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**HAGLEY/FERRYMEAD COMMUNITY BOARD
16 DECEMBER 2009**

**Report of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 16 December 2009 at 3pm in the Boardroom,
Linwood Service Centre, 180 Smith Street, Linwood.**

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

APOLOGIES: David Cox.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. HIGH STREET UPGRADE (CASHEL STREET TO LICHFIELD STREET)



General Manager responsible:	General Manager City Environment, DDI: 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Anne Cosson, Capital Development Unit, Consultation Leader

PURPOSE OF REPORT

1. The purpose of the report is to present to the Council the Hagley/Ferrymead Community Board's consideration of the recommended proposed plan for the High Street Upgrade, (refer **Attachment 1**), for approval to proceed to detailed design and construction.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in June 2009, and involves a street upgrade to be completed in conjunction with the installation of double tram tracks for the length of High Street from Cashel Mall to Lichfield Street.
3. The approval for the installation of tram tracks over this section of road was given in June 2009 as part of the Long Term Council Community Plan 2009-2019.
4. The objectives for the project are to:
 - (a) Develop a 'slow streets' streetscape on High Street that is based loosely on the Hereford Street design that is soon to be deployed.
 - (b) Maximise pedestrian connectivity and permeability.
 - (c) Include provision for a double tram track through this section of road that links to the surrounding tram network. Consider tram facilities to complement the overall tram project.
 - (d) Accommodate necessary on street servicing, car parking, occasional tour bus and emergency vehicle movements.
 - (e) Introduce appropriate engineering measures in order to encourage a typical speed regime in the order of 30 kilometres per hour or less, that could be supported subsequently by a legally enforceable speed limit of 30 kilometres per hour.
 - (f) Appropriate threshold treatments where High Street meets the adjacent road network.

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- (g) Ensure that tree planting, landscaping and street features are consistent with the Central City Revitalisation Strategy, and the Central City Street Trees and Gardens Master Plan.

FINANCIAL IMPLICATIONS

5. The current cost estimates indicate that this project can be completed within the allocated budget.

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

6. Yes. Based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project which is programmed for construction to be completed in the 2010/2011 financial year.

LEGAL CONSIDERATIONS

7. There are no property issues associated with this project. There are no notable or heritage trees, or heritage or historic buildings, places or objects shown in the City Plan affected by this project. No resource consents are required for the work proposed.
8. There appear to be no legal implications for this project. The Land Transport Rules provide for the installation of parking restrictions. The Council has the delegated authority to approve the proposed traffic and parking resolutions, as High Street is located in the inner city area.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, Inner City Transport (page 247) and Tram Extension (page 247), of the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

10. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

11. The Board was informed of this project by memorandum in July 2009. A seminar was then held to introduce the proposed design and the project's consultation programme in October 2009. The feedback period for public consultation was from Monday 12 October to Monday 2 November 2009. The publicity pamphlet (including concept plan) was distributed to residents, shop owners, business associations and other interested parties in the immediate area.
12. There are approximately 40 properties in High Street between Cashel Street and Lichfield Street. 24 responses were received, of which six responses were generally in support of the proposal, eight responses generally supported the project but had issues or comments, one response did not support the project, and nine responses showed no indication.
13. Key issues raised were concerns at the disruption to traffic flow and businesses during construction; the available space for cyclists; the reduction of car parks; the type of car parking proposed; pedestrian issues at the intersections; the angle of the kerb build outs; the street furniture layout and the removal of trees.

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14. Responses to community consultation and changes to the proposed plan are as follows:

