



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 5 OCTOBER 2005

AT 4.00PM

IN THE BOARD ROOM, PAPANUI SERVICE CENTRE,
CNR LANGDONS ROAD AND RESELL STREET

Community Board: Yvonne Palmer (Chairperson), Myra Barry (Deputy Chairperson), Ngaire Button, Bill Bush, Graham Condon, Megan Evans, Norm Withers.

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2004/05

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1. APOLOGIES

Myra Barry

2. CONFIRMATION OF MEETING REPORT – 14 SEPTEMBER 2005

The report of the ordinary meeting of the Board held on 14 September 2005 has been previously circulated.

CHAIRPERSON’S RECOMMENDATION

That the report of the ordinary meeting of the Board held on 14 September 2005 be confirmed.

3. GOOD CITIZEN AWARDS

Amber Tombs and Christine Palmer will be in attendance to receive Good Citizen Awards for their commitment to community citizenship.

4. DEPUTATIONS BY APPOINTMENT

4.1 Environment Canterbury - Update

Councillor Ann Carroll will be in attendance to update the Board on current ECan projects. This will be a sharing of information opportunity between the Board and ECan.

**5. BANKS AVENUE TRAFFIC CALMING AND KERB & CHANNEL RENEWAL
(FROM NORTH PARADE TO JUST EAST OF ACHILLES STREET – NORTH SIDE ONLY)**

General Manager responsible:	General Manager: Jane Parfitt
Officer responsible:	Unit Manager Transport & City Streets: Don Munro
Author:	Lee Kelly DDI 941-8355

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Shirley/Papanui Community Board and the Burwood/Pegasus Community Board for the Banks Avenue traffic calming and kerb & channel renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Council has budgeted for the traffic calming and kerb and channel renewal project for Banks Avenue in the 2005/2006 financial year.
3. The traffic calming element of this project grew out of concerns raised by the school and the residents of Banks Avenue relating to the speed of motorists along the Avenue during the day and in the evening
4. In 2003 the Council advised the community that the kerb and channel on the north side of Banks Avenue from North Parade to just east of Achilles Street was due to be replaced with flat kerb and channel.
5. Submissions received from the community supported the proposed work but residents and the local school requested that the Council implement some form of traffic calming at the same time.

5. Cont'd

6. From the residents' perspective their main concern is that the speed of some motorists late at night along Banks Avenue is so high that many drivers have ended up in the Dudley Creek. Residents wanted to see strong traffic calming measures installed as the crash data on Banks Avenue clearly indicates that over the last 20 years the number of crashes in Banks Avenue is high, mainly due to speed.
7. The school's concern also relates to the speed of motorists along Banks Avenue but mainly during the day when children are arriving and leaving school. However, there is also concern for the driving behaviour of some parents when they are dropping off and picking up children that consequently has a negative impact on the safety of children at the school.
8. The proposed work will address the safety concerns of the residents and will also provide a safer environment for the children attending Banks Avenue school. Research that the Council has undertaken on Banks Avenue since 2003 warrants the installation of strong traffic calming measures and has therefore obtained a high priority within the Council's programme.
9. In addition to the engineering work proposed, the Council has also worked to provide residents with a bank maintenance and stream enhancement programme for the Dudley Creek. The Council's proposal for the Dudley Creek will be brought to the Boards as a separate report.
10. There have been two small amendments to the consultation plan. Firstly, the chicane proposed adjacent to 120 Banks Avenue will be shifted approximately 10 metres making it easier for vehicles, exiting the school gate, to turn left into a two way section of carriageway. The second amendment relates to the footpath at the south west corner of the Banks Avenue/ River Road intersection. The existing footpath is to be widened and the gradient improved. Both telephoned and written submissions were received on this issue and the project team acknowledges that improvements could and should be made.
11. The amended plan (refer **attachment 2**) is the recommended option for Banks Avenue. It is this plan for which approval is sought to proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

12. The Banks Avenue traffic calming and kerb and channel renewal project has been estimated at \$313,000; \$161,000 from the kerb and channel budget and \$152,000 from the Neighbourhood Improvement Programme (NIP). Project expenditure will be managed through the routine capital project expenditure processes.

STAFF RECOMMENDATIONS

It is recommended that the Boards:

- (a) Approve the Banks Avenue traffic calming and kerb and channel renewal project as shown in attachment 2 proceeding to final design, tender and construction.
- (b) Approve the following traffic restrictions.

Banks Avenue parking restrictions:

That all existing parking restrictions on Banks Avenue be rescinded.

- (a) That the stopping of vehicles be prohibited at any time on the north side Banks Avenue commencing at a point 83 metres east of its intersection with North Parade and extending in an easterly direction for a distance of 55 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 88 metres east of its intersection with North Parade and extending in an easterly direction for a distance of 33 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at its intersection with the west side of Achilles Street and extending in a westerly direction for a distance of 18 metres.

