



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 7 JUNE 2006

AT 4.00 PM

IN THE BOARDROOM, PAPANUI SERVICE CENTRE,
CNR LANGDONS ROAD AND RESTELL STREET

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

Community Board Principal Adviser

Elsie Ellison

Phone 941 6701

Email: elsie.ellison@ccc.govt.nz

Community Board Secretary

Elaine Greaves

Phone 941 6726

Email: elaine.greaves@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION
- PART B - REPORTS FOR INFORMATION
- PART C - DELEGATED DECISIONS

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 17 MAY 2006

The report of the meeting of 17 May 2006 has been circulated to the Board under separate cover (see attached).

CHAIRPERSON'S RECOMMENDATION

That the report to Council of 17 May 2006 be confirmed as a true and accurate record of that meeting.

3. DEPUTATIONS BY APPOINTMENT

3.1 Shona Kelleher

Shona Kelleher (Teacher at Casebrook School) together with some students will give a presentation on the School's community garden and work carried out on the Styx.

4. CRAIGHEAD RESERVE BMX RELOCATION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to detailed design and construction of the upgrade to Craighead Reserve.

EXECUTIVE SUMMARY

2. Craighead Reserve is a local park located on the southern side of Northcote Road, between Sawyers Arms Road and Vagues Road. The park contains a junior recreational standard BMX dirt track, some junior play equipment and a large grassed area with a number of large trees. A path goes through the park, connecting Northcote Road in the north, to La Perouse Place in the south.
3. The objectives for the Craighead Reserve upgrade were to:
 - Move the existing BMX track off the legal road reserve
 - Provide more challenging facilities for BMX users, without encroaching on the open space areas
 - Provide a more inclusive facility for BMX users and supporters
 - Improve the amenity of the park.
4. The Project Team developed a concept plan to meet these objectives. Key features of the plan included the relocated BMX track, a picnic table and enhanced landscaping.
5. In April 2006 a publicity pamphlet was distributed to approximately 450 stakeholders. This pamphlet included a summary of the BMX upgrade project, an initial concept plan (refer attachment 1), and a feedback form. The consultation received a 15% response rate (sixty six responses). Community feedback was positive and there were no opponents to the proposal.

4. Cont'd

6. The consultation outcome and Project Team responses are summarised in attachment 2. The key issues identified relate to:
 - BMX – the need to continue to cater for novices, need to offer a more challenging track, safety issues for track users, dust generated from the track, seating for supporters, safety for pedestrians (if picnic table inside the track)
 - A desire for more seating at the park
 - A desire for new play areas at the park, especially for toddlers
 - Ensuring visibility to the playground and BMX track to safeguard children
 - Various traffic issues, especially with difficulty crossing Northcote Road
 - Safety in terms of visibility to the play area.
7. The initial concept has been amended in response to community feedback and the preferred option is detailed in attachment 3. This option best satisfies the aims and objectives of the project and has good community support. Construction is scheduled for June 2006.
8. There were two options considered for the upgrade to Craighead Reserve:
 - (a) Relocation of the BMX track.
 - (b) Status quo – no change to the park.
9. The preferred option, (a), best satisfies the aims and objectives of the project and is consistent with feedback received through community consultation.

FINANCIAL AND LEGAL CONSIDERATIONS

10. A section of the BMX track is currently located on legal road reserve.
11. The proposed upgrade to Craighead Reserve is programmed in the Greenspace Unit's capital budget, for construction over the 2005/2006 financial year; specifically, \$43,731.

STAFF RECOMMENDATIONS

That the Board approve the plan detailed in attachment 3 (amended 16 May 2006) in order to proceed to detailed design and construction of the upgrade to Craighead Reserve.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be adopted.

