



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 6 DECEMBER 2006

AT 4.00 PM

IN THE BROOKLANDS COMMUNITY HALL,
ANFIELD STREET, OFF LOWER STYX ROAD, BROOKLANDS

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

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- PART A - MATTERS REQUIRING A COUNCIL DECISION
- PART B - REPORTS FOR INFORMATION
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1. APOLOGIES**2. CONFIRMATION OF MEETING REPORT – 15 NOVEMBER 2006**

The report of the meeting of 15 November 2006 has been circulated to the Board under separate cover (see attached).

CHAIRPERSON'S RECOMMENDATION

That the report to Council of 15 November 2006 be confirmed as a true and accurate record of that meeting.

3. DEPUTATIONS BY APPOINTMENT**4. PETITIONS****5. BLIGHS ROAD KERB AND CHANNEL RENEWAL (FROM IDRIS ROAD TO PAPANUI ROAD)**

General Manager responsible:	General Manager, City Environment
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Brian Boddy DDI 941 8013

PURPOSE OF REPORT

1. The purpose of this report is to seek both the Fendalton/Waimairi and Shirley/Papanui Community Boards' recommendations to Council for the Blighs Road kerb and channel renewal project (Idris Road to Papanui Road), to proceed to final design, tender and construction as shown on the concept plan (attachment 1).

EXECUTIVE SUMMARY

2. This street kerb and channel renewal project is part of the Blighs-Wairakei cluster of projects in the Christchurch City Council's Capital Works Programme in the 2005/2006, 2006/2007 and 2007/08 financial years. Blighs Road Stage III (this project) covers the section of Blighs Road from Idris Road, to Papanui Road. Stages I and II of this project group covers Wairakei Road from Manor Place to the railway crossing adjacent to the Jeffreys Road intersection, and will be covered by a separate report. The primary aim of the project is to renew the kerb and dish channel and replace it with kerb and flat channel.
3. Initial consultation was undertaken with the residents of Blighs Road between Idris and Papanui Roads in March 2005. A joint seminar was held with the Shirley/Papanui and Fendalton/Waimairi Community Boards in August 2006 and a publicity newsletter including the concept plan (Attachment 1) was distributed in September 2006.
4. Land has been purchased at the Blighs/Papanui Roads intersection for the construction of a free left turn to improve traffic flows onto Papanui Road. Undergrounding of the overhead wiring and the upgrading of the street lighting is nearly completed.
5. This project (Stage III of the Wairakei cluster) is to be upgraded to modern minor arterial road standards which are the same as those in the adjoining section of Idris Road. This project will not be affected by the outcomes of the Wairakei Road traffic model or the seminar to be held in February 2007.
6. A recommendation that the project be approved for construction is now sought from the Boards to progress the preferred option for Blighs Road (Idris to Papanui) to final design, tender and construction, as it appears in the 2006/2007 Capital Programme.

5. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

7. The budget for this project (i.e. Stage III of the Wairakei Cluster) is \$1,494,800; the estimated cost is \$1,765,083 that includes all consultation, design and project management considerations. The project is forecast to be over budget by \$270,000. Opportunities to minimise the cost and manage the over expenditure within the kerb and channel budget for 2006/07 are limited as the entire programme is looking to be \$1,000,000 over the total budget due to price increases. This over expenditure will be considered in the broader context of the Council's Annual Capital Budget.
8. There are no legal implications. Council resolution is required to implement the parking restrictions and traffic management changes.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui and the Fendalton/Waimairi Community Boards recommend to Council:

- (a) The proposal shown on attachment 1 for construction.
- (b) To approve the following traffic restrictions for installation:

Removal of existing No Stopping

- (i) That the existing no stopping be revoked from both sides of Blighs Road between Idris Road and Papanui Road.

New no stopping

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 11 metres east of its intersection with Watford Street and extending 7 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 14 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 127 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 146 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 207 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 60 metres east of its intersection with Windermere Road and extending 7 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Windermere Road and extending 6 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Windermere Road commencing at its intersection with Blighs Road and extending 12 metres in a northerly direction.

5. Cont'd

- (x) That the stopping of vehicles be prohibited at any time on the west side of Windermere Road commencing at its intersection with Blighs Road and extending 12 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Windermere Road and extending 6 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 222 metres west of its intersection with Watford Street and extending 16 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 154 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 129 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 22 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing its intersection with Watford Street and extending 6 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing its intersection with Watford Street and extending 3 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 13 metres east of its intersection with Watford Street and extending 7 metres in an easterly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing a point 98 metres west of its intersection with Papanui Road and extending 7 metres in a westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing a point 78 metres west of its intersection with Papanui Road and extending 7 metres in a westerly direction.

