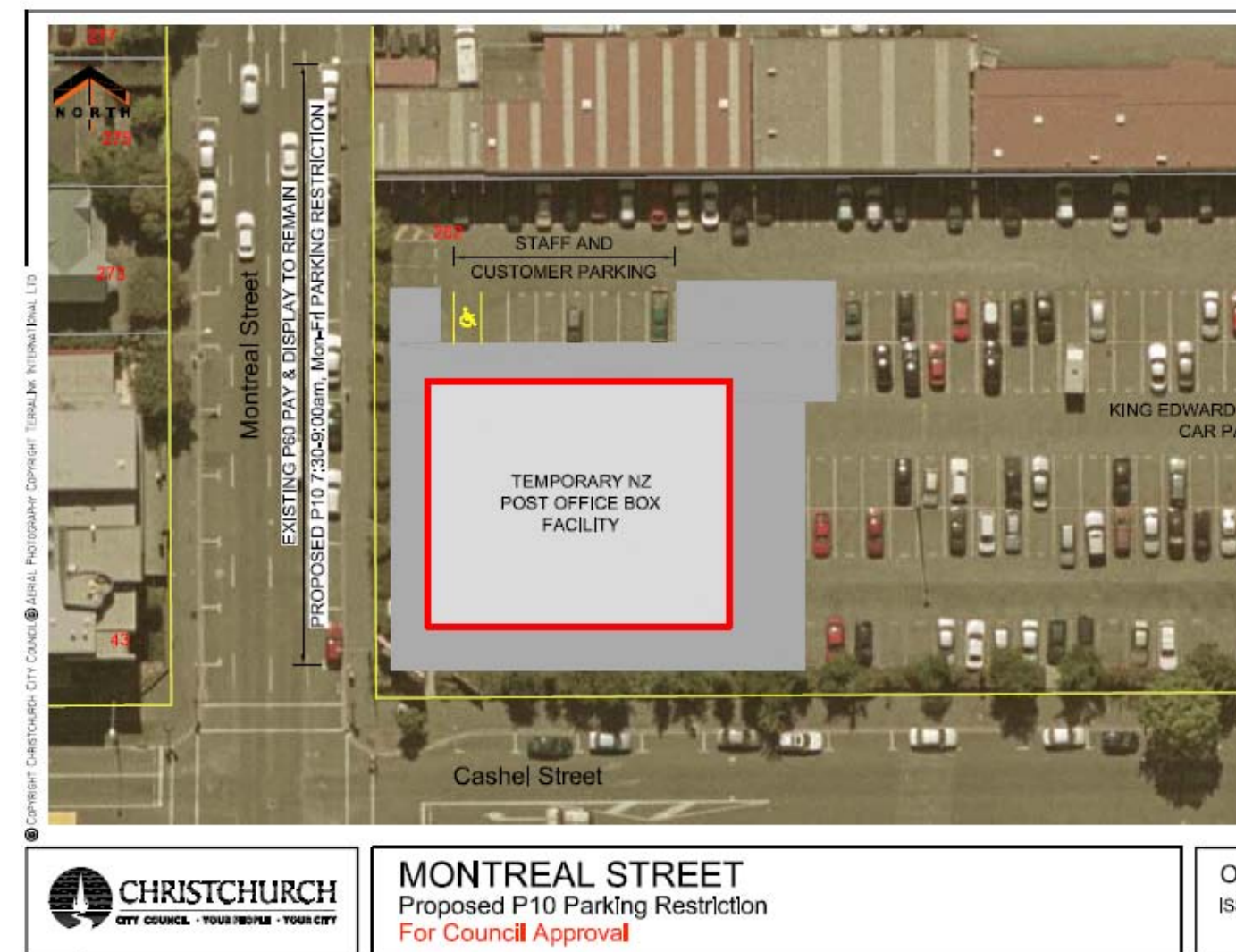
16. No parties are considered to be adversely affected by this proposal and no consultation has been carried out.
17. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommends that the Council approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Montreal Street commencing at a point 8 metres north of its intersection with Cashel Street and extending in a northerly direction for a distance of 59 metres. This restriction is to apply from 7:30am to 9am Monday to Friday. (There will be no change to the pay and display as it starts from 9am.)

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



15. TUAM STREET – PROPOSED P30 PARKING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that a P30 Parking Restriction be installed on the north side of Tuam Street, outside number 289.