- (a) There were requests for access to be maintained during construction over this section of High Street for tour coaches and cars. The project team will work to minimise disruption and this will be considered as part of the traffic management plan that will be approved to cover the construction.
- (b) Concerns were raised about the available road space for cyclists, and a request to reduce the speed limit in the street. Due to the inclusion of the double tram track, the road layout along this section is not ideal for cyclists, however, given the slow street design, the location of cycle stands and the potential cycling routes, the project team consider the proposed design is appropriate and have added some signs to warn cyclists of the dangers of crossing the tram tracks. The reduction in the speed limit in this area of High Street is being considered as part of a larger speed limit review.
- (c) Concerns have been raised about the reduction in car parking. To provide the appropriate safety offsets for the tram, the existing 90 degree parking has been removed and replaced with parallel parking. The change from the 90 degree parking and the inclusion of street trees has reduced parking in this area by 21 parking spaces.
- (d) In response to concerns about the type of parking provided, a change to the proposed layout has been made. This has shifted one of the proposed disabled parks to Cashel Street and has introduced an additional short term (P5) parking space to allow for more pickup and drop off activities to occur near the businesses.
- (e) The project team considered the pedestrian issues raised, and following further intersection counts the traffic engineers considered that the proposed plan was appropriate for the intersections.
- (f) The angles of the kerb build outs were altered to match the proposed design in Hereford Street to allow consistency and improved kerb cleaning access.
- (g) There have been various changes to the proposed street furniture layout. These range from improvements in seating layouts to better fit with Crime Prevention through Environmental Design (CPTED) principles; to adding arm rests to some seats to assist the elderly and those with disabilities to stand up; to lowering the rubbish bins to meet the design requirements for the canes of the partially sighted.
- (h) Concern was raised about the removal of a plane tree outside Java Cafe. Seven existing street trees, including this plane tree, are proposed to be removed. Eleven new fastigate oak trees are proposed to be planted. The trees proposed for removal have been assessed by the Council's arborist and based on their current condition and life expectancy, they were recommended to be removed and replaced by the new plantings.

STAFF RECOMMENDATION

That the Council:

- (a) Resolve that the High Street Upgrade Project may proceed to detailed design and construction as shown on the Plan attached (TP315401 Issue 4).
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping:

- (i) That all existing no stopping resolutions on the south and south-west side of High Street between Manchester Street and Cashel Street be revoked.

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- (ii) That all existing no stopping resolutions on the north and north-east side of High Street between Manchester Street and Cashel Street be revoked.

Revoke Existing Parking Restrictions:

- (iii) That all existing parking restrictions on the south-west side of High Street between Manchester Street and Cashel Street be revoked.
- (iv) That all existing parking restrictions on the north-east side of High Street between Manchester Street and Cashel Street be revoked.

New No Stopping

- (v) That the stopping of vehicles be prohibited at any time on the south side of High Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 51 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south-west side of High Street commencing at a point 70 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 4.5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south-west side of High Street commencing at a point 93 metres northwest from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south-west side of High Street commencing at a point 117 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 14 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of High Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 45 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north-east side of High Street commencing at a point 64 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 4.5 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north-east side of High Street commencing at a point 87 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 4.5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the north-east side of High Street commencing at a point 110.5 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 16 metres.

New Parking Restriction – Motorcycle Park

- (xiii) That a Motorcycle Park be created on the southwest side of High Street commencing at a point 98 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 3 metres.

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New Parking Restriction – Mobility Park

- (xiv) That a Mobility Park with a time limit of 60 minutes at any time be installed on the south-west side of High Street commencing at a point 109 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 8 metres.

New Parking Restrictions – P5

- (xv) That the parking of vehicles be restricted to a maximum period of five minutes at any time on the southwest side of High Street commencing at a point 51 metres south-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 6.5 metres.
- (xvi) That the parking of vehicles be restricted to a maximum period of five minutes at any time on the south-west side of High Street commencing at a point 101 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 8 metres.
- (xvii) That the parking of vehicles be restricted to a maximum period of five minutes at any time on the north-east side of High Street commencing at a point 68.5 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 6 metres.

New Parking Restrictions – P60 Pay and Display

- (xviii) That Parking Meters with a time limit of 60 minutes be installed on the south-west side of High Street commencing at a point 57.5 metres northwest from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 12.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9 am to 1 pm on a Saturday.
- (xix) That Parking Meters with a time limit of 60 minutes be installed on the south-west side of High Street commencing at a point 74.5 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 18.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30 pm on Friday and 9am to 1pm on a Saturday.
- (xx) That Parking Meters with a time limit of 60 minutes be installed on the north-east side of High Street commencing at a point 45 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xxi) That Parking Meters with a time limit of 60 minutes be installed on the north-east side of High Street commencing at a point 74.5 metres south-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 12.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xxii) That Parking Meters with a time limit of 60 minutes be installed on the north-east side of High Street commencing at a point 91.5 metres north-west from its intersection with Manchester Street and extending in a north-westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

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Give Way Sign

- (xxiii) Approve that a Give Way sign be placed 25 metres west of the intersection with Manchester Street on the westbound side of High Street.

