

9. 4. 2009

HAGLEY/FERRYMEAD COMMUNITY BOARD
19 FEBRUARY 2009

Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Thursday 19 February at 3pm in the Board Room,
Linwood Service Centre, 180 Smith Street, Linwood.

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

APOLOGIES: An apology for late arrival was received and accepted from Tim Carter who arrived at the meeting at 3.35pm and was absent for clauses 1, 5, 6, 7, 8, 9, 10 and 14.

The Board reports that:

PART A - REPORTS REQUIRING A COUNCIL DECISION

1. 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. The 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.

1 Cont'd

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. 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.

1 Cont'd

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

Do the recommendations align with the Council's strategies?

20. As above.

CONSULTATION FULFILMENT

21. Refer **attached**.

STAFF RECOMMENDATION

It is recommended 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.

BOARD RECOMMENDATION

That the Council resolve to:

- (a) Proceed with construction of the bridge as currently planned and budgeted.
- (b) Request staff to investigate the possibility of decorative aspects to be incorporated into the railing design within the existing budget.

2. 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 Council's approval 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 the 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 affected 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

FINANCIAL IMPLICATIONS

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

2 Cont'd

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.

2 Cont'd

STAFF RECOMMENDATION

It is recommended 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.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. **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 Council's approval 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 turnover 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 turnover 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.

3 Cont'd

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.

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 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 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.)

BOARD RECOMMENDATION

That the staff recommendation be adopted.

4. 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 Council's approval 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.
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 per cent 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.

4 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 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 8am and 6pm Monday to Friday.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

5. DEPUTATIONS BY APPOINTMENT



5.1 KEN AND ALISON LOWE

Ken and Alison Lowe, residents of Scarborough, addressed the Board to request the removal for safety reasons of a large macrocarpa tree overhanging their property. With the building work they are undertaking on their property there is an opportunity during the first two weeks of March for the tree to be felled onto their property without causing possible damage to Flowers Track. They advised that neighbours are in support of the removal of the tree.

The Chairperson thanked Mr and Mrs Lowe for their deputation and advised them to contact the Council Arborist, Graham Clarke in regard to their request.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

8.1 Inner City West Neighbourhood Assoc. Inc

The Board received correspondence from the Inner City West Neighbourhood Assoc. Inc (ICON) regarding the traffic light controlled pedestrian crossing situated on Harper Avenue between Park Terrace and Helmores Lane.

Members received a memorandum from staff regarding the crossing and staff responded to further questions from the Board. The Board was advised that the existing cycle and pedestrian facilities work well and meet all Government and Council Transport Strategies.

The Board **received** the correspondence from the Inner City West Neighbourhood Assoc. Inc, acknowledged their concerns, and **requested** they be sent a copy of the staff memorandum and be advised to make a submission to the Council's Draft Long Term Council Community Plan on this matter.

8.2 Peter Marriott

The Board considered an email from Mr Peter Marriott of 70 Maunsell Street, Woolston regarding safety concerns of an open drain alongside his property. Staff provided information on this drain and advised that it is not on the present programme for drain piping.

The Board **received** the correspondence and **requested** a staff memorandum on this matter be prepared and sent to Mr Marriott.

9. BRIEFINGS

Nil.

10. SOUTH HAGLEY PARK - EASEMENT FOR WESTERN INTERCEPTOR SEWER

This matter was dealt with by a Chairperson's Report to the Council on 12 March 2009.

11. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on forthcoming Board related activity and projects over the coming weeks. Specific mention was made of the following:

- The Board was advised that the next meeting on 4 March 2009 would commence at 3pm, and the Board Seminar would be held after the meeting.
- The Board **decided** to appoint a working group to assess the Heritage Plaque Nominations received in 2008 and make a recommendation to the Board. Tim Carter was nominated to be the Board's representative on this group.

11 Cont'd

- The Board discussed options regarding its Community Newsletter and communications with the public. The Community Board Adviser was **requested** to contact the General Manager of Public Affairs to seek information on communications strategies and support available to the Board.
- The Board agreed to review its objectives for the next three years after July 2009.
- The Board was advised of the consultation period for the draft LTCCP and agreed to formulate the process for its submission at its next meeting. The Board **requested** that staff respond to the request for financial information, costings and timeframes of all projects from the priority list developed in November 2008.