5. Cont'd

- (d) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at its intersection with the east side of Achilles Street and extending in an easterly direction for a distance of 10 metres.
- (e) That the stopping of vehicles be prohibited at any time on both sides of Achilles Street commencing at its intersection with the north side of Banks Avenue and extending in a northerly direction for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at a point 36 metres from its intersection with the east side of Achilles Street and extending in an easterly direction for a distance 28 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 44 metres from its intersection with the east side of Achilles Street and extending in an easterly direction for a distance of 22 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at a point 102 metres south east from its intersection with the east side of Coopers Road and extending in a south easterly direction for a distance of 37 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south west side of Banks Avenue commencing at a point 107 metres south east from its intersection with the east side Coopers Road and extending in a south easterly directly for a distance of 40 metres.
- (j) That the stopping of vehicles be prohibited at any time on the north east side of Banks Avenue commencing at a point 290 metres west from its intersection with the west side of River Road and extending in an easterly direction for a distance of 50 metres.
- (k) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 278 metres west from its intersection with the west side of River Road and extending in an easterly direction for a distance of 60 metres.
- (l) That the stopping of vehicles be prohibited at any time on the north west side of Banks Avenue commencing at a point 96 metres west from its intersection with the west side of River Road and extending in an easterly direction for a distance of 52 metres.
- (m) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at its intersection with the west side of River Road and extending in a westerly direction for a distance of 125 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

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BACKGROUND ON THE BANKS AVENUE TRAFFIC CALMING AND KERB AND CHANNEL RENEWAL PROJECT

13. Initial consultation regarding the kerb and channel renewal project along the north side of Banks Avenue from North Parade to just east of Achilles Street started in July/August 2003. Submissions received supported the proposal but residents and the school community in Banks Avenue requested that the Council implement some form of traffic calming in the Avenue at the same time.
14. In addition to the proposed engineering work the Council has prepared a bank maintenance and stream enhancement programme for the Dudley Creek.
15. Investigations into the crash data on Banks Avenue clearly indicated an escalating problem. As a result, traffic calming measures were programmed to be implemented at the same time as the Kerb and Channel work.

OPTIONS

16. The project team identified 4 options for the traffic calming of Banks Avenue.
17. The aim was to present the options to the residents and to the Banks Avenue School via its Governing Body the Board of Trustees at a series of public meetings, so that they could decide through consensus on what option would be most suitable for implementation.
18. To this end three meetings were arranged at the Banks Avenue School and a fourth meeting arranged on site in Banks Avenue, so that all the roading options could be discussed, including the pros and cons of each option, along with the plans for the Dudley Creek.
19. The meeting dates were:

• Tuesday 12 April 2005	7pm - 9pm
• Saturday 14 May 2005	River Ramble (Dudley Creek)
• Tuesday 19 July 2005	7pm - 9pm
• Monday 12 September 2005	7.30pm - 9pm
20. The options discussed in detail were:
 - Speed humps
 - Chicanes
 - Double cul-de-sac with a slow road link
 - Road stopping with one cul-de-sac

Speed Humps:

- Speed humps are cost effective, but very noisy for residents. Additional noise and vibration is caused by vehicles decelerating before the speed hump; anything heavy that is carried in the boot or on the back of a truck shifts and then vehicles accelerate away. For these reasons this option was rejected by the community.

Chicanes:

- Chicanes slow traffic by forcing vehicles to change direction (horizontal deflection). In addition the landscaping proposed will provide the height (vertical deflection) required. The chicanes proposed for Banks Avenue will also include "one-way" courtesy slow points, forcing further speed reductions. For these reasons this option was overwhelmingly supported by the residents and therefore is the recommended option.

Double cul-de-sac with slow road link:

- For all intents and purposes the road is closed, however, legally it is kept open by installing a slow road link. This option was rejected as Banks Avenue from both the North Parade end and the River Road end to the double cul-de-sac's would not be calmed. Therefore the potential remains for high speeds to still be reached.

5. Cont'd

Full Road Closure with a cul-de-sac:

- This would require the legal stopping of Banks Avenue with the installation of a cul-de-sac. This option was rejected for similar reasons as the double cul-de-sac option outlined above.
21. The meeting on 12 April 2005 indicated a strong preference for the chicane option. It was explained by staff that between 5 – 7 chicanes would be required to ensure a consistent slower speed environment along the length of the Avenue. In addition, each chicane would include a one way slow point. The additional advantage of the chicane option was that it also enabled the Council to propose bank stabilisation and stream enhancement work adjacent to each chicane, thereby “softening” the effect of a strong engineering treatment.
 22. The disadvantages of this option included the requirement on residents to negotiate the chicanes each time they left and returned to their property, and that some existing on-street parks would need to be removed to provide room to install the chicanes.
 23. In addition to the discussions at the meeting held at the school on 12 April 2005, residents and the school community via the BOT were provided with submission forms so that further discussion on the options could take place after the meeting and then written submissions could be made to the Council so that a clear indication of the most supported option could be investigated further by staff.
 24. It is noted that the school was represented at the meeting by the Principal. The BOT was invited but did not attend.
 25. The River Ramble took place on a beautiful autumn day on Saturday 14 May 2005 and was well supported. The ramble lasted for three and a half hours and provided attendees with an on site opportunity to discuss with staff some issues/concerns relating to the proposed location of the chicanes and the proposed bank stabilisation and stream enhancement work.
 26. A clear preference was shown for the chicanes, and staff were able to advise that this preference was also indicated via the written submissions received at Council by the close off date of Friday 30 April 2005.
 27. Staff analysed the written submissions received in more detail.
 - 34 written submissions were received
 - 25 recommended the chicanes
 - 3 support speed humps
 - 2 didn't favour any option
 - 2 favoured the double cul-de-sac with slow road link
 - 1 favoured a road stopping cul-de-sac
 - 1 favoured new thresholds at all exits and entrances and 40km/h speed limit.
 28. Information on the results of the submissions were presented back at the third meeting on Tuesday 19 July 2005. In addition the meeting provided the opportunity for staff to present a draft traffic calming proposal illustrating how many chicanes would be required to meet the project objective of reducing speed along the Avenue, and where they would need to be placed to achieve a consistent slower speed environment.
 29. Attendees at the meeting agreed to a formal publicity pamphlet being produced and delivered to residents, the school community and to the wider community. It was noted that the BOT, while invited as the governing body of the school, did not attend. However, one BOT member did.
 30. It was restated at this meeting, as it was at the two previous meetings, that the cooperation of the residents and the school community was required to ensure a successful outcome and that any perceived inconvenience, in terms of reduced on street parking, should be considered in the bigger picture of securing an improved roading environment for children and the wider community.