BOARD CONSIDERATION

The Board considered a report seeking a recommendation to the Council that the proposed plan for the High Street Upgrade to be approved, and proceed to detailed design and construction. Two deputations on this matter were heard (clauses 3.4 and 3.5 refer). Board members expressed concerns in relation to the proposed plan, including the reduction in car parking, removal of existing trees and positioning of new trees.

Inaccuracies in the staff recommendations in regard to parking restrictions and locations were identified. Staff have reviewed the recommendations and amended as necessary, and these have been reflected above.

BOARD RECOMMENDATION

The staff recommendation, subject to review and necessary amendments, was moved by Rod Cameron, and seconded by Brenda Lowe-Johnson. When put to the meeting the motion was declared **lost** on Division No. 1 by two votes to three, the voting being as follows:

For (2) Rod Cameron, Brenda Lowe-Johnson.

Against (3) Bob Todd, John Freeman, Yani Johanson.

(The Board did not make a further recommendation to the Council.)

(Note: Tim Carter withdrew from the meeting and took no part in discussion or voting on this item.)

BACKGROUND (THE ISSUES)

15. High Street from Lichfield Street to Cashel Street is classified as a local street and is approximately 145 metres in length. This area also includes two of the High Street heritage reserve triangles. High Street is located in the Hagley/Ferrymead ward.
16. Currently there are 37 existing car parks from a combination of nine parallel parks and 28 90-degree car parks. There are no bus routes on the street currently, only four buses from the three Hotels.
17. The Land Transport Safety Crash Analysis System shows there have been four crashes recorded for the five year period between 2004 and 2009 on High Street, from Cashel Street to Lichfield Street. Two crashes were caused by cars manoeuvring and hitting parked cars. One car missed the end of the road and hit another car while evading enforcement. One car hit a pedestrian who was crossing heedless of traffic and stepped out from behind a parked car.

THE OBJECTIVES

18. The aims and objectives of this project are discussed in paragraph 4.

THE OPTIONS

19. Three options were developed for comparison. Option Three was selected as the preferred option and was taken to the community for consultation.

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OPTION ONE

- 20. Option One includes no changes to the existing road condition.
- 21. Option One has not been selected as the preferred option because key objectives are not met.

OPTION TWO

- 22. Option Two includes the following:
 - (a) A carriageway width varying from 9 metres to 12.6 metres, it would include eight 30-degree angle pay and display parks on the north-east side and ten parallel parks on the south-west side, one being a p5 loading zone and another being disabled park with the remaining eight P60 Pay and Display.
 - (b) A rumble strip crossing at the eastern end to help with slowing the traffic to 30 kilometres per hour and a pedestrian crossing at the north-west end.
 - (c) Footpaths to be paved in various pavers and the carriageway to be asphalt construction.
 - (d) The installation of double tram tracks.
- 23. Option Two has not been selected as the preferred option due to concerns with the level of safety between 30 degree parking and the proposed tram tracks and cyclist routes.

OPTION THREE

- 24. Option Three includes the following:
 - (a) A carriageway width varying for 9 metres to 12.6 metres, it includes eight parallel P60 pay and display parks and one P5 park on the north-east side and five parallel P60 pay and display parks, two disabled, one motorcycle stand and one P5 park on the south-west side.
 - (b) The footpaths are to be paved and the carriageway to be asphalt construction.
 - (c) The installation of double tram tracks.

THE PREFERRED OPTION

- 25. **Option Three** is the preferred option because it meets the project objectives.

2. **OVERNIGHT CAMPING IN CRANMER SQUARE AND SURROUNDING STREETS**

BOARD CONSIDERATION



The Board heard a deputation on this matter, clause 3.1 refers.

BOARD RECOMMENDATION

It is recommended that:

- (a) The Council urgently instigate a process to enable Cranmer Square, Lower Kilmore and Lower Peterborough Streets be designated as a Special Use Area under the Christchurch City Council Public Places Bylaw of 2008, to prohibit people camping and residing in vehicles in the vicinity.
- (b) The Council consider developing a city wide strategy to deal with the issue of freedom camping and enforcement out of hours.