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 **requested** a report on the justification and future enforcement of the taxi and bus only lanes, as indicated by green road marking, installed in the Cathedral Square area of Colombo Street.
- The Chairperson asked why microphones for the Boardrooms of Community Boards were included for consideration by the Council in the LTCCP process when the Council Chambers upgrade, and provision of microphones in the Council Chambers, were not part of past LTCCP processes. The Community Board Adviser was **requested** to seek a response to the question.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

14. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009

The Board **resolved** that the minutes of the Board's ordinary meeting of 4 February 2009 be confirmed.

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

The Board considered a report seeking approval for the Dunarnan Street (Ngarimu Street to Holland Street) renewal to proceed to final design, tender and construction.

The Board **resolved** to:

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

15 Cont'd

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.
- (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.

16. 99 FERRY ROAD – PROPOSED PART TIME P60 MINUTE RESTRICTED PARKING AREA AND PART TIME BUS STOP

The Board considered a report seeking 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.

The Board **resolved:**

- (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 8am to 6pm Monday to Friday.

16 Cont'd

- (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."

17. 53 AND 54 CHARLESWORTH STREET - INSTALLATION OF BUS STOPS

The Board considered a report providing information and seeking the resolution 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.

The Board **resolved** to:

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

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

The Board considered a report seeking an additional \$4,000 from the Hagley/Ferrymead Community Board's Discretionary Fund for the 2008/09 Youth Development Scheme. Staff noted the Board's comments in regard to the criteria for the Youth Development Scheme, including the number of payments per recipient and that Strengthening Communities Funding should enable the Board to fund, through project funding, its Youth Development Scheme rather than having to use discretionary funding.

The Board **resolved** 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.

19. ST JOHN THE EVANGELIST – FUNDING REQUEST

The Board considered a report presenting a request for funding from the Board's Discretionary Response Fund 2008/09 to St John The Evangelist Church to enable a feasibility study to be completed.

Rod Cameron moved:

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 *and the recipient be requested to report the findings of the feasibility study back to the Board.*

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The motion was seconded by Yani Johanson. On being put to the meeting, the motion was declared **lost** on division No. 1 by 4 votes to 3, the voting being as follows:

Against (4): Tim Carter, David Cox, Brenda Lowe-Johnson, Bob Todd.

For (3): Rod Cameron, John Freeman, Yani Johanson.

The meeting concluded at 5.25pm.

CONFIRMED THIS 4TH DAY OF MARCH 2009

BOB TODD
Chairperson.