4. Cont'd

BACKGROUND ON CRAIGHEAD RESERVE BMX RELOCATION

12. Craighead Reserve is a local park located on the southern side of Northcote Road, between Sawyers Arms Road and Vagues Road. The park contains a junior recreational standard BMX dirt track, some junior play equipment with a park bench and a large grassed area with a number of large trees. A path goes through the park, connecting Northcote Road in the north, to La Perouse Place in the south.
13. As the BMX track is currently partially located on road reserve, it will need to be relocated at some stage. This project focuses on the relocation and upgrade of the BMX track with some additional landscaping and seating.
14. The objectives for the Craighead Reserve upgrade were to:
 - Move the existing BMX track off the legal road reserve
 - Provide more challenging facilities for BMX users, without encroaching on the open space areas
 - Provide a more inclusive facility for BMX users and supporters
 - Improve the amenity of the park.
15. The Project Team developed a concept plan to meet these objectives. Key features of the proposed plan include:
 - Relocated BMX track
 - Picnic table
 - Enhanced landscaping.
16. In April 2006 a publicity pamphlet was distributed to approximately 450 residences, businesses and key stakeholders. This pamphlet included a summary of the BMX upgrade project, an initial concept plan (refer attachment 1), and a feedback form. The consultation received a 15% response rate (sixty six responses). Community feedback was positive and there were no opponents to the proposal.
17. The consultation outcome and Project Team responses are summarised in attachment 2. The key issues identified relate to:
 - BMX – the need to continue to cater for novices, need to offer a more challenging track, safety issues for track users, dust generated from the track, seating for supporters, safety for pedestrians (if picnic table inside the track)
 - A desire for more seating at the park
 - A desire for new play areas at the park, especially for toddlers
 - Ensuring visibility to the playground and BMX track to safeguard children
 - Various traffic issues, especially with difficulty crossing Northcote Road
 - Safety in terms of visibility to the play area.
18. The Project Team considered the feedback from this consultation and revised the concept plan in the following way:
 - The inside of the track to be grassed (tyres will not be used). Where trees are located near the track a camber will be used to reduce tree hazard. The location of any new trees will be assessed at the construction stage.
 - Options to reduce the amount of dust generated from the track will be investigated.
 - A picnic table will not be located inside the track. A total of three picnic tables will be installed at Craighead Reserve - two picnic tables near the track, and one picnic table near the playground. The location of these will be confirmed at the design stage.

4. Cont'd

- The possibility of including a low mound, which could be used as a viewing platform, will be assessed as part of the final design of the track.
 - A line of trees (about a dozen *Pittosporums*) will be added to the eastern boundary, near the picnic table to provide shelter. The location of these will be confirmed at the design stage.
 - Some shrubs will be removed and tree canopies lifted to make the playground more visible from Northcote Road.
19. The amended concept plan is included as attachment 3. This plan best satisfies the aims and objectives of the project and has good community support. Construction is scheduled to begin in June 2006.
20. As part of this consultation the Project Team also sought feedback on the community's aspirations in terms of future development of the park. The key issues related to the desire for an upgrade to the existing play facilities, other community facilities such as BBQ, toilets and drinking fountain, seating, lighting and landscaping. These issues will be considered as part of the future development of the park, once funding is secured. We note that the request for additional seating will be addressed as part of the current project. The other issue raised was that wooden fence palings are being broken so that people can cut across the railway line to get to the walk/cycle way. This issue will be investigated by our maintenance team.

OPTIONS

21. There were two options considered for the upgrade to Craighead Reserve:
- (a) Relocation of the BMX track
The recreational facility is moved off the road reserve. Allows the BMX track to be upgraded and made safer. Clear sightlines from Northcote Road allow passive surveillance. Enhanced seating and landscaping provided.
 - (b) Status quo
The recreational facility will have to be moved off the road reserve at a later stage. Issue of seating is not addressed.

PREFERRED OPTION

22. The preferred option, (a), is detailed in attachment 3. This option best satisfies the aims and objectives of the project and is consistent with feedback received through community consultation.

5. REALLOCATION OF FUNDS TO RIVERLEA RESERVE

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	M Hay, Parks and Waterways Area Advocate, DDI 941-5410

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the reallocation of \$400 from the 2005/2006 Arbor Day project to Riverlea Estates to contribute to the planting plan for Riverlea Estates Reserve.