Removed no stopping

- (xxi) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at a point 57 metres west of its intersection with Papanui Road and extending 15 metres in a westerly direction.
- (xxii) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at a point 46 metres east of its intersection with Condell Avenue and extending 32 metres in an easterly direction.
- (xxiii) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at its intersection with Idris Road and extending 33 metres in an easterly direction.
- (xxiv) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at a point 47 metres west of its intersection with Papanui Road and extending 15 metres in a westerly direction.

5. Cont'd

Extended no stopping

- (xxv) That the existing no stopping be revoked from the north side of Blighs Road at its present position commencing at its intersection with Papanui Road and extending 38 metres in a westerly direction and reinstated on the north side of Blighs Road commencing at its intersection with Papanui Road and extending 87 metres in a westerly direction.
- (xxvi) That the existing no stopping be revoked from the north side of Blighs Road at its present position commencing at its intersection with Condell Avenue and extending 20 metres in an easterly direction and reinstated on the north side of Blighs Road commencing at its intersection with Condell Avenue and extending 3 metres in an easterly direction.
- (xxvii) That the existing no stopping be revoked from the north side of Blighs Road at its present position commencing at its intersection with Condell Avenue and extending 14 metres in a westerly direction and reinstated on the north side of Blighs Road commencing at its intersection with Condell Avenue and extending 7 metres in a westerly direction.
- (xxviii) That the existing no stopping be revoked from the south side of Blighs Road and Idris Road at its present position commencing at its intersection with Westholme Street and extending 72 metres in a westerly direction and reinstated on the south side of Blighs Road commencing at its intersection with Westholme Street and extending 5 metres in a westerly direction.
- (xxix) That the existing no stopping be revoked from the south side of Blighs Road at its present position commencing at its intersection with Westholme Street and extending 9 metres in an easterly direction and reinstated on the south side of Blighs Road commencing at its intersection with Westholme Street and extending 16 metres in an easterly direction.
- (xxx) That the existing no stopping be revoked from the south side of Blighs Road at its present position commencing at its intersection with Tillman Avenue and extending 11 metres in an easterly direction and reinstated on the south side of Blighs Road commencing at its intersection with Tillman Avenue and extending 3 metres in an easterly direction.
- (xxxi) That the existing no stopping be revoked from the south side of Blighs Road at its present position commencing at its intersection with Papanui Road and extending 33 metres in a westerly direction and reinstated on the south side of Blighs Road commencing at a point 21 metres west of its intersection with Papanui Road and extending 13 metres in a westerly direction.

Move existing bus stop to new location

- (xxxii) That the existing bus stop be revoked from the north side of Blighs Road at its present position commencing 29 metres west of the intersection with Condell Avenue and extending 15 metres in a westerly direction, and reinstated on the north side of Blighs Road commencing 51 metres west of the intersection with Condell Avenue and extending 12 metres in a westerly direction.

Move existing pedestrian crossing to new location

- (xxxiii) That the existing pedestrian crossing be revoked from its present position on Blighs Road commencing 2 metres west of the intersection with Tillman Avenue and extending 5 metres in a westerly direction, and reinstated on Blighs Road commencing 2 metres east of the intersection with Tillman Avenue and extending 5 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

5. Cont'd

SECTION ONE - BACKGROUND

9. This street kerb and channel renewal project is part of the Blighs-Wairakei cluster of projects in the Christchurch City Council's Capital Works Programme in the 2005/2006, 2006/2007 and 2007/2008 financial years. Blighs Road Stage III (i.e. this project) covers the section of Blighs Road from Idris Road, to Papanui Road. Stages I and II of this project group covers Wairakei Road from Manor Place to the railway crossing adjacent to the Jeffreys Road intersection, and will be covered by a separate report.
10. This section of Blighs Road is a minor arterial road and an over-dimensional vehicle route carrying an average of 11,500 vehicles per day. It is located in the Papanui and Fendalton wards. The present carriageway varies in width from its normal 14 metres between the kerbs to 9 metres at the school pedestrian crossing. There is dish channel on both sides of the road for most of the project's length.
11. The project was initiated by the need to replace the existing kerb and dish channel. A full reconstruction of the carriageway is required based on an engineering assessment of the pavement's existing condition. While renewing this asset the following aims and objectives also need to be met by the project:
 - Underground the existing overhead services
 - Upgrade the existing street lighting
 - Improve safety for vehicles, cyclists and pedestrians
 - Reduce the overall reported number of crashes.
12. The specific objectives of the project are to:
 - Provide cycle facilities e.g. cycle lanes
 - Reinforce the existing minor arterial road status of this section of Blighs Road
 - Ensure safer passage for pedestrians and cyclists
 - Provide adequate on-street parking to meet the existing parking demand.
13. The Land Transport Safety Authority Crash Analysis System (CAS) shows there have been 17 crashes recorded on Blighs Road between Papanui Road and Idris Road in the 5 year period between 2000 and 2004. Key aspects of the crash history are:
 - Four of the 17 crashes were minor injury crashes, two of these involved cyclists
 - Ten of the 17 crashes occurred at the intersection of Blighs Road and Papanui Road
 - Four of the intersection crashes were rear end queuing associated with the signals
 - The three mid-block crashes along this section of Blighs Road show no commonality.
14. The preferred option has been designed to produce a minor reduction in the overall observed number of crashes through the provision of a painted flush median, upgraded lighting, cycle lanes, as well as walking and cycling crossing facilities.
15. The existing overhead services will be relocated underground. The existing street lighting, which is attached to service poles, will be upgraded and installed on lighting columns. This scheme complies with the 'Safer Canterbury - creating safer communities' document with respect to improved street lighting and improving pedestrian and cycling facilities to the level of passive surveillance.
16. Bus Route #15 (Bishopdale/Bowenvale) runs along the section of Blighs Road between Idris Road and Condell Avenue. The preferred option includes upgraded bus stops on both sides of Blighs Road in this section. The bus stops will be located in indented bays.
17. Initial consultation was started with an initial resident's survey in March 2005. A traffic speed survey showed that 15% of vehicles travelled over 55 kph under free flow traffic conditions. An intersection count was also carried out on the Blighs Road/Watford Street intersection to determine the right turn volumes from Blighs Road into Watford Street. The above objectives and the information gathered from the surveys, helped to formulate the concept plan.