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STAFF COMMENT

Residents of Cranmer Square submitted a deputation in December 2009 to the Hagley/Ferrymead Community Board requesting a Special Use Area be declared for Cranmer Square, lower Kilmore Street and lower Peterborough Street to prohibit freedom camping in the area. In accordance with Section 77 of the Local Government Act 2002 (LGA02), declaring a Special Use Area may only be undertaken following an evaluation of all options, including all non-regulatory options, before utilising bylaw regulations (in this case, creating a Special Use Area).

The issues associated with freedom camping may include the management of ablutions/public health concerns, littering, the impact on amenity and the use of public space. The most appropriate solutions will be dependent on the nature of the defined issue in any given area.

When identifying solutions to freedom camping issues the following must be considered:

- (a) The availability of evidence of real nuisance being created by freedom camping in the area.
- (b) The limitations of the existing enforcement tools available to address any identified issues.
- (c) The associated signage requirements of some possible options and the consequent impacts on the amenity of the area.
- (d) The costs and resourcing associated with some of the possible options.

Further evaluation is required to comply with Section 77 of the LGA02, and at this point staff do not advise that the Council approves the Hagley/Ferrymead Community Board's recommendation to create a Special Use Area at this meeting for the following reasons:

- (a) There is insufficient objective evidence of nuisance.
- (b) The enforcement tools under such an option are problematic.
- (c) There is a risk of unrealistically raising community expectations by making the area a Special Use Area that Council has limited ability to enforce.

The issues of freedom camping are also emerging in other locations throughout the City, including Banks Peninsula. Any actions taken in relation to Cranmer Square may displace the activity to another location. For these reasons, staff support the Hagley/Ferrymead Community Board's recommendation for Council to consider developing a city-wide management plan to deal with the issue of freedom camping.

STAFF RECOMMENDATIONS

It is recommended that the Council:

- (a) Request that staff report to the Council in April 2010 with recommendations as to how best to respond to the freedom camping issues around Cranmer Square.
- (b) Request staff to initiate the development of a long-term management plan for freedom camping within Christchurch City.

PART B - REPORTS FOR INFORMATION

3. DEPUTATIONS BY APPOINTMENT

3.1 GREG WEST AND RICHARD BLUETT

Mr West and Mr Bluett addressed the Board regarding overnight camping in Cranmer Square and surrounding streets, explaining the problems experienced by residents of Cranmer Square, Lower Kilmore and Lower Peterborough Streets and the adjacent schools. Mr Bluett explained that since the Public Spaces Bylaw was revised in 2007 to allow parking in public places for up to seven consecutive days, the area has had continual issues with overnight campers, resulting in littering, obstruction of the parked vehicles and human waste. He presented the Board with supporting information, including the signatures of 62 residents in support that the area should be designated as a Special Use Area under the Christchurch City Council Public Places Bylaw of 2008 and that appropriate signage be erected.

The Chairperson thanked Mr West and Mr Bluett for their deputation to the Board. This matter was considered during discussion on clause 2 of these minutes.

The Board **decided** to request a report regarding the issues of people camping and residing in vehicles overnight within the Hagley/Ferrymead ward, including Cranmer Square, Sumner, Redcliffs and Taylors Mistake, and to consider if these areas should be classified as Special Use Areas.

3.2 MICHAEL BRITNELL

Mr Britnell addressed the Board and tabled correspondence regarding concerns at the Linwood Avenue/Worcester Street intersection, the problems he is experiencing and the financial costs associated with repairing damage to his property caused as a direct result of the design of the intersection. He requested advice on his concerns, and a response regarding costs he incurred for the undergrounding of services to the side of a heritage building to prevent further damage.

The Chairperson thanked Mr Britnell for his deputation to the Board.

The Board **decided** to request a report on the Linwood Avenue/Worcester Street intersection design, if it can be reopened, and the function of Worcester Street regarding traffic flow from Cathedral Square to Linwood Avenue.

The Board **decided** to request staff to provide a report on the social, economic and traffic impact of the closure of Latimer Square and the prevention of east bound traffic turning off Colombo Street.

The Board **decided** to request staff provide a response on the points raised in the deputation and correspondence from Mr Britnell, including any legal obligations or liabilities.

3.3 TOPSY RULE, SUMNER-REDCLIFFS HISTORICAL SOCIETY

Mrs Rule addressed the Board, and tabled supporting information, in relation to the application to the Hagley/Ferrymead Community Board Discretionary Response Fund for an Information Panel for Peacocks Gallop. Mrs Rule explained to the Board the history relating to the name of the reserve, and previous Board consideration of the matter, suggesting that as 'Shag Rock Reserve' was given to the area by Christchurch City Council in 1945, this should be the name that appears on the information panel.