5. Cont'd

EXECUTIVE SUMMARY

2. The Community Support Unit has \$1,000 allocated in the current financial year for Arbor Day activities in the Shirley/Papanui area. The Arbor Day programme has been managed on a city-wide basis by the Regional Parks Team.
3. There has been a limited response from schools in the Shirley/Papanui ward to Council's invitation to take part in the Arbor Day programme. Four schools have elected to participate, a level of response that is consistent with previous years. However, this leaves \$400 of Community Board Arbor Day funding unspent. It is considered that the remaining \$400 would be best spent on the development of one of the Greenspace Unit's new reserves.
4. Staff consider it would be appropriate to use this money to contribute to the landscaping of the Riverlea Reserve, which was gifted to the Council in 2004. The condition of this land being gifted to Council was that Riverlea Reserve be developed with a focus on the natural environment. As such, it will require extensive landscaping. It is proposed that this development will be staged, with initial funding provided for the 2006/07 year. The reallocation of \$400 to this project would, in part, acknowledge the gift from Riverlea Estates (Inc) and supplement the planned upgrade to this reserve.
5. Four options to spend the remaining Arbor Day funding were considered; these were:
 - a) Restrict Arbor Day funding to schools. Four schools have accepted this offer, which leaves \$400 remaining. This could be given to the four interested schools but this would be inequitable, given that schools in all wards are only receiving \$150.
 - b) Reallocate the remaining Board funding to Riverlea Community to spend on a planting day for landscaping Riverlea Reserve. The community does not want a community planting day. They would prefer that Council undertake this work.
 - c) Reallocate the remaining Board funding to the 2006/2007 development of Riverlea Estates' reserve areas by the Greenspace Unit.
6. The preferred option is c).

FINANCIAL AND LEGAL CONSIDERATIONS

7. \$1,000 is allocated to the Community Support Unit's budget for 2005/06 for Arbor Day.
8. Should the Board recommend the reallocation of \$400 of this fund to the Greenspace Unit's capital budget, the transfer can be actioned under the Community Support Unit Manager's delegated authority.

STAFF RECOMMENDATION

That the Board approve the reallocation of \$400 from the 2005/06 Arbor Day Project Fund to the Greenspace Unit for the 2006/2007 Riverlea Estates Reserve project.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be adopted.

5. Cont'd

BACKGROUND

9. The Community Support Unit has \$1,000 allocated in the current financial year for Arbor Day activities in the Shirley/Papanui area. The Arbor Day programme has been managed on a city-wide basis by the Regional Parks Team. The offer to schools includes a voucher for \$150, which can be redeemed from Trees for Canterbury, which will provide a free plant for every plant purchased. This allows schools to receive \$300 worth of plants, which they can plant at an Arbor Day planting – up to and between Arbor Day (5 June) and Conservation Week (7-13 August). Council must allocate the Board funding prior to the end of June 2006.
10. There has been a limited response from schools in the Shirley/Papanui ward to Council's invitation to take part in the Arbor Day programme. Four schools have elected to participate, a level of response that is consistent with previous years. However, this leaves \$400 of Community Board funding unspent. Staff have discussed this issue with the Community Engagement Advisor, who is responsible for this funding allocation. It is considered that the remaining \$400 would be best spent on the development of one of the Greenspace Unit's new reserves.
11. Staff consider it would be appropriate to use this money to contribute to the landscaping of the Riverlea Reserve, which was gifted to the Council in 2004. The condition of this land being gifted to Council was that Riverlea Reserve is developed with a focus on the natural environment. As such, it will require extensive landscaping. It is proposed that this development will be staged, with initial funding provided for the 2006/2007 year. The reallocation of \$400 to this project would, in part, acknowledge the gift from Riverlea Estates (Inc) and supplement the planned upgrade to this reserve.

OPTIONS

12. Four options to spend the remaining Arbor Day funding were considered; these were:
 - a) Restrict Arbor Day funding to schools. Four schools have accepted this offer, which leaves \$400 remaining. This could be given to the four interested schools but this would be inequitable, given that schools in all wards are only receiving \$150.
 - b) Reallocate the remaining Board funding to Riverlea Community to spend on a planting day for landscaping Riverlea Reserve. The community does not want a community planting day. They would prefer that Council undertake this work.
 - c) Reallocate the remaining Board funding to the 2006/07 development of Riverlea Estates' reserve areas by the Greenspace Unit.

PREFERRED OPTION

13. The preferred option is c), which is consistent with the views of the key stakeholder, Riverlea Estates (Inc), and Council staff.

6. ABBERLEY PARK – ENHANCEMENT AND MAINTENANCE PLAN

General Manager responsible:	General Manager Jane Parfitt
Officer responsible:	Greenspace Manager
Author:	K Patten, DDI 941-8389

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to the enhancement and maintenance plan proposed for Abberley Park, following community consultation. The plan suggests establishing a formal rose garden at the north end of the park, replacing fencing with some maintenance to plant collections and trees. A footbridge is under renewal for safety reasons.

EXECUTIVE SUMMARY

2. A report was presented to the Shirley/Papanui Community Board and the former Parks, Gardens and Waterways Committee in February 2004 to consider the future of the former caretaker's house and outbuildings at the north end of Abberley Park. The recommendations were:

"1. That the house and associated structures be removed from the site returning the area to park with appropriate landscaping treatments.