5. Cont'd

18. Waimairi School's Travel Plan calls for a 40 kph school speed zone in Blighs Road on the approaches to the Tillman Avenue intersection to improve pedestrian safety at the school crossing during the drop-off and pickup time for pupils. This is a separate project (with an estimated value of \$25,000) however it is expedient to install the signage as part of this project.
19. A joint seminar with the Fendalton/Waimairi and Shirley/Papanui Community Boards was held in August 2006 to inform the Boards of the proposed consultation. In September 2006 approximately 570 consultation newsletters were sent to property owners, residents, businesses, and other interested parties. An open evening at the Waimairi School Hall and five street meetings were held. All properties close to this section of Blighs Road and other interested groups were consulted. Properties with a new "No Stopping" restriction and/or a school speed zone sign on their street frontage were visited. Feedback was as follows: -

Support	Number of Responses	% of Total Responses
Full Support	29	43%
General Support (with suggestion)	1	1%
Does Not Support	6	9%
Did not tick the support/don't support boxes.	32	47%
Total	68	100%

20. General issues raised (see attachment 2) related to traffic management, on-street parking, and landscaping. The community feedback has been considered by the project team, and alterations considered. The concept plan required very little change other than the slight widening of the Blighs Road carriageway at the Watford Street intersection to ease straight through traffic movement when vehicles are queued to turn right into Watford Street. This change has slightly modified the build-out on the northern side.
21. A traffic study model is currently being analysed, and a seminar is to be held in February 2007 for Wairakei Road. This will not affect this project as the design already embraces the best safety and efficiency benefits/improvements for this minor arterial section of Blighs Road.

SECTION TWO – OPTIONS

22. Three options were considered for the renewal of the kerb and channel in this section of Blighs Road.
1. Maintenance of the status quo (i.e. the kerb and channel is not replaced).
 2. The renewal of the existing kerb and channel on the same alignment as the existing.
 3. The renewal of the existing kerb and channel as shown on attachment 1.
23. Option 1 (maintenance of the status quo) would do/change nothing.
24. Option 2 would:
- Renew the existing kerb and channel on the same alignment as the existing
 - Fully reconstruct the carriageway
 - Underground existing overhead services and upgrade the street lighting
 - Relocate the footpaths against the boundary fences.

5. Cont'd

25. Option 3 renews the existing kerb and channel as shown on attachment 1. Its improvements would include all those outlined in Option 2, plus the construction of:
- Landscaped kerb build-outs
 - Improvements to the Blighs Road/Papanui Road intersection layout
 - Street trees on the north side and in kerb build-outs
 - New pedestrian islands
 - Parking bays
 - Thresholds on all local road intersections.
26. The preferred option is Option 3.

SECTION THREE –ASSESSMENT OF OPTIONS

27. Option 1 is not a viable option due to the poor condition of the existing dish channel and carriageway. These assets need to be replaced in the near future and this option does not meet any of the projects objectives. Ultimately the asset would fail to provide a satisfactory level of service to the community as its maintenance requirements increased with age.
28. Option 2 would renew the existing asset in the most economical way possible, fully reconstruct the carriageway to meet future transport loadings, underground existing overhead services and upgrade the street lighting. It would also relocate the footpaths against the boundary fences. There would be no landscaping or reduction in on-street parking. It would also fail to meet the following project objectives:
- Improve safety for pedestrians to the same extent as Option 3
 - Reduce the overall reported number of crashes to the same extent as Option 3
 - Reinforce the existing minor arterial road status of this section of Blighs Road
 - Ensure safer passage for pedestrians and cyclists.