5. Cont'd

31. It was acknowledged that:
- Residents may be inconvenienced by the chicanes on a daily basis
 - There would be a reduction in on street parks available to school traffic, and that initially congestion in the street could increase. However, with encouragement from the school and the Council for fewer parents to drive along the Avenue instead opting for accessing the school via other entrances and/or parking further away and walking the last 100 metres or so, would significantly improve the safety of children arriving and leaving the school each day.
32. During the formal consultation process, and very late in the process, the BOT raised objections to the proposal via a letter sent home to the parents/caregivers of children attending the school.
33. The letter to parents from the BOT included a submission form and a covering page. The covering page was titled. **“Changes to Banks Avenue Roading will Disrupt”**. The submission form listed 8 concerns of the BOT for the proposed changes. Parents/caregivers were encouraged to sign the form on behalf of the school and send into the Council. The project team provided the school with an additional 2 weeks to undertake this.
34. In total 83 written submissions were received. This included 44 signed submissions on behalf of the BOT. Banks Avenue has nearly 700 pupils attending the school. The total number of parents is unknown. The remaining 39 were overwhelmingly in favour of the proposal and it is noted that these submissions, with the exception of 5, were from submitters who are not residents of Banks Avenue.
35. In addition, the majority of Banks Avenue residents expressed their preference for the proposed traffic calming at the three public meetings. Residents of Banks Avenue were therefore unhappy at the school's decision not to support the traffic calming proposal and further that the school encouraged parents not to support the proposal. Rather than wait for the Board meetings to address this major issue it was decided that another meeting should be arranged so that residents could meet directly with the BOT of the school.
36. The meeting was organised for Monday 12 September 2005 in the staff room of the Banks Avenue School attended by 7 residents of the street, representing the street committee, the BOT, the Board chair of each community Board and two staff members.
37. Essentially the meeting was to provide a further opportunity for the BOT to present directly to the residents the BOT's concerns on the proposal. It was deemed important that both groups hear directly what each other's concerns were, so that a way forward could be determined.
38. The outcome of this meeting was an agreement from the BOT to support the Council's proposing traffic calming along the Avenue, thereby also providing support for the residents of the street. A minor adjustment to the proposed chicane (moving it west 7 – 10 metres) adjacent to 120 Banks Avenue and requested by the BOT at an earlier meeting with the Consultations Leader and already agreed to by the Project Team, was confirmed.

PREFERRED OPTION

39. The recommended option is to install 5 one way chicanes in Banks Avenue. The chicanes will generally be 4.5 metres in width, thereby providing room for one vehicle (3m) and one cycle (1.5m) to travel through the chicane side by side, if required.
40. The one exception to the 4.5m width is the chicane proposed adjacent to 120 Banks Avenue. This chicane will be 4.6 metres in width and will now be placed 7 – 10 metres west along the Avenue.

5. Cont'd

41. The existing speed platform on Banks Avenue at its intersection with North Parade will be retained along with the existing speed platform on Banks Avenue at its intersection with River Road. The existing speed hump adjacent to 81 Banks Avenue and utilised as a school "kea" crossing point will be retained, however, the speed hump will be widened and the markings altered so that it looks a little less like a formal pedestrian crossing (which it is not).
42. It is also proposed to replace the remaining old dish guttering along the north side of Banks Avenue from North Parade to just east of Achilles Street, with kerb and flat channel.

6. ST ALBANS STREET - KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Michelle Flanagan, Streets Capital Programme, DDI 941-8665

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek Community Board approval to proceed to final design, tender and construction of the St Albans Street kerb and channel renewal
 - (b) Seek Community Board approval of a number of resolutions for traffic restrictions (No Stopping) associated with the kerb and channel renewal in St Albans Street.