The Chairperson thanked Mrs Rule for her deputation to the Board. This matter was considered during discussion on clause 16 of these minutes.

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3.4 SHAUN STOCKMAN AND PAUL LONSDALE, KENSINGTON PARK INVESTMENTS LTD

Mr Stockman and Mr Lonsdale addressed the Board, representing Kensington Park Investments Ltd and others, in relation to the High Street Upgrade. Mr Stockman explained that there were concerns with the proposed upgrade in relation to the reduction in car parking spaces, and the placement of the trees and the phone box. He tabled an alternative plan that they believe is more sympathetic to the building fronts and does not visually impact the frontage.

The Chairperson thanked Mr Stockman and Mr Lonsdale for their deputation to the Board. This matter was considered during discussion on clause 1 of these minutes.

3.5 COS JEFFERY

Mr Jeffery addressed the Board in relation to the High Street Upgrade, and expressed concerns regarding the proposed removal of a large tree near Manchester Street. He provided an independent arborist report on the tree, and explained that the mature tree was well established and how it could be possible for the tram route to be diverted around the tree.

The Chairperson thanked Mr Jeffery for his deputation to the Board. This matter was considered during discussion on clause 1 of these minutes.

3.6 SPOKES CANTERBURY

Representatives of Spokes Canterbury withdrew their request for a deputation regarding the High Street Upgrade.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICE OF MOTION

The Board considered the Notice of Motion submitted by David Cox and seconded by Tim Carter, pursuant to Standing Order 3.10.1 at the meeting of 4 November 2009, and the requested information provided by staff.

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

The Board **decided** to request that staff incorporate the provision of funding for the undergrounding of overhead services to numbers 367, 371 and 377 Cambridge Terrace in the draft Annual Plan 2010/11.

6. CORRESPONDENCE

6.1 MOVE OVER PROBATION INC (MOP)

The Board **received** the correspondence from Move Over Probation dated 23 November and 2 December 2009, and the staff advice provided.

The Board **requested** representatives of Move Over Probation be asked to provide the Board with information on the current status of the application for a Judicial Review of the Department of Corrections decision.

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7. BRIEFINGS

Nil.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board received updates from the Community Board Adviser on Board related activities. Specific mention was made to upcoming dates for meetings, recent Council decisions regarding community funding schemes, upcoming council consultations and the Council Update for November 2009.

9. BOARD MEMBERS' QUESTIONS

Nil.

10. BOARD MEMBERS' INFORMATION EXCHANGE

Board members were advised of recent decisions of the Council relating to the Washington Way Skate Park and the Central City Delegations.

Board members expressed support for a scheme to allow free parking on Boxing Day in conjunction with the Central City Business Association and concern that this may not be taking place this year. The Board **requested** that this be communicated to staff.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MINUTES – 2 DECEMBER 2009

The Board **resolved** that the minutes of the Board's ordinary meeting of 2 December 2009 be confirmed.

12. FERRY ROAD – PROPOSED PARKING RESTRICTION

The Board considered a report seeking approval that a Parking Restriction be installed on the south side of a section of Ferry Road.

The Board **resolved** that:

- (a) The parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Ferry Road commencing at a point 13.5 metres east from its intersection with Grafton Street and extending in an easterly direction for a distance of 9.5 metres.
- (b) The parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Ferry Road commencing at a point 33 metres east from its intersection with Grafton Street and extending in an easterly direction for a distance of 24 metres.
- (c) The Board expressed concern at the condition of Ferry Road, from Wilsons Road to Aldwins Road, and **requested** that Council staff arrange for urgent maintenance to this section of Ferry Road.

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13. BARBADOES, MADRAS AND MELROSE STREETS – PROPOSED STOPPING RESTRICTION

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on sections of Barbadoes Street and Madras Street, in the vicinity of Melrose Street.