PREFERRED OPTION

29. Option 3 as the preferred option will:
- Replace the existing old kerb and deep dish channel
 - Fully reconstruct the carriageway to meet future transport loadings
 - Underground existing overhead services and upgrade the street lighting
 - Relocate the footpaths against the boundary fences
 - In the section of Blighs Road between Idris Road and Windermere Road provide for an 11.6m wide carriageway. Parking and bus stops are provided in indented parking bays. The 11.6m wide carriageway includes a 2m wide painted flush median, 1.8m wide cycle lanes and 3m wide traffic lanes.
 - Significantly enhance pedestrian safety through the provision of kerb build-outs to reduce mid-block crossing distances for pedestrians
 - Provide a pedestrian refuge within the painted flush median immediately west of Condell Avenue in the vicinity of the bus stops
 - Provide a 14m wide carriageway from Papanui Road to Windermere Road with parking on each side of the street except where narrowed sections result from kerb build-outs. The 14m wide carriageway includes 2m wide parking lanes on each side, 1.8m wide cycle lanes and 3.2m wide traffic lanes.
 - Provide kerb build-outs and landscaping which have safety benefits in the form of through vehicle speed reduction and reduce the crossing distance for pedestrians
 - Provide aesthetic improvement in the form of landscaping in the kerb build-outs
 - Include the relocation of the pedestrian crossing to a safer site on Blighs Road (from the west side of Tillman Avenue to the east side)
 - Enhance the cycleway where it crosses Blighs Road at the railway line with extended kerb build-outs on both approaches
 - Modify the intersection layout at Blighs Road and Papanui Road to create more efficient traffic layout

5. Cont'd

- Enhance safety for cyclists through the provision of cycle lanes along the corridor and at the intersection with Papanui Road. Cyclist safety will also be enhanced through better definition of parking bays and separation of parking bays west of Windermere Road. The provision of indented parking bays will reduce the incidence of cyclist/parked vehicle collisions.
30. The preferred option reduces the amount of on-street parking provided along Blighs Road. The amount of parking provided under the preferred option is considered to be adequate to accommodate parking demand given that existing parking demand is relatively low and is unlikely to change in the foreseeable future.
 31. The preferred option required the acquisition of a portion of 453 Papanui Road. Accordingly Council purchased this property and has sold the surplus land.
 32. There is one Notable or Heritage tree located at 115 Blighs Road. The proposal does not affect the *Tilia x europaea* (Common Lime) located on this property. The landscaping at intersections and near the railway line is to consist of groundcovers and plantings less than 500 mm high. It is proposed to be plant *Quercus Coccinea* (Scarlet Oak) and *Fagus Sylvatica* (Dawych Beech) along the berm.
 33. The preferred option meets all the objectives for the project.

6. SAWYERS ARMS ROAD – PROPOSED PARKING RESTRICTIONS AND BUS STOP RELOCATION

General Manager responsible:	General Manager, City Environment
Officer responsible:	Unit Manager, Transport and City Streets
Author:	Peter McDonald/ Basil Pettigrew DDI 941 8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the following (refer attached):
 - (a) The installation of two loading zones (goods vehicles only) on the north side of Sawyers Arms Road, opposite Lacebark Lane outside numbers 104-106.
 - (b) The installation of no stopping on the south side of Sawyers Arms Road, starting approximately 50 metres west of the Lacebark Lane intersection and continuing for 35 metres west.
 - (c) Relocation of the existing bus stop outside number 99 Sawyers Arms Road to a location outside number 1 Lacebark Lane.

EXECUTIVE SUMMARY

2. There is a business (Christchurch Steel Ltd) that receives deliveries of steel on large trucks. These trucks have nowhere to park before entering the business to make the pickup or delivery. The kerbside spaces are currently unrestricted and can be occupied for extended periods by staff from surrounding businesses. As such, trucks (particularly large vehicle carriers) and other delivery vehicles double park, which creates a road safety concern due to the high parking demand in the area. Drivers have also been using Lacebark lane, a private lane on the south side of Sawyers Arms Road, to park. This has caused disruption and general nuisance to the residents in Lacebark Lane.
3. The bend outside number 117 Sawyers Arms Road has poor sight distance for vehicles exiting from the properties on the south side of the road east of this bend. The kerbside parking on the bend is occupied for extended periods by staff from surrounding businesses. This adds to the poor visibility and causes many vehicles travelling west to cross the centre line as they negotiate this bend.