EXECUTIVE SUMMARY

2. St Albans Street was scheduled for kerb and channel renewal in the 2004/2005 financial year. The project was initiated in July 2003, and a consultation process agreed with the Community Board in September 2003. In October/November 2003 two public meetings were held (one with residents and one with community groups, businesses, the school and churches) to discuss issues and opportunities for both St Albans Street and Courtenay Street.
3. At a public meeting in April 2004, residents were consulted on five options for the kerb and channel renewal, including a 'do nothing' option. These options included both St Albans Street and Courtenay Street. The residents felt the options would increase vehicle speeds in the street and would prefer the project be delayed until such time as they could apply for a variation to the District Plan to uplift the designation on Courtenay Street. Whilst the residents favoured the 'do nothing' option, this was not supported by Council staff due to the age of the kerb and channel asset and the speed and safety problems associated with the existing 'poached egg' roundabouts.
4. Following the public meeting staff looked at two further options that did not include works on Courtenay Street, but were designed to integrate with any future works on Courtenay Street (whether the designation was lifted or not). One of those options was a two roundabout option and this became the preferred option. Consultation took place as this option in October 2004. On the feedback form a number of issues were raised in respect of accessways, pedestrian safety, traffic speed, landscaping, parking, and integration with Courtenay Street. Further consultation with St Albans Street residents has been undertaken on the landscaping, accessway and parking detail.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total costs for this project are \$519,000 inclusive of all consultation, design and project management.
6. St Albans Street is part of the Street Renewal Programme and is programmed for construction in the 2005/2006 year. The annual budget for Street Renewal is approximately \$15 million and the 2005/2006 draft budget provides sufficient funding to construct this project.
7. Without the approval of the resolutions for traffic restrictions, the amended restrictions will not be enforceable upon implementation.

6. Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

- (a) approve the St Albans Street kerb and channel renewal, as shown in **Attachment 2**, proceeding to final design, tender and construction.
- (b) approve the following new traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time, except in parking indents, on the north side of St Albans Street, commencing at a point 22m west of the intersection of Rutland Street and extending east to the west boundary of Trafalgar Street.
 - (ii) That the stopping of vehicles be prohibited at any time on the north side of Courtenay Street, commencing at its intersection with Trafalgar Street and extending east for a distance of 40m.
 - (iii) That the stopping of vehicles be prohibited at any time, except in parking indents, on the south side of St Albans Street, commencing at a point 28m west of the intersection of Rutland Street and extending east to the west boundary of Trafalgar Street.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Courtenay Street, commencing at its intersection with Trafalgar Street and extending east for a distance of 26m.
 - (v) That the stopping of vehicles be prohibited at any time between kerbs, on the west side of Rutland Street, commencing at the intersection of St Albans Street and extending a distance of 17m in a northerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time between kerbs, on the east side of Rutland Street, commencing at the intersection of St Albans Street and extending a distance of 23m in a northerly direction.
 - (vii) That the stopping of vehicles be prohibited at any time between kerbs, on the west side of Massey Crescent, commencing at the intersection of St Albans Street and extending a distance of 15m in a southerly direction.
 - (viii) That the stopping of vehicles be prohibited at any time between kerbs, on the east side of Massey Crescent, commencing at the intersection of St Albans Street and extending a distance of 17m in a southerly direction.
 - (ix) That the stopping of vehicles be prohibited at any time between kerbs, on the southwest side of Trafalgar Street, commencing at the intersection of St Albans Street and extending a distance of 20m in a south easterly direction.
 - (x) That the stopping of vehicles be prohibited at any time between kerbs, on the northeast side of Trafalgar Street, commencing at the intersection of St Albans Street and extending a distance of 20m in a south easterly direction.
 - (xi) The above restriction to be effective on completion of the construction works.

CHAIRPERSON'S RECOMMENDATION

For discussion.

6. Cont'd

BACKGROUND ON ST ALBANS STREET KERB AND CHANNEL RENEWAL

8. The St Albans Street kerb and channel renewal project was scheduled for construction in the 2004/2005 financial year . Due to the nature of the area, the City Streets Unit investigated the development of a scheme that would include the future upgrade of Courtenay Street. Both St Albans Street and Courtenay Street are classified as collector roads under the Proposed City Plan. Courtenay Street has a street widening designation in the Proposed City Plan that would allow it to be widened to Collector Road width. The residents of Courtenay Street oppose this designation and as yet have been unsuccessful in having the designation removed through appropriate district planning processes.
9. As well as having kerb and channel requiring renewal, the existing 'poached egg' roundabouts at the Rutland Street/St Albans Street intersection and Trafalgar Street/St Albans Street/Courtenay Street intersection do not operate effectively for the following reasons:
 - (a) The delineation is poor.
 - (b) Drivers travel across the surface of the 'poached egg' rather than around it. Consequently vehicle speed is not reduced.
 - (c) Some drivers also travel around the wrong side of the 'poached egg' creating a potential hazard for oncoming vehicles.
 - (d) The low deflection angles do not encourage a reduction in speed.
 - (e) There is a level of uncertainty for motorists, cyclists and pedestrians travelling through the roundabouts.
10. The primary aim of the project is to replace the existing kerb and dish channel with kerb and flat channel. Secondary aims of the project include:
 - (a) Develop landscaping if possible to enhance streetscape.
 - (b) Retain the ambience of Courtenay Street.
 - (c) Reduce the speed along both streets.
 - (d) Enhance St Albans to be a better fit with Courtenay and Trafalgar rather than the other section of St Albans. A priority change at Rutland may be appropriate.
 - (e) Provide pedestrian facilities.
 - (f) Examine the appropriateness of the existing roundabouts at St Albans Street/Rutland Street and Westminster Street/Courtenay Street.
 - (g) Completing the project within budget and programme.
 - (h) A completed project which will satisfy the needs of the asset unit and the community.
11. The St Albans Street kerb and channel renewal project was initiated in July 2003, and a timeline included as **Attachment 1** summarises project actions to date. A consultation process was agreed with the Community Board in September 2003, and in October/November 2003 two public meetings were held (one with residents and one with community groups, businesses, the school and churches) to discuss issues and opportunities for both St Albans Street and Courtenay Street.
12. At a meeting with St Albans and Courtenay Street residents in April 2004, five options including the 'do nothing' option for the renewal of both St Albans Street and Courtenay Street were presented and feedback sought. Options A and C included roundabouts at the Rutland Street/St Albans Street, Trafalgar Street/St Albans Street and Courtenay Street/Westminster Street intersections. Option B and D included a roundabout at the Rutland Street/St Albans