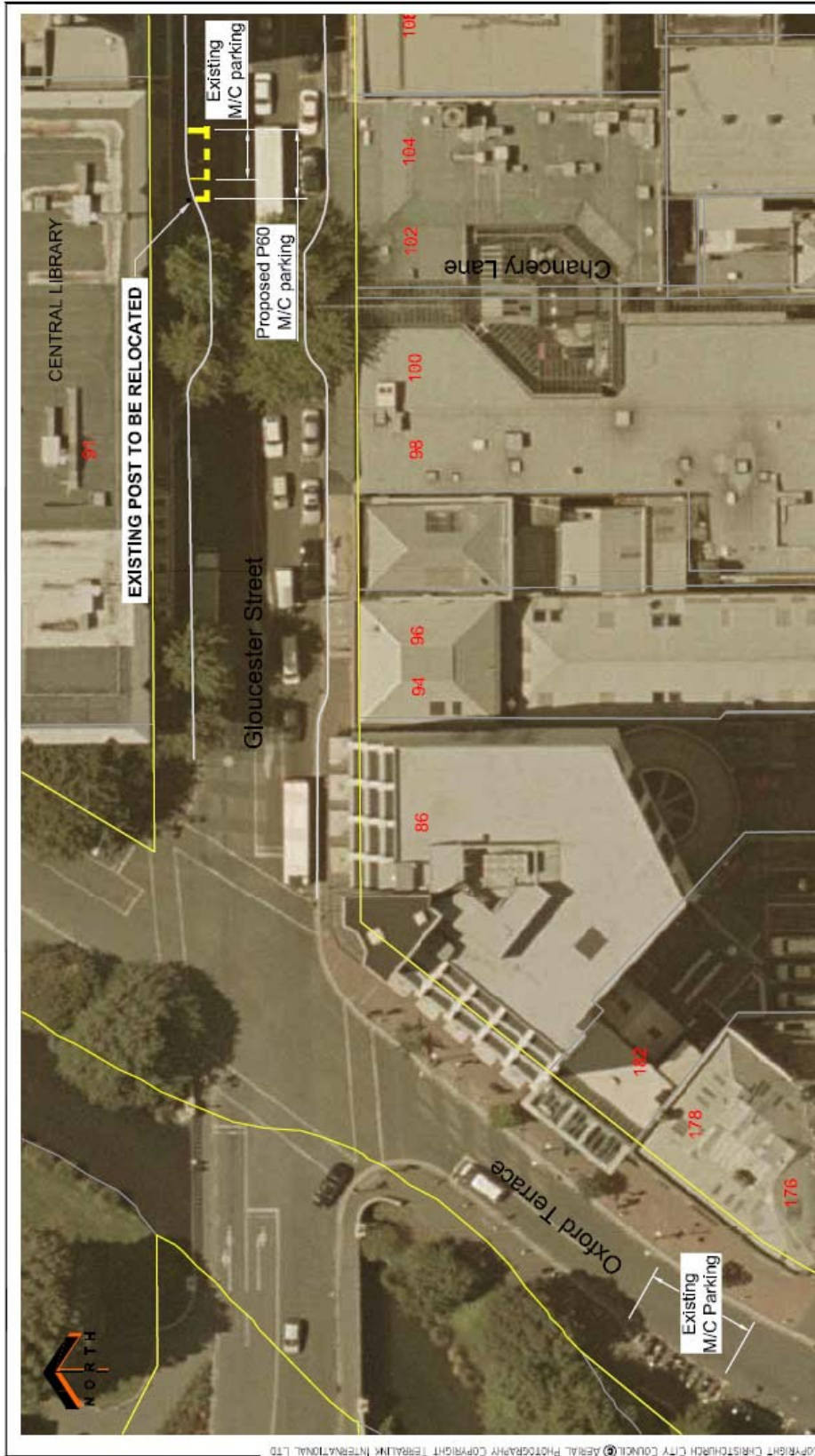
ATTACHMENT TO CLAUSE 1

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

Hagley/Ferrymead Community Board 19.2.2009

ATTACHMENT TO CLAUSE 1 Cont'd

Deputation to CB & Council requesting art on bridge.	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
Director Christchurch Art Gallery	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. 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) 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. Normally would give the artist the bridge and environs and get them to develop options. 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. 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> .
Manager: Arts Waitakere City Council.	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.
Environmental Protection Officer ECAN	May not trigger public notification as no change to environmental effects.
General Manager, City Environment Group Christchurch City Council	Confirms that there is no funding allocated or available for art other than via PAAG.
Project Manager Ferrymead Bridge	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.



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GLOUCESTER STREET
 Proposed Motorcycle Park Extension and Time Restriction
For Board Approval



W:\Strada 46 location - R:\PROJECTS\001 TO 2007\001 TO 025\01 CSR CONTRACTED WARD05\GLOUCESTER ST - MC PARKING\GLOUCESTER MC PARKING.DWG



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Original Plan Size: A4
ISSUE: 1 01.09
RAH

MONTREAL STREET
Proposed P10 Parking Restriction
For Council Approval



W:\parks\46 Inverton - R:\PROJECTS\001 TO 200\001 TO 050\01 CSR CONTRACTED WORKS\MONTREAL ST - P10 BOX PARKING.DWG

ATTACHMENT TO CLAUSE 4

Proposed P30 Restricted Parking

TUAM STREET

287

289

328

SCALE (m)

0 5 10 20

CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

TUAM STREET
Proposed Parking Restrictions
For Board Approval

Original Plan Size: A4
ISSUE.1 25/11/08
TP100930 MCD

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