6. Cont'd

4. There have been issues with vehicles parking too close to Lacebark Lane. However, these issues do not meet criteria for the installation of a no stopping restriction. The resident at number 1 Lacebark Lane has agreed to the relocation of the bus stop to outside this property as an alternative.
5. This proposal has been discussed with the neighbouring businesses and residents and support has been forthcoming. Associated with this work will be the installation of edge lines through the varying width section of Sawyers Arms Road and the power pole in the centre of the footpath outside number 117 will be moved to the fence line.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

6. Installation of signs, posts and markings is within existing budgets.

Legal

7. The Land Transport Rules provide for the installation of parking restrictions.

STAFF RECOMMENDATIONS

It is recommended the Board resolve that:

- (a) A "loading zone (goods vehicles only) time limit 5 minutes" be created on the north side of Sawyers Arms Road, commencing at a point 80 metres from the centre of the Main North Railway corridor and extending in a westerly direction for a distance of 8 metres.
- (b) A "loading zone (goods vehicles only) time limit 5 minutes" be created on the north side of Sawyers Arms Road, commencing at a point 96 metres from the centre of the Main North Railway corridor and extending in a westerly direction for a distance of 6 metres.
- (c) The bus stop be revoked on the south side of Sawyers Arms Road, commencing at a point 63 metres from the centre of the Main North Railway corridor and extending in a westerly direction for a distance of 12 metres.
- (d) A bus stop be installed on the south side of Sawyers Arms Road, commencing at a point 85.5 metres from the centre of the Main North Railway corridor and extending in a westerly direction for a distance of 17.5 metres.
- (e) The stopping of vehicles be prohibited (at any time) on the south side of Sawyers Arms Road, commencing at a point 8 metres from the common property boundary of numbers 113/115 and extending in a westerly direction around the bend for a distance of 34.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

7. GRAMPIAN RESERVE – PLAYGROUND AND LANDSCAPE UPGRADE PROPOSAL

General Manager responsible:	General Manager, City Environment
Officer responsible:	Unit Manager, Transport and Greenspace Unit
Author:	Mary Hay DDI 941-5410

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek the approval of the Board to proceed to detailed design and construction of the Grampian Reserve playground and landscape upgrade proposal; and
 - (b) Seek funding from the Board's 2006/07 Discretionary Fund for a drinking fountain.

EXECUTIVE SUMMARY

2. Grampian Reserve is a local park in Northcote that is bounded by Grampian Street, Cavendish Road and Jocelyn Street. There is a playground in the reserve that is old and worn out and unlikely to comply with current safety standards. The existing playground is located in a boggy and shady area that is not centrally located in the reserve. This upgrade presents a good opportunity to address some of these issues by relocating and upgrading the playground with modern play equipment.
3. In October 2006 a publicity pamphlet was distributed to the local community and stakeholders (refer attachment 1). The community were given a number of choices about possible play equipment. There was a high degree of community engagement in this project. The consultation received a 30% response rate, which was largely very supportive of the proposal. The consultation outcome and project team responses are summarised in attachment 2.
4. The key issues raised in consultation relate to:
 - Requests for a rubbish bin, more seating/picnic tables, a slide and a drinking fountain
 - Concern that the junior swings were located away from other junior equipment
 - Concern about proximity of playground to Cavendish Road
 - Some requests for a barbeque but general concern with vandalism in the park
 - Issues with poor drainage in the park and seeking levelling and more pathways
 - A variety of maintenance and planning issues.
5. The initial concept has been amended in response to community feedback and the preferred options are included as attachments 3 and 4. These options best satisfy the objectives of the project and have good community support. Construction of the playground is scheduled to be implemented around March 2007. The planting will be implemented in the 2006/07 planting season, between April and June 2007. The additional picnic table will be installed at the end of 2007, as a separate project.
6. The preferred option best satisfies the objectives of the project, is consistent with the choices made by the community, and is consistent with the funding allocated in the Long Term Council Community Plan (LTCCP).

FINANCIAL AND LEGAL CONSIDERATIONS

7. The funding for the proposed upgrade to Grampian Reserve has been set aside in the LTCCP under "Parks, Open Spaces and Waterways – Local Projects - Playgrounds and Recreational Facilities" (refer page 84 LTCCP).

7. Cont'd

8. The funds are programmed in the Capital Programme Unit's budget, for construction over the 2006/2007 financial year, specifically:

\$40,000 Grampian Reserve (Playground)
\$35,000 Grampian Reserve (Amenity Landscape/ Planting Project)

STAFF RECOMMENDATIONS

That the Board resolve to:

- (a) Approve the plans in attachments 3 and 4 of the agenda (Ip200801 and Ip200802, amended November 2006) in order to proceed to detailed design and construction/implementation of the concept for Grampian Reserve.
- (b) Allocate \$5,500 from its 2006/07 Discretionary Fund to the Capital Programme Unit for the 2006/2007 Grampian Reserve Playground and Landscape Upgrade project for the installation of a drinking fountain in Grampian Reserve.

CHAIRPERSON'S RECOMMENDATION

For discussion.