6. Cont'd

15. The project team then considered two further options that did not include any works on Courtenay Street, but were designed to integrate with any future work on Courtenay Street whether the designation was lifted or not. Option 1 was a two roundabout option with roundabouts at Rutland street / St Albans Street and at Trafalgar Street / St Albans Street. Option 2 was a roundabout at Rutland Street / St Albans street only with the work terminating before the Trafalgar Street Intersection. Option 1 was the preferred option.
16. In August 2004, a report was presented to the Community Board and Sustainable Transport and Utilities Committee to gain support for the two roundabout option (option 1). This report also sought approval to consult with the residents of St Albans Street on the two roundabout option. The Sustainable Transport and Utilities Committee made the following recommendations:
 - (a) That the Council present the two roundabout plan for the reconstruction of St Albans Street for consultation with St Albans Street residents' and other stakeholders.
 - (b) That the Council defer any other work on Courtenay Street until early in 2005 so that it can be considered by a joint meeting of the Community Board, and the relevant Committee of the new Council.
17. In October 2004, consultation on the two roundabout option was undertaken, and the following general issues were raised for St Albans Street (Refer **Attachment 3** for a summary of the consultation feedback):
 - (a) Footpaths adjacent to the boundary will place pedestrians at risk from vehicles exiting properties.
 - (b) Concern about the reduction in on-street parking.
 - (c) Concern that the option influences any future works in Courtenay Street – would like to see the designation lifted and a plan for both streets progressed.
 - (d) Issues associated with individual vehicle accesses.
 - (e) Increased obstruction to the flow of traffic.
 - (f) Terrified of speed in Courtenay Street – hopes the proposal slows traffic in Courtenay and Trafalgar Streets.
 - (g) Concerned the proposal will increase vehicle speed and through traffic.
18. Between January and June 2005 the Project Team considered the feedback given. Further consultation with the residents of St Albans Street was undertaken to discuss landscaping, accessway and parking details via a 'drop in' session held on the 22 June 2005. Nine residents attended the session, and one resident provided written feedback. Other consultation was undertaken directly with residents (refer Attachment 3).
19. Following the "drop in" session, and discussions with residents a number of minor changes were made to the concept plan (refer Attachment 2):
 - (a) The vehicle accessways at 151, 170 and 173 St Albans Street are to be splayed to assist access.
 - (b) The splitter island outside number 151 has been reduced to its minimum size.
 - (c) Existing pedestrian access adjacent to the parking bay at 158 St Albans Street is to remain to allow access.
 - (d) An additional on-street parking space is to be provided outside 159 St Albans Street (this involves the removal of a proposed tree).
 - (e) An old rhododendron tree outside 160 St Albans Street is to be retained.
 - (f) The footpath has been moved off the property boundary outside 160 St Albans Street.
 - (g) The camellia hedge adjacent to 149 St Albans Street is to be retained.
 - (h) One of the street trees proposed outside 173 St Albans Street is to be removed, and the other located further west to assist vehicles exiting the property.
 - (i) The position of the footpath outside 150 St Albans Street in relation to the trees outside this property is to be considered during the detailed design phase.

6. Cont'd

- (j) The majority of residents indicated a preference for street trees between the parking bay areas, and camellia trees were suggested (The species will be considered at the detailed design phase). Three additional street trees are therefore proposed on the northern side of St Albans Street, and three on the southern side. Given the preference for camellia trees there is also the potential to plant camellia hedges along the boundaries of 159-171 St Albans Street (where grass berm is currently proposed). This will be investigated during the detailed design phase, and consultation with the individual landowners undertaken in this respect.
20. Council officers are also still working with the owner of 177 St Albans Street regarding the location of their existing vehicle crossing. The existing vehicle crossing will come out in the centre of the proposed roundabout at the St Albans Street/Courtenay Street/Trafalgar Street intersection. An alternative vehicle crossing location has been offered to the owner allowing entry and exit onto Courtenay Street, and Council will cover the cost of the installation of the vehicle crossing and driveway to meet the existing driveway.

OPTIONS

21. In total seven options were assessed as part of the St Albans Street Kerb and Channel Renewal as follows:
- § **Option A** – A roundabout at the Rutland Street/St Albans Street, Trafalgar Street/St Albans Street and Courtenay Street/Westminster Street intersections, with a 11.4m two lane carriageway with parking on one side only.
 - § **Option B** – A roundabout at the Rutland Street/St Albans Street intersection with Trafalgar Street and Roosevelt Street aligned to meet St Albans Street and Courtenay St at a right angle, with a 11.4m two lane carriageway with parking on one side only.
 - § **Option C** - A roundabout at the Rutland Street/St Albans Street, Trafalgar Street/St Albans Street and Courtenay Street/Westminster Street intersections, with a 9.4 two lane carriageway with parking bays.
 - § **Option D** - A roundabout at the Rutland Street/St Albans Street intersection with Trafalgar Street and Roosevelt Street aligned to meet St Albans Street and Courtenay at a right angle, with a 9.4m two lane carriageway with parking bays.
 - § **Option E** – Do Nothing, maintain status quo.
 - § **Option 1** – A Roundabout at the Rutland Street/St Albans Street and the Trafalgar Street/Courtenay St/ Albans Street. Intersections, with a 9.6m carriageway with parking bays.
 - § **Option 2** – A roundabout at the Rutland Street/St Albans Street intersection, with a 9.6m carriageway with parking bays and work terminating before the Trafalgar Street intersection.