The Board **resolved** to:

- (a) Revoke the existing stopping restrictions that extend north for 13 metres along the western side of Barbadoes Street from its intersection with Melrose Street.
- (b) Revoke the existing stopping restrictions that extend south for 10.5 metres along the eastern side of Madras Street from its intersection with Melrose Street.
- (c) Approve the stopping of vehicles be prohibited at any time on the western side of Barbadoes Street commencing at the intersection with Melrose Street and extending in a northerly direction for a distance of 17 metres.
- (d) Approve the stopping of vehicles be prohibited at any time on the eastern side of Madras Street commencing at the intersection with Melrose Street and extending in a southerly direction for a distance of 15 metres.

14. BUTTERFIELD AVENUE – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on the south west side of a section of Butterfield Avenue.

The Board **resolved** to approve that the stopping of vehicles be prohibited at any time on the south-west side of Butterfield Avenue commencing at a point 20 metres north-west from its intersection with Jollie Street and extending in a north-westerly direction for a distance of 30 metres.

15. INSTALLATION OF NEW LIGHTING ON CUTHBERTS GREEN BY LINFIELD CULTURAL RECREATIONAL SPORTS CLUB

The Board considered a report seeking support regarding an application from the Linfield Cultural Recreational Sports Club Incorporated to install two sports field lighting poles on the new Linfield sports fields being developed on Cuthberts Green, prior to the Transport and Greenspace Manager granting approval under his delegated authority.

The Board **resolved** to support the approval by the Transport and Greenspace Unit Manager of the application by the Linfield Cultural Recreational Sports Club Incorporated to erect an additional two lighting poles on Cuthberts Green subject to:

- (a) The applicant obtaining the necessary resource consents, and building consents, at their cost before commencing installation of the lighting system upon the park.
- (b) The applicant being responsible for ensuring that they, or any contractors they engage, are responsible for obtaining plans of all services presently laid underground in the park (electricity, telephonic, sewerage, storm water, high pressure water supply and irrigation).
- (c) The applicant being required to deposit scaled plans, showing the lighting poles and cable layout in the park, as built, within two months of the work being completed.
- (d) The applicant being responsible for all costs associated with the installation and maintenance of the lighting system.
- (e) The applicant being responsible for ensuring that the lighting system is maintained in a safe and tidy condition at all times.

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- (f) That the lights are not operated after 9pm.
- (g) The applicant is to pay a bond of \$2000 to the Council via the Transport and Greenspace Area Contract Manager (Eastern) at Linwood Service Centre, before any construction work commences on the site. The bond, less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Transport and Greenspace Unit Manager or his designate.
- (h) That the poles be painted Flax Green (12 B 21) in colour to integrate them into the park environment
- (i) That this approval will lapse if the development is not completed within two years of application.

16. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND – INFORMATION PANEL FOR PEACOCKS GALLOP

The Board considered a report seeking approval for allocation of \$1066 from the 2009/10 Discretionary Response Fund to install an information panel at Peacocks Gallop, 300 Main Road, Clifton. The Board heard a deputation regarding the name of this park, clause 3.3 refers.

The Board **resolved** to approve the installation of an information panel at locations identified in principle, with the final design to be presented to the Board for approval after consultation with the Sumner Historic Society.

17. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – ISABELLE ALLEN

The Board considered a report seeking approval for the allocation of funds from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme.

The Board **resolved** to approve the application and allocate \$200 funding from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme to Isabelle Allen to compete in the 2010 National Club Championships in Sydney representing Vikings Futsal New Zealand in the 15-year-old girls team from 11 to 18 January 2010.

18. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – KENDAL NICOLE HASTIE

The Board considered a report seeking approval for the allocation of funds from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme.

The Board **resolved** to approve the application and allocate \$300 funding from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme to Kendal Nicole Hastie to participate in the 10 day Basketball Pacific Tour 2010, to be held in Australia from 11 to 21 January 2010.

19. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – KRYSTAL TETTINGAROTO JOY WERAHIKO AND MIKAYLA FRANCES MAY WERAHIKO

The Board considered a report seeking approval for the allocation of funds from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme.

The Board **resolved** to approve the applications and allocate \$250 each to Krystal Werahiko and Mikayla Werahiko funding from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme to attend to attend softball competitions as Canterbury representatives for their respective age categories in January 2010.

11. 2. 2010

Hagley/Ferrymead Community Board 16.12.2009

20. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – JULIUS ANGUS KARL HERZHOFF

The Board considered a report seeking approval for the allocation of funds from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme.