7. Cont'd

BACKGROUND ON THE GRAMPIAN RESERVE PLAYGROUND AND LANDSCAPE UPGRADE PROPOSAL

9. Grampian Reserve is a local park bounded by Grampian Street, Cavendish Road and Jocelyn Street. There is a playground in the reserve that is old and worn out and unlikely to comply with current safety standards. The playground is located in a boggy and shady area that is not centrally located in the reserve. The reserve also contains informal junior football posts and is well provided for in terms of mature trees.
10. The objectives for the project were:
 - To add more interesting play equipment that meets the community's needs within the funding available
 - Improve accessibility to the playground
 - Improve safety of play area
 - Improve amenity of the reserve.
11. The Project Team developed a concept to meet these objectives, which included the following:
 - The playground relocated to a more central location, near Cavendish Road
 - Existing goal posts relocated to the centre of the reserve
 - Proposed playground is separated by an asphalt path and seating area with picnic table
 - On one side of the path is:
 - either Spinner Bowl or Mini Bike (community to select preference); and
 - either a Double Rocker or Fantail (community to select preference)
 - On the other side of the path is:
 - either a Small Spacenet (5.8m high) or a Large Orion Spacenet (2.4m high); and
 - a four Bay Swing set (community to select preference); and
 - a Spica
 - A park bench adjacent to the playground.

The proposed upgrade also included the removal of the existing park bench and rubbish bin.
12. In October 2006 a publicity pamphlet was distributed to approximately 500 residences and key stakeholders. This pamphlet included a summary of the concept, an initial concept plan (refer attachment 1), and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported and to help determine which play items to install.
13. The consultation received a 30% response rate (150 responses). Community feedback was generally very positive. The consultation outcome and project team responses are summarised in attachment 2. Three anonymous submitters opposed the proposal due to the following reasons:
 - It is unnecessary
 - A disruption of the natural values of the park
 - Would increase noise
 - A danger in terms of the traffic
 - Would increase some criminal behaviour.

The remainder of the submitters supported the proposal.
14. In terms of the choice of play equipment there was a clear preference for the Small Spacenet, Mini Bike and Fantail.
15. The main requests made by submitters were for:
 - A rubbish bin
 - More seating and picnic tables
 - A slide
 - A drinking fountain.

7. Cont'd

16. Other key issues identified by submitters relate to:
 - Concern that the junior swings were located away from other junior equipment
 - Concern about proximity of playground to Cavendish Road
 - Some requests for a barbeque but general concern with vandalism in the park
 - Issues with poor drainage in the park and seeking levelling and more pathways
 - A variety of maintenance and planning issues.
17. The project team considered the feedback from consultation and revised the concept plan in the following way:
 - Retained the existing rubbish bin and the existing seat in their current locations
 - Split the swings into an intermediate and infant set and relocated the infant set to the junior play area
 - Provided an extra bench seat near the junior play area
 - Removed proposed boulders (due to cost of providing extra equipment)
 - Indicated a position for an extra picnic table (to be installed at the end of 2007)
 - Indicated a possible location for a drinking fountain (if Board funding is allocated).
18. Due to budget constraints, neither the requested slide nor the drinking fountain could be provided as part of this project. While many children enjoy the experience provided by a slide, the project team are confident that the new equipment that is being provided, in particular the Spacenet, will provide an equally enjoyable play experience. The inclusion of new play items in this reserve will help provide a variety of equipment in playgrounds around the neighbourhood.
19. The request for a drinking fountain was considered but, given that this project is a playground and landscape amenity project, it was decided that it was inappropriate to allocate a significant part of the budget to a drinking fountain. However, the project team is of the view that a drinking fountain would benefit the users of Grampian Reserve and, as such, funding is sought from the Community Board for this.
20. While there is sufficient funding in this project for one additional seat, there was a view expressed that there is a need for a picnic table that is located separately from the playground. This can be funded in the 2007/08 financial year and will be installed at the end of 2007, as a separate project.
21. The recommended concept plans are included as attachments 3 and 4. Construction of the playground is scheduled to be implemented around March 2007. The planting will be implemented in the 2006/07 planting season, between April and June 2007. The additional picnic table will be installed at the end of 2007.

OPTIONS

22. As part of the consultation, the community was provided with a number of options for play equipment (see attachment 1). The project team selected the play items with the greatest number of votes as it was considered that this best reflected community views. These were the Small Spacenet, Mini Bike and Fantail.

PREFERRED OPTION

23. The recommended options best satisfy the objectives of the project and are consistent with feedback received through community consultation, which supports the development of this reserve. The upgraded playground and surrounds will help to foster community cohesion.
24. This option is consistent with the:
 - LTCCP 2006-2016
 - Parks and Open Spaces Activity Management Plan
 - Safer Parks Policy
 - Parks and Waterways Access Policy.

7. Cont'd

25. This option has primary alignment with the following Community Outcomes:

- *"We value leisure time and recognise that the arts, sports, and other recreational activities contribute to our economy, identity, health and well being."; and*
- *"Christchurch has a vibrant centre, attractive neighbourhoods and well-designed transport networks. Our lifestyles and heritage are enhanced by our urban environment."*

8. STYX LIVING LABORATORY TRUST: SUMMER SCHOLARSHIP PROGRAMME FUNDING APPLICATION

General Manager responsible:	General Manager, City Environment
Officer responsible:	Unit Manager, Transport & Greenspace
Author:	M Hay, DDI 941-5410

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to an application for funding by the Styx Living Laboratory Trust for its Summer Scholarship Programme.