PREFERRED OPTION

22. Option 1 is the preferred option (refer Attachment 2), and consists of the following features:
- (a) A 9.6m road width, increasing to 13.6m at the parking bays.
 - (b) Parking bays on the northern and eastern side of the street providing 12 on-street parking spaces.
 - (c) A fully formed roundabout at the Rutland Street/St Albans Street intersection (14m in diameter) and the Trafalgar Street/Courtenay Street/St Albans Street intersection (15m in diameter).
 - (d) Splitter islands, with pedestrian refuges, at each of the legs of the roundabouts.
 - (e) No stopping on both sides of St Albans Street, excluding the parking bays. The no stopping areas between the parking bays will be marked with yellow 'No Stopping' lines.
 - (f) Footpaths on both sides of the street.
 - (g) Cycleways on both sides of the street.
 - (h) Grass berms, landscaping and street trees.
 - (i) As part of the design process the street lighting in St Albans Street will be assessed and upgraded as necessary. Street lighting in St Albans Street will be set for a collector road, and will also take into account the location of trees and landscaping.

6. Cont'd

23. The preferred option (refer Attachment 2) satisfies the project aims and objectives as follows:
 - (a) The existing kerb and dish channel will be replaced with kerb and flat channel.
 - (b) Landscaping opportunities have been created including berm areas, landscaping and street trees.
 - (c) The narrowed carriageway width (from 11.2m to 9.6m) will reduce the speed of vehicles through the creation of side friction. The roundabouts at the intersections will ensure vehicles do not travel through St Albans street at high speed.
 - (d) The residential character of St Albans Street is maintained with the narrowed street width and landscaping.
 - (e) A footpath is provided on both sides of St Albans Street, and pedestrian refuges are included in the splitter islands on the legs of the roundabouts.
 - (f) The existing 'poached egg' roundabouts are ineffective in slowing traffic. The proposed roundabouts will assist in slowing traffic.
 - (g) The proposed project is considered to satisfy the needs of the asset unit and the community.

24. The preferred option does not satisfy the following project objectives:
 - (a) The ambience of Courtenay Street is not affected by the proposal and will be considered as a separate project.

25. The preferred option (refer Attachment 2) has been selected for the following reasons:
 - (a) It satisfies the majority of the aims and objectives of the project.
 - (b) It has some community support.
 - (c) It does not influence or preclude any future proposals in Courtenay Street.

ASSESSMENT OF OPTIONS

The Preferred Option

Option 1 – Roundabouts at the Rutland Street/St Albans Street intersection and Courtenay Street/Trafalgar Street/St Albans Street intersection.

	Benefits (current and future)	Costs (current and future)
Social	<p>Vehicle speeds and safety at the 'poached egg' roundabouts is addressed. Enhancement of the street to create a pleasant streetscape.</p> <p>Can integrate with any future design of Courtenay Street without influencing the future design.</p> <p>Will provide safer crossing points for pedestrians and cycle lanes for cyclists.</p>	<p>Courtenay Street residents perceive Option 1 as influencing the future design of Courtenay Street.</p>
Cultural	<p>Nil</p>	<p>Nil</p>
Environmental	<p>St Albans Street streetscape is enhanced through the provision of landscaping.</p>	<p>Nil</p>
Economic	<p>Renewal of a Council infrastructure asset.</p>	<p>Capital expenditure.</p>

Extent to which community outcomes are achieved:

Primary alignment with community outcome *"Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life"* by providing a high quality transportation network.

Also contributes to *"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"* by managing all assets to optimise their value and usefulness over the long term.

Also contributes to *"Our City's urban form and infrastructure maximise safety and security for all people from crime, injury and hazard"* by providing an improvement in road and pedestrian safety.

Impact on Council's capacity and responsibilities:

No impact.

Effects on Maori:

It is considered there are no effects on Maori.

Consistency with existing Council policies:

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Also consistent with the Cycle Strategy through the provision of cycle lanes. Consistent with the Council's Transport and Streets Asset Management Plan.

Views and preferences of persons affected or likely to have an interest:

Views on the St Albans Street kerb and channel renewal were sought using a feedback form and through a residents 'drop in' session. The issues raised and feedback received is summarised as Attachment 4.

Other relevant matters:

Nil.

Maintain The Status Quo (If Not Preferred Option)

Option E - The 'do nothing' option.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Traffic speed and safety issues associated with the existing 'poached egg' roundabouts are not resolved. Collector road status of St Albans Street is not recognised.
Cultural	Nil	Nil
Environmental	Nil	St Albans streetscape is not improved.
Economic	No Capital Expenditure	An infrastructural asset is not renewed – ongoing maintenance expenditure.
<p>Extent to which community outcomes are achieved: Maintaining the status quo is not aligned to any Community Outcomes.</p> <p>Impact on Council's capacity and responsibilities: No impact.</p> <p>Effects on Maori: It is considered there are no effects on Maori.</p> <p>Consistency with existing Council policies: Maintain the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.</p> <p>Views and preferences of persons affected or likely to have an interest: At a public meeting in April 2004, the majority of the residents voted to maintain the status quo for both St Albans Street and Courtenay Street. The Project Team does not recommend a 'do nothing' option for St Albans Street for the following reasons:</p> <p>(a) The kerb and channel renewal in St Albans Street has already been delayed, and the asset is well beyond its use by date and incurring ongoing maintenance expenditure. (b) There is an urgent need to address the concern of vehicle speeds at the intersection of St Albans Street with both Rutland and Trafalgar Streets.</p> <p>Other relevant matters: Nil</p>		

Option 2

Option 2 – A roundabout at the Rutland Street/St Albans Street intersection only with work terminating before the Trafalgar Street intersection.