EXECUTIVE SUMMARY

2. The Council has received a request from the Christchurch Star Newspaper that an area of P30 restricted parking be installed outside their premises at 289 Tuam Street. The P30 minute parking restriction would apply between the times of 8am to 6pm from Monday to Friday (refer **attached**).
3. Number 289 is located on the north side of Tuam Street between Barbadoes Street and Fitzgerald Avenue in a mainly industrial/commercial area. Tuam Street is classified as a Minor Arterial and has a 50km/hr speed limit. The on-street parking on the north side of the street is predominantly unrestricted, with one small area of four P10 restricted parking spaces. On the south side the parking is also predominantly unrestricted with the only restricted parking being four P30 restricted parking spaces 150 metres away towards Fitzgerald Avenue. The unrestricted parking is popular for all day commuter parking, resulting in a lack of short and medium term parking for businesses in the area.
4. There is also a proposed area of four P60 restricted parking spaces opposite the Christchurch Star on the south side of Tuam Street outside the Mediterranean Food Company at number 322 that was the subject of a report considered by the Board on 4 February 2009.
5. The Christchurch Star Newspaper has an area of off street parking adjacent to their building for authorised company vehicles and for visitors use. This area is often full and visitors have to look for on-street parking. The proposed P30 parking restriction will provide of an area of turnover type parking for customers and visitors to the Christchurch Star and nearby businesses.
6. There is no Residents Association that covers this area. Consultation was carried out with local businesses in the vicinity. 100% of the respondents supported this proposal.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$350.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

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

LEGAL CONSIDERATIONS

9. 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.
10. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

15. Cont'd

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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 2006-16 LTCCP?

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. A consultation form was distributed to six businesses adjacent to the Christchurch Star and three responses were received. All three of the respondents supported the proposed parking restrictions.
17. There is no Residents Association covering this area of the City.
18. The officer in charge - parking enforcement, agrees with this recommendation.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend that the Council approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Tuam Street commencing at a point 79 metres east from its intersection with Barbadoes Street and extending in a easterly direction for a distance of 19.5 metres. This restriction is to apply between 8:00 am and 6:00 pm Monday to Friday.



16. ADDITIONAL FUNDING FOR HAGLEY FERRYMEAD 2008/09 YOUTH DEVELOPMENT SCHEME

General Manager responsible:	General Manager, Community Services, DDI 941-8607
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek an additional \$4,000 for the Hagley/Ferrymead Community Board's 2008/09 Youth Development Scheme.

EXECUTIVE SUMMARY

2. Funding of \$6,000 for the Board's Youth Development Scheme was allocated in August 2008 from the Board's 2008/09 Discretionary Response Fund. As a result of receiving the following applications outlined in the table below, \$4,650 has been granted to eleven individuals with another \$1,225 pending approval at the 4 February Board meeting for seven applicants.

Recipient	Approved	Grant	Purpose
Finian Cresswell	03.09.08	\$500	Futsal - Cultural and Sporting Experience, South America
Charmelle Dorn	17.09.08	\$200	Sport and Cultural Dance - Filipino Reunion, Hamilton
Natasha Taylor	17.09.08	\$200	Sport and Cultural Dance - Filipino Reunion, Hamilton
Navarone Hamilton	17.09.08	\$200	10 Pin Bowling - National Championships, Wellington
Charles Ryder	15.10.08	\$500	Music - New York Journal Festival
Zachary Doney	15.10.08	\$750	Music - New York Journal Festival
Kylie Rochford	05.11.08	\$500	Karate - World Federation Championships, Japan
Waverley Gee	19.11.08	\$400	Gymnastics - National Clubs Championships, Australia
Harrison King	19.11.08	\$200	Jump Jam - Student Leadership Finals, Auckland
Brooke Fendall	20.11.08	\$600	Basketball - Sydney Cup and Pacific Coast Slam Competition, Australia
Rawiri Hazel	17.12.08	\$600	Basketball - Sydney Cup and Pacific Coast Slam Competition, Australia
Applicants Pending Approval			
Tiara Haenga	04.02.09	\$175	Te Ahikaaroa Kapahaka - Senior National Kapahaka Competitions, Tauranga
Eric Goldsbury	04.02.09	\$175	Te Ahikaaroa Kapahaka - Senior National Kapahaka Competitions, Tauranga
Paul Rangiwhehu	04.02.09	\$175	Te Ahikaaroa Kapahaka - Senior National Kapahaka Competitions, Tauranga
Montero Brown	04.02.09	\$175	Nga Manu a Tane Kapahaka - Senior National Kapahaka Competitions, Tauranga
Briana Hutana	04.02.09	\$175	Nga Manu a Tane Kapahaka - Senior National Kapahaka Competitions, Tauranga
Terina King	04.02.09	\$175	Nga Manu a Tane Kapahaka - Senior National Kapahaka Competitions, Tauranga
Joseph Waitoa	04.02.09	\$175	Nga Manu a Tane Kapahaka - Senior National Kapahaka Competitions, Tauranga
TOTAL		\$5,875	

16. Cont'd

3. It is reasonable for the Board to expect further applications for the remainder of the 2008/09 financial year. Funding guidelines recommend up to \$10,000 for the purposes of the Youth Development Scheme.

FINANCIAL IMPLICATIONS

4. Given the applications considered by the Board on 4 February are approved there will be a current balance of \$125 in the Youth Development Scheme Fund and \$40,000 in the Board's Discretionary Response Fund.
5. This proposal transfers \$4,000 from the Board's Discretionary Response Fund into the Youth Development Scheme Fund.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Yes. See page 172 regarding Board funding.