EXECUTIVE SUMMARY

2. Funding is being sought to provide an opportunity for a student to gain hands on research experience with the community while conducting research into the Styx Catchment. This would be a 10 week scholarship over the 2006/07 summer period, which is to be undertaken in partnership with Lincoln University.
3. The Scholarship programme was instigated in 2005 and has provided baseline data leading to a better understanding of the Styx River Catchment which, in turn, has improved the quality of management decisions.
4. The expected outcomes of the project are as follows:
 - (a) Establishing baseline information about a newly restored waterway adjacent to Radcliffe Road.
 - (b) Establishing baseline information about Lepidoptera at Styx Mill Conservation Reserve and assess sources of mosquito infestation (if any) at Styx Mill Conservation Reserve.
 - (c) Student will acquire research experience.
 - (d) Fulfilling the vision of the community entrusted to the Styx Living Laboratory Trust to make the Styx River Catchment a place for learning and research.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The total cost of this project is \$7,000 and \$3,000 has been sought from Lincoln University. The remaining \$4,000 is sought from the Shirley/Papanui Community Board.
6. The Shirley/Papanui Community Board made the following Notice of Motion at its 3 May 2006 meeting:

*"The Board **resolved** that \$4,000 be set aside from its 2006/07 Discretionary Fund towards a joint venture scholarship with Styx Living Laboratory to enable a summer student to undertake a study of aquatic invertebrate."*

8. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board allocate \$4,000 from its 2006/07 Discretionary Fund to the Styx Living Laboratory Trust for its Summer Scholarship Programme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. Cont'd

OPTIONS

7. There were three options considered for the funding application:
- (a) Full funding. The total cost of the project is \$7,000 and just over half of this is sought from the Shirley/Papanui Community Board. The application has provided a copy of the report from the recipient of the 2005 Summer Scholarship winner, which has been produced to a professional standard.
 - (b) Partial Funding. The Community Board, through the above Notice of Motion, has indicated that the full \$4,000 is available for this project. This money is needed to provide the scholarship and related costs.
 - (c) No Funding. The Styx Living Laboratory Trust was formed to achieve Vision 3 of Council's *Vision 2000-2040 – The Styx*, that the Styx develops into a Living Laboratory.

PREFERRED OPTION

8. The preferred option, (a) full funding of \$4,000 to the Styx Living Laboratory Trust for their Summer Scholarship Programme.

9. ROAD NAMING

General Manager responsible :	General Manager, Regulation & Democracy Group
Officer responsible :	Unit Manager, Environmental Policy & Approvals Unit
Author :	Subdivision Officer, Bob Pritchard, DDI 941-8644

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to three new right-of-way names (refer attached).

EXECUTIVE SUMMARY

2. The approval of proposed road and right-of-way names is delegated to community boards.
3. All proposed names have been checked against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information NZ who act on behalf of the emergency services in respect to road naming.

Clearwater Resort

4. A further stage on this subdivision proposes to create forty-one new residential allotments to be served by two new formed and sealed rights-of-way. The two rights-of-way are situated to the north of Harts Creek Lane, the northern leg will run up to the Kaikainui Stream, while the western leg runs adjacent to the East Stream. The applicants have proposed the names **Kaikainui Lane** for the leg adjacent to the Kaikainui Stream, and **East Stream Lane** for that leg adjacent to the East Stream. Both legs are reasonably long, so there should be no problem depicting the names on a map.

104-106 Purchas Street - St Leonards Group Limited

5. This subdivision will initially create eight new allotments as a first stage. A further six sections will be created at a later date. Two names have been proposed by the applicant, **Jayar Lane** and **Elderwood Lane**. Information on the background to the name Jayar was not supplied.

9. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

6. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local authorities have a statutory responsibility to approve road names.

STAFF RECOMMENDATION

It is recommended that the Board approve the names Kaikainui Lane and East Stream Lane for the two new rights-of-way on the Clearwater subdivision, and Elderwood Lane for the subdivision at Purchas Street.

CHAIRPERSON'S RECOMMENDATION

For discussion.

10. **REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND COMMITTEE**

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Secretariat Manager
Author:	Elaine D Greaves, DDI 941-6726

PURPOSE OF REPORT

1. The purpose of this report is to submit the following report of the Board's Youth Development Fund Committee which met on 8 November 2006:

**Report of a Meeting of the Youth Development Fund Sub Committee
held on Wednesday 8 November 2006 at 9.00 am
in the Boardroom, Papanui Service Centre**

PRESENT: Yvonne Palmer (Chairperson), Myra Barry, Ngaire Button, Graham Condon and Norm Withers.