2. That the landscaping plan for the site be updated in consultation with the local community".

The above recommendations were subsequently adopted by Council at its meeting of 26 February 2004.

3. The Greenspace Unit capital budget has funding allocated in the current financial year for landscaping enhancement and essential park maintenance within Abberley Park. A concept plan was prepared incorporating enhancement suggestions and essential park maintenance.
4. The plan suggested:
 - Establishing a formal style rose garden at the north end of the park. The garden would feature a collection of roses similar to those used in the original homestead rose gardens (early 20th century). The design also proposed an astrolabe sculpture to feature centrally in the garden layout.
 - Replacing the deteriorating fence along the Abberley Crescent frontage and the temporary fence along Kinleys Lane with 'heritage-style' bollard and chain.
5. The footbridge crossing St Albans Stream requires renewal because of its age and poor condition. The bridge will be replaced with a replica, and lowered slightly to comply with health and safety obligations. Bridge approaches will be graded to fit with the new bridge level and nearby shrubbery pruned back as per a previous Board suggestion.
6. All of the trees in the Park have been surveyed as part of a safety assessment. Some have been identified as requiring remedial pruning and others will be removed and replaced as necessary over a 10 year timeframe.
7. Further maintenance will occur on Abberley Park's plant collections. The scented garden, originally a partnership with the Royal New Zealand Foundation for the Blind, is in need of renovation and renewal. Collections such as Philadelphus (Mock Orange), Syringa (Lilac), Rhododendron and Ferns are all in need of renewal and/or bulking up.

6. Cont'd

8. A draft concept plan was distributed to approximately 350 households near to Abberley Park, with consultation also carried out with local community interest groups and residents' associations. Project information was posted on the Council website, local newsletters, notice-boards and community newspapers. Midway through consultation those interested in the project were invited to attend a 'garden tour' information session with Council staff.
9. 114 submissions were received with the majority supporting most aspects of the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The proposed development work for Abberley Park is programmed in the Greenspace Unit's capital budget for construction over the 2005/2006 and 2006/2007 financial years. Tree maintenance and replacement and plant collections maintenance will be funded separately from the Greenspace Unit's operational budget.
11. Abberley Park has a Christchurch City Plan listing of group three; protected buildings, places and objects. In addition, under the City Plan General City Rules, Section 9: 1.2, a conservation plan may be required for future management and development of Abberley Park.
12. A number of the trees within Abberley Park are protected under the City Plan. Therefore removal and some maintenance required may require resource consent. No issues are anticipated in obtaining these consents.

STAFF RECOMMENDATION

It is recommended that the Board approve the proposed landscape plan for Abberley Park.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be adopted.

6. Cont'd

BACKGROUND ON ABBERLEY PARK ENHANCEMENT AND MAINTENANCE PLAN

13. Abberley Park is one of Christchurch's nine garden parks noted for its collection of mature trees, attractive stream and well-planned scented garden. Abberley has its origins as a private garden, with the earliest trees dating from the 1860s. The park retains much of its original peaceful 19th century character, since maintenance rather than redevelopment has been the focus from the time it came under City Council ownership in the late 1930s.
14. The design intention for enhancement was a proposal in keeping with the historical nature and style of Abberley Park. The original homestead had a large rose garden that was added to by Council after purchase. However, this was removed from a central location in the park as part of the scented garden development. The north lawn is an optimal position for a rose garden, not impinging on any of the larger picnicking areas and with occasional light shade from the surrounding trees. The changes suggested will provide new interest while not diminishing the character of the heritage garden park.
15. Ongoing maintenance requirements for the ageing park trees, coupled with renewal needed for the plant collections were added to the project in order to complete an overall enhancement for Abberley Park.
16. A draft concept plan was distributed in April 2006 throughout the local community, to interest groups and organisations for public comment. An information session (garden tour) was held at Abberley Park on Saturday 29 April 2006. Despite inclement weather, approximately forty people attended for a positive, constructive discussion on the proposal.
17. There was very strong support for the initiatives suggested in the plan. Many respondents took the time to endorse improvements to the design details – a summary of the recurring feedback is outlined below:
 - There was concern that replacing the current wire-mesh fence with bollard and chain may not stop children, dogs, balls etc from running onto Abberley Crescent.
 - Many submissions commented on the lighting throughout the park. There was strong support to light the pathway used to shortcut from Ranfurly Street to Abberley Crescent. Some suggested that increasing the lighting around the toilet area would deter vandalism.
 - Feedback on seating arrangements suggested that more may be required.
 - Comments regarding the tree management were favourable. Many submitters sought assurance that the character of the park would not be changed by this essential maintenance work.
 - There was some comment on the woodland, tranquil nature of the park and the dominant effect of adjacent housing.
 - Speeding traffic was seen as an issue in many streets surrounding the park.
 - Ten submissions were received from a group specifically advocating for the replanting of Abberley Park with indigenous tree/shrub species.
18. In light of the feedback received regarding the safety of the bollard and chain fence, a planting buffer zone is proposed for sections alongside this fencing. This buffer zone will provide both a physical and visual barrier to prevent egress onto Abberley Crescent, while being low enough to retain clear sight-lines into the park.