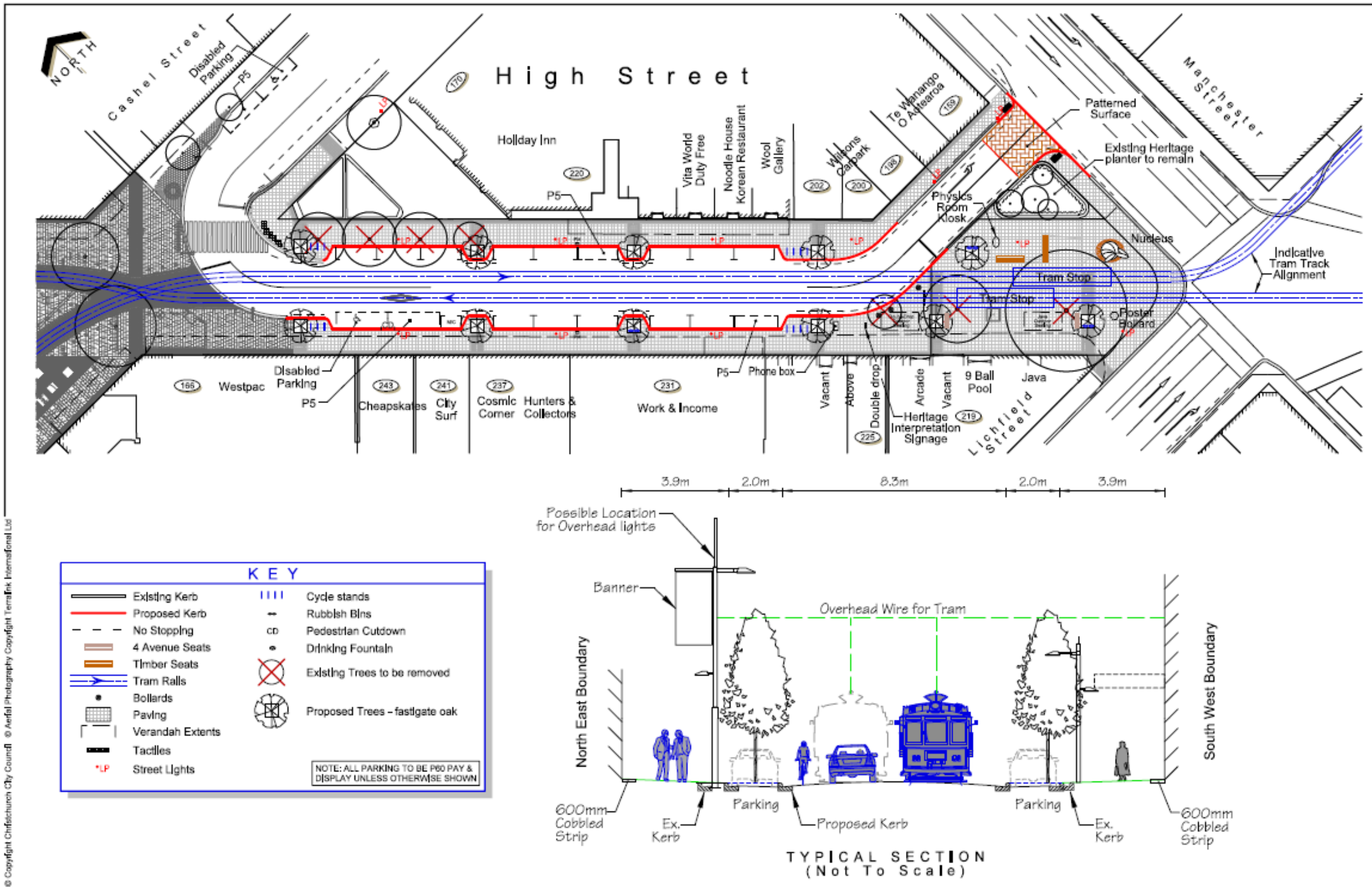
The Board **resolved** to approve the application and allocate \$500 funding from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme for Julius Herzhoff to represent New Zealand at competitions in Hong Kong and Singapore in January 2010.

The Chairperson thanked Board members and staff for their attendance and contributions, and wished them a safe Christmas and New Year.

The meeting concluded at 7.24pm.

CONFIRMED ON THIS 3RD DAY OF FEBRUARY 2010

**BOB TODD
CHAIRPERSON**



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