LEGAL CONSIDERATIONS

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

7. Yes. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Yes.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. As above.

ALIGNMENT WITH STRATEGIES

10. Yes. In alignment with the Youth and Strengthening Communities Strategies.

Do the recommendations align with the Council's strategies?

11. As above.

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

That \$4,000 be allocated from the Hagley/Ferrymead 2008/09 Discretionary Response Fund to provide additional funds to the 2008/09 Hagley/Ferrymead Youth Development Scheme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

17. ST JOHN THE EVANGELIST – FUNDING REQUEST

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Unit Manager, Community Support Unit
Author:	Bruce Meder, Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present a request for funding from St John The Evangelist Church to the Hagley/Ferrymead Community Board.
2. The request is for \$2,500 to enable a feasibility study to be completed.

EXECUTIVE SUMMARY

3. St John The Evangelist Church is located in St Johns Road adjacent to the Woolston shopping area. The area is one of high deprivation with well over half the residents within 3 kilometres of the church residing in deciles eight, nine or 10 on the deprivation index (decile 10 is an area of greatest deprivation, decile one an area of least deprivation).
4. The community service arm of the church attempts to assist in the area by running: A Mainly Music group for families; a weekly free Café offering soup, toast, coffee and tea; and a monthly Mainly Talking session aimed at helping parents with parenting skills.
5. The church's community services arm has good volunteer support with 10 volunteers working with the Café and 12 with the Mainly Music group.
6. Additional to these services, the church hall is used by a number of other community groups including Girl Guides, a Meccano Club and senior citizens.
7. The church hall is currently below standard and an upgrade is required. The church wishes to undertake a feasibility study to determine community needs prior to this upgrade so that the upgrade can best support the needs in the area.
8. An upgrade to the hall would enable the church to offer a better facility in which to hold a range of other activities. Possibilities include:
 - After school programmes
 - holiday programmes
 - computer classes
 - line dancing
 - exercise groups
 - indoor bowls
 - cooking classes
 - enhanced parenting skills courses
9. The feasibility study will enable the church to cater appropriately to the needs in its building upgrade. The study should also be of benefit to the Community Board and the City Council in helping to identify needs and issues in the Woolston area.
10. There are few other services operating in the area: The Woolston Community Association provides some programmes, mainly for older persons. The Woolston Development Project provides mainly Out of School programmes and holiday programmes. They also have a family worker and run a women's group.
11. This proposed feasibility study has a number of significant spinoffs which directly relate to community development in the local area. Undertaking the feasibility study will provide essential baseline data relating to the people living locally and the range of challenges that they are facing. In addition to this data collection, the feasibility study will create a forum for discussion amongst the range of local community groups which assists in identifying other possibilities for responding to these local challenges. This in turn facilitates local ownership of the success of potential future projects by involvement of the community itself.

17. Cont'd

12. This community facility fits with the Council's Community Facility Plan as it sits within an area of high deprivation and has been identified as being located within the Plan's Corridor of Deprivation.

FINANCIAL IMPLICATIONS

13. The budget for this feasibility study is \$2,500 which is the amount being requested.
14. The latest annual accounts of St John The Evangelist, to 31 December 2007 show an annual income of \$91,000 with a surplus for the year of \$16,000. At 31 December the bank balance was almost \$53,500 with over \$30,000 of this tagged for the building project.
15. St John The Evangelist are not applying elsewhere for funding for the feasibility study. This application is for the feasibility study only and not for the building project. They have applied elsewhere for funds for that project and will continue to do so.
16. Any surplus they have is tagged for the building of the project.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

17. Yes.

LEGAL CONSIDERATIONS

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

18. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. Aligns with LTCCP and Activity Management Plans.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

20. Yes.

ALIGNMENT WITH STRATEGIES

21. This application helps to meet the following Community Grants Funding Outcomes:
- Support, develop and promote the capacity and sustainability of community, recreation, sports, arts, heritage and environment groups.
 - Provide community based programmes which enhance basic life skills.
22. The application also fits within the Council's Community Facilities Plan by "Meeting communities needs through community facilities, social, cultural, recreational, and educational".
23. It also contributes to the following Community Board objectives:
- Acknowledge diversity and support measures for a vibrant, inclusive and strong community.
 - Encourage participation in recreation, sports and arts for all.

Do the recommendations align with the Council's strategies?

24. Yes.

17. Cont'd

CONSULTATION FULFILMENT

25. None required.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board allocate a grant of \$2,500 from its Discretionary Response Fund to St John The Evangelist Church, Woolston towards the costs of a feasibility study.

CHAIRPERSON'S RECOMMENDATION

For discussion.

- 18. COMMUNITY BOARD ADVISER'S UPDATE
- 19. BOARD MEMBERS' QUESTIONS
- 20. BOARD MEMBERS' INFORMATION EXCHANGE