6. Cont'd

19. Funding has been found to replace the light pole at the north end of the park with one more in keeping with the heritage nature of the park. The wiring to the light from Abberley Crescent can be put underground as part of the earthworks for the rose garden. Lighting throughout the rest of the park cannot be assessed or acted upon as part of this project. A comprehensive evaluation of safety and future aspirations for Abberley Park must be completed and the results weighed against other area priorities. This issue has been raised with the Shirley/Papanui Parks and Waterways Advocate to fit with future project planning.
20. Although the condition survey of the trees within Abberley Park has now been completed, the results have not been collated and placed within a timeline for management. As discussed at the information meeting, local residents will be informed of the tree management via plans placed on the park notice board. In addition, information will be circulated separately for Shirley/Papanui Community Board members' information. Wherever possible, removed trees will be replaced to maintain the woodland nature of the park.
21. Feedback on mitigating the effect of nearby buildings will be worked through with property owners. There is some scope to use planting and fencing to achieve palatable screening compromises for both property owners and users of the park.
22. While consultation on Abberley Park has focused on the new development of the old caretaker's residence there will be ongoing maintenance and enhancement of the existing plantings. The under-story in Abberley Park has deteriorated over time and, in recognition of this, (as budget allows) plantings will be rejuvenated and increased to build a healthy ecosystem. This philosophy includes the maintenance of the native under-story as a recycling system.
23. Clarifying the overall intention with Abberley Park, the aim is to maintain and enhance a central corridor of native plantings along the St Albans Stream. This corridor will be managed to allow for stream access and visibility. The plantings moving out from the central corridor will be exotic, focusing on scented plants to maintain both the heritage of the park and the link the park has had with the Foundation for the Blind. This will also incorporate and build upon the existing fauna attracting plants (i.e. Ilex on the lawn and in the southern border). Renewal planting will include species that provide an important source of food for birds in the off season of indigenous native plants. This balance will also provide for other fauna such as the Monarch butterfly.

OPTIONS

24. The development options are as follows:
 - a) Status quo – no work completed in Abberley Park. Essential maintenance work on trees and the footbridge is required therefore this option does not satisfy health and safety obligations.
 - b) Essential maintenance only. This satisfies health and safety obligations. However, this option does not address the landscaping recommended as part of a former Board and Council resolution.
 - c) Essential maintenance and enhancement (rose garden, replacement fencing). This option fulfils health and safety requirements, Council recommendations, and is most favoured by the community.

PREFERRED OPTION

25. The preferred option is c), which is consistent with feedback received through community consultation.

7. PAPANUI METHODIST CHURCH (CHAPEL STREET) CAR PARK

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Stuart Woods, DDI 941-8615

PURPOSE OF REPORT

1. The purpose of this report is to meet the Board's request, following a deputation from the Methodist Church in Chapel Street, for information regarding possible Council funding for the development of a car parking area to the rear of the Papanui Methodist Church, on church land.