IN ATTENDANCE: Elsie Ellison (Community Board Principal Adviser)
Helen Miles (Community Recreation Adviser)

1. APOLOGIES

Apologies for absence were received and accepted from Bill Bush and Megan Evans.

In the absence of two of its members, the Committee co-opted Councillors Condon and Withers.

2. YOUTH DEVELOPMENT FUND APPLICATION FOR FUNDING

The Committee's approval was sought to a request for funding from Ofa Veainu, to assist with the costs related with attending a Canterbury Netball Development Camp at Lincoln University in January 2007.

The Committee **resolved:**

- (a) To decline the request for funding on the grounds that the applicant did not meet the criteria which stipulates that the applicant must reside in the Board's area.
- (b) That this application be referred on to the Fendalton/Waimairi Community Board for consideration.

10. Cont'd**3. YOUTH DEVELOPMENT FUND APPLICATION FOR FUNDING**

The Committee's approval was sought to a request for funding from Blake Bennett, to assist with the purchase of Kendo equipment which will be required during his participation at the World Kendo Championships in Taiwan in December.

The Committee **resolved** to grant Blake Bennett \$500 from the Board's 2006/07 Youth Development Fund for the purchase of Kendo equipment required for his participation in the World Kendo Championships in Taiwan in December 2006.

The meeting concluded at 9.12 am.

STAFF RECOMMENDATION

That the information be received.

11. NEW ZEALAND COMMUNITY BOARDS' 2007 BEST PRACTICE AWARDS

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Secretariat Manager
Author:	Elaine D Greaves, DDI 941-6726

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's consideration of nominations for the 2007 Community Board Conference Best Practice Awards.

EXECUTIVE SUMMARY

2. A key feature of the Conference next year will be the presentation of the Best Practice Awards at a gala dinner on Thursday, 7 June 2007. The Awards are presented to Boards which have made significant contributions to the process of achieving excellence in local government.
3. The Board should consider entering a programme or project it has been involved in that it believes displays a high degree of excellence, under one of the following categories:
 - Consultation
 - Significant project
 - Facilitation
 - Partnership
 - Heritage
 - Working with Maori
 - Working with Children
 - Harmonious Relations (previously this was called Race Relations)
 - Safety.
4. The Conference will have a "safety" theme and in line with this, a new "safety" category has been introduced.
5. It should be noted that the Working with Children and Harmonious Relations categories are being sponsored by UNICEF and the Human Rights Commission respectively. These organisations will provide separate criteria for these two categories only.
6. The attached leaflet outlines the format entries should take. All entries will be reviewed by the Conference Organising Committee's Judging Panel and must be submitted by 5 April 2007.

11. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

7. There are no financial or legal considerations.

STAFF RECOMMENDATION

For discussion.

12. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE REPORT BACK

A report back of Bill Bush's attendance at the above Conference held in Wellington 13-15 October 2006 is attached.

STAFF RECOMMENDATION

That the information be received.

13. NOTICES OF MOTION

14. UPDATE OF BOARD FUNDS

Attached are schedules detailing the Board's 2006/07 Discretionary, SCAP, Youth Development and Sport and Recreation Funds.

STAFF RECOMMENDATION

That the information be received.

15. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

1. CONSULTATIONS

There are a number of consultations that the Board may want to make a submission on. These are:

• Urban Development Strategy	Closing Date	20/12/2006
• Draft Ageing Together Policy	Closing Date	26/01/2007
• Hills Road Bus Border (feedback on current trial)	Closing Date	30/01/2007
• Business & Retail Park Zones	Closing Date	08/12/2006

The Board may wish to delegate authority to its Recess Committee to finalise submissions on behalf of the Board in order to meet the closing dates.

2. COMMUNITY BOARD FUNDING PROCESS

Letters have been sent out to all the community groups and residential groups in the ward. Applications will be available from service centres and also downloaded off the website. Closing date for these applications is 9 February 2007.

3. COMBINED COMMUNITY BOARD SEMINAR DATES FOR 2007

These dates are:

15 February 2007	21 June 2007
15 March 2007	19 July 2007
19 April 2007	16 August 2007
17 May 2007	20 September 2007

These are held at Civic offices Council Chambers Civic offices 5pm - 7pm.

15. Cont'd

4. REQUEST FOR SERVICE

A schedule is attached detailing requests for service for all wards for the period 1-30 November 2006.

STAFF RECOMMENDATION

That the information be received.

16. CHAIRPERSON'S AND BOARD MEMBERS' INFORMATION EXCHANGE

Board members will be provided with an opportunity to give an update on community activities.

17. CORRESPONDENCE

18. MEMBERS' QUESTIONS (If any have been submitted in accordance with Standing Orders 4.1.1 to 4.1.5)

1. In view of the fact that the closure of Belfast Pool is in the Aquatic Facilities Strategy, can the Council investigate the ownership of this asset.
2. What is the procedure for notification of funding approved by the Board to community groups/organisations?