	Benefits (current and future)	Costs (current and future)
Social	Resolves the traffic speed and safety issues associated with the existing 'poached egg' roundabout at Rutland Street.	Does not resolve the Traffic speed and safety issues associated with the existing 'poached egg' at the Courtenay Street/St Albans Street/Trafalgar Street intersection. Potential for traffic speeds to increased in Trafalgar Street.
Cultural	Nil	Nil
Environmental	St Albans Street streetscape is enhanced through the provision of landscaping.	St Albans streetscape is not fully improved through the Trafalgar Street intersection.
Economic	Renewal of a Council infrastructural asset.	Capital expenditure. Part of an old infrastructure asset is not renewed - ongoing maintenance expenditure..
<p>Extent to which community outcomes are achieved: Option 2 is a partial solution only, and therefore contributes to a limited degree to: <i>"Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life"</i></p> <p>Impact on Council's capacity and responsibilities: No impact.</p> <p>Effects on Maori: It is considered there are no effects on Maori.</p> <p>Consistency with existing Council policies: Option 2 is not consistent with the Road Safety Strategy.</p> <p>Views and preferences of persons affected or likely to have an interest: Options B and C (which included a roundabout only at Rutland Street/St Albans Street as well as other works along St Albans Street and Courtenay Street) were presented to the community at a public meeting in April 2004. At this meeting the majority of the residents voted to maintain the status quo for both St Albans Street and Courtenay Street, however there was limited support for Option C (one resident), including conditional support that it apply to St Albans Street only (two residents). The Project Team does not recommend a roundabout at Rutland Street/St Albans Street only for the following reasons: (a) Speeds could potentially increase in Trafalgar Street, and the substandard poached egg roundabout would remain. (b) Would not fully renew the old asset in St Albans Street.</p> <p>Other relevant matters: Nil</p>		

Options including Courtenay Street.

Options A, B, C, and D which include works on St Albans Street and Courtenay Street.

	Benefits (current and future)	Costs (current and future)
Social	St Albans Street and Courtenay Street renewed as an integrated project.	Courtenay Street residents are unhappy with the collector road status of the street and the existing designation on the street.
Cultural	Consistency throughout the two streets.	Nil.
Environmental	St Albans Street and Courtenay Street are enhanced through the provision of landscaping.	Nil

7. BELFAST/NORTHWOOD RESIDENTS ASSOCIATION NAME CHANGE AND RECOGNITION REQUEST

General Manager responsible:	General Manager Stephen McArthur
Officer responsible:	Unit Manager Lesley Symington
Author:	Jill Gordon, DDI 941-5407

PURPOSE OF REPORT

1. The purpose of this report is for the Shirley/Papanui Community Board to consider a request from the Belfast/Northwood Residents' Association for a name change and recognition of the organisation.

EXECUTIVE SUMMARY

2. The Belfast/Northwood Residents' Association requests recognition and approval for a change to the name of the organisation. This association has represented the Belfast area since coming out of recess in 1991. With an increasing number of subdivisions, the association believes it has a key advocacy role for the Belfast area as a whole, while also acknowledging the needs of smaller communities of interest.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The current Council policy for the formation and recognition of Residents' Associations was adopted by the Council on 22 July 1991.

Relevant policy clauses are:

- (1) That the Christchurch City Council encourages the formation of local residents' groups.
- (2) That local residents' groups be able to apply to their Community Board for recognition as the "official" residents' group for the area.
- (3) That residents' groups' boundaries within each community be determined by the relevant Community Board.

There are no financial considerations.

STAFF RECOMMENDATION

It is recommended that the Belfast/Northwood Residents Association be recognised, and known as the Belfast Area Residents Association.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

7. Cont'd

BACKGROUND ON NAME CHANGE REQUEST

4. The Belfast Residents Association was started again in 1991 after a period in recess.
5. In 2004 the community in the Northwood subdivision was recognised by the Association through a change in name from the Belfast Residents Association to the Belfast/Northwood Residents Association.
6. The Belfast/Northwood Residents Association now requests a change of name to Belfast Area Residents Association and recognition as the umbrella Residents Group organisation in the Belfast area.
7. The Belfast/Northwood Residents Association acknowledges that with further subdivisions there will be an increasing number of communities of interest within the Belfast area. The Association believes the Belfast area would be best served by one association, which would advocate on behalf of Belfast. Smaller residents groups could then be recognised and act under the auspices of the Belfast Area Residents Association.

8. ST ALBANS PLAY CENTRE – FUNDING APPLICATION

General Manager responsible:	General Manager, Stephen McArthur
Officer responsible:	Lesley Symington, Unit Manager
Author:	Bruce Meder, DDI 941-5408

PURPOSE OF REPORT

1. The purpose of this report is to seek funding of \$5,000 from the Board's Discretionary Fund for St Albans Play Centre for upgrading their playground.