EXECUTIVE SUMMARY

2. The Chapel Street Methodist Church has approached, through a deputation, the Board about car parking in the Chapel Street area in relation to church activities, including on-site car parking issues. The key issue was a request by the Church for the Council to fund the development of an extension of the current car parking area fronting Chapel Street. The premise of this approach was the level of community support and development that the Church supports in its activities each week that generates this parking demand.
3. The Board recently approved for design, tender and construction the Chapel Street street renewal project. There are potential synergies which could be taken advantage of by considering the two construction issues in relation to one another.
4. The Church is concerned regarding the amount of parking created by its activities, and the slight reduction in on-street parking anticipated in the final outcome of the Chapel Street renewal project.
5. The Church owns a grassed area of land at the rear of its complex (fronting Chapel Street) which could be sealed and used for on-site parking. It wants to assist alleviate the parking issues in Chapel Street, especially those created by its activities. It appears that there are many community groups using the Church facilities on a weekly basis. There is also a reasonable parking demand currently in Chapel Street caused by high school students, as well as nearby industry and older persons' home staff.
6. The tenor of the Church's approach to the Board was that it was willing to make its site available for development as supplementary parking for its activities, but the Church is in no position to fund the capital costs associated with constructing the parking area. The Church believes that its provision of land to enable additional parking in Chapel Street will help those who regularly use the street and its complex, to do so more safely.
7. The Church had sought a number of quotes for the work which varied between \$14,300 and \$24,000.
8. There are a number of matters related to possible Council funding as per the Church's request.
9. The options (and associated comments) are:
 - Council funds and builds the car park:
There is no mandate from the Council to undertake works on private land, and there are many legal and contractual issues that would need resolving to do so. There is also no budget category nor budget from which to fund such a project. This would need to come from operational funds as the Council would have no asset at the end of the project (quite separate from the budgeted funding for the Chapel Street renewal); and is therefore more expensive to ratepayers than compared to a normal capital project. Council funding policy does not allow the use of operational funds for private asset construction without specific Council approval. To pursue this course of action would require a specific Council resolution, along with identification of which substitution of operational activity funding should occur.

7. Cont'd

- The Community Board funds the works from its Discretionary Funds:
This is a slightly unusual use of this Fund, but boards have in the past funded physical works (on-street footpaths) using Discretionary Funding; and in this case, could be seen as assisting community development. The funding would be seen as a grant to the Church.
 - The Church applies for a grant from one of the Council grants votes, with Community Board support.
 - Council turns down the request.
10. In any situation where the Council provides funds, it would need to be made clear that it is a one-off assistance (or grant) and that ongoing maintenance and management of the car park would be the Church's responsibility. A grant would provide the Church with independence to pursue this car park development (subject to any grant conditions), with no further Council input required. However, if the funding was not in the form of a grant to the Church, a contract would need to be established between the Council and the Church in terms of working on private property and any ongoing responsibilities.
11. If the Board desired to financially support this request, then the most straightforward options for the Board appear to be either the second or third option outlined above, in which the Church receives a grant. The use of some \$20,000 of Board Discretionary Fund for this initiative is a significant commitment for this funding.
12. The likelihood of successfully applying for a Council grant from metropolitan grant sources is always unknown and a risk of that approach. The timing of receiving a Council grant from those sources may not be timely to integrate the car park construction with the construction of Chapel Street. If a successful grant application was not able to be achieved in time, then the efficiencies of having the Chapel Street construction contractor do both the street renewal and the car park construction may be lost. The difference is not able to be estimated due to the unknowns of the tender process.
13. There is no compelling transport planning or Council imperative to support this request, notwithstanding the precedent it would establish in the community's mind.

FINANCIAL AND LEGAL CONSIDERATIONS

14. There is no specific funding allocated for this request, and therefore it needs to be drawn from existing budgeted sources. A grant from existing Council/Board discretionary or grant sources would be the most appropriate option if support for the project is desired. Transport and City Streets Unit does not have appropriate funding sources in its budget.
15. Should provision of non-grant funding for the car park development be desired, a number of legal contractual matters will need to be agreed between the Church and Council to clarify responsibilities and commitments.

STAFF RECOMMENDATION

It is recommended that the Board regretfully declines the request for financial assistance with the potential development of a car park on the Church's site.

CHAIRPERSON'S RECOMMENDATIONS

On the grounds of community development and health and safety issues, it is recommended that a one-off grant of \$14,000 be made to the Papanui Methodist Church from the Board's 2005/06 Discretionary Fund, subject to:-

- a) No further funding being sought from the Board in relation to this project.
- b) The Papanui Methodist Church taking full responsibility for the future maintenance of the car park.

- c) A copy of the sketch plan for the car park being provided to the Board.

It is worth noting that in providing this grant, a number of Council strategies are being met, including the Safer City, Older Person's, Youth and Children's Strategies.

8. HALLIWELL AVENUE - PROPOSED NO STOPPING

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and City Streets Manager
Author:	Geoff McGregor/Basil Pettigrew, DDI 941 8452

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the extension of an existing single section of no stopping broken yellow lines along the northern side of Halliwell Avenue, extending to the boundary between numbers 9 and 11 Halliwell Avenue.

EXECUTIVE SUMMARY