EXECUTIVE SUMMARY

2. St Albans Play Centre needs to upgrade their playground in response to new Safety Standards which were introduced in 2004. The Play Centre is located in a low socio-economic area and has a high level of community support .
3. The cost of the playground upgrade is approximately \$24,500. The Play Centre is approaching the Community Board requesting a grant of \$5,000 towards the project.

STAFF RECOMMENDATION

It is recommended that the Community Board agrees to allocate \$5,000 from its 2005/06 discretionary vote to the St Albans Play Centre towards the costs of upgrading their playground.

CHAIRPERSON'S RECOMMENDATIONS

1. That the staff recommendation be adopted.
2. That the Board agree to support in writing any other applications for funding required by the St Albans Play Centre.

8. Cont'd

BACKGROUND ON ST ALBANS PLAY CENTRE

4. St Albans Play Centre has been operating since the late 1940's . They have been at their current facility (Glenmoor School) since 1974.
5. Six 2½ hour sessions are run per week for all children up to school age, and fees are \$1.50 per session, reflecting the low-income nature of the surrounding community (Glenmoor School has a decile ranking of three). Approximately 60 children use the Centre per year.
6. The Play Centre employs one part-time qualified early childhood supervisor and 40 volunteers who deliver approximately 9,000 volunteer hours each year.
7. The Play Centre's playground requires this upgrade because it is now nine years old and no longer complies to with new New Zealand Safety Standards which were introduced in 2004.
8. The Play Centre contributes towards the following Community Board objectives:
 - (a) To engage and support local communities to increase their capacity and participation in community issues, activities and projects/initiatives.
 - (b) To resource and encourage the development of sustainable community initiatives which respond to and meet community needs.
9. It also contributes towards the following LTCCP outcomes:
 - (a) A Learning City by providing pre-school education.
 - (b) A City of Inclusive and Diverse Communities by locating themselves in a lower socio-economic part of the city. They also make their playground available to Special Needs children from Ferndale School.
 - (c) A city of healthy and active people by encouraging physical activity amongst pre-schoolers.

FUNDING

10. The Play Centre has an annual budget of approximately \$120,000. In addition to its bulk funding it obtains funding from a variety of sources, including: trusts, gaming funds, fees and fundraising. This group's income and expenditure are approximately equal and hence they have little leeway for one-off projects of this nature.
11. The estimated cost of upgrading the playground is \$24,585. Of that total, \$3,000 has been set aside for this purpose with an additional application made with Canterbury Community Trust for \$16,000. The funding request which is currently before the Community Board is for \$5,000
12. The bulk funding that this group receives cannot be spent on upgrading facilities and there appears to be no funding available from within the Ministry of Education for this purpose.

OPTIONS

13. The Community Board has three options available:
 - (a) Decline a grant to St Albans Play Centre.
 - (b) Allocate a grant of part of the funds needed to complete this project.
 - (c) Allocate a grant of \$5,000 to the St Albans Play Centre towards the costs of upgrading their playground.

PREFERRED OPTION

14. Option (c) is the preferred option for the following reasons:
The Play Centre:
 - Is located in an area of high numbers of families with young children.
 - Has little access to funding this project from within their own resources.
 - Have the active support of parents and other locals who volunteer time to the Play Centre.

9. YOUTH DEVELOPMENT SCHEME GUIDELINES

General Manager responsible:	General Manager, Stephen Mc Arthur
Officer responsible:	Community and Recreation Unit Manager, Lesley Symington
Author:	Deirdre Ryan, Senior Community Development Adviser DDI 941-6288

PURPOSE OF REPORT

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

EXECUTIVE SUMMARY

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

FINANCIAL AND LEGAL CONSIDERATIONS

6. Participating boards have already allocated funding to the Youth Development Scheme. Fendalton/Waimairi and Hagley/Ferrymead may wish to consider participating in the scheme by allocating some of their discretionary funds for this purpose.

STAFF RECOMMENDATIONS

It is recommended that the Board agree to accept the proposed guidelines and implementation

9. Cont'd

BACKGROUND TO THE YOUTH DEVELOPMENT SCHEME

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

OPTIONS

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

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

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

PREFERRED OPTION

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

10. SHIRLEY/PAPANUI COMMUNITY BOARD: FUNDING ACCOUNTABILITY REPORT - 2004/05

General Manager responsible:	General Manager Regulation and Democracy Services
Officer responsible:	Community Board Principal Adviser
Author:	Kay Rabe, Acting Community Secretary, DDI 941-6726

PURPOSE OF REPORT

1. The purpose of this report is to submit information with regard to the allocation of the Board's Project Funding for 2004/05 (see **attached** matrix documents).

10. Cont'd

EXECUTIVE SUMMARY

2. Each year the Board is provided with a total of \$390,000 for its Project and Discretionary Funding, which is allocated to projects that meet both the Board's and LTCCP Community Outcomes, together with Council policies.
3. Staff will be available to respond to questions of clarification regarding the projects, and discuss their Unit's approaches taken to their work.

FINANCIAL AND LEGAL CONSIDERATIONS

4. An accountability matrix is **attached** which outlines all allocations made from the Board's Project Funding for the 2004/05 financial year.

STAFF RECOMMENDATION

That the information be received.

CHAIRPERSON'S RECOMMENDATION

That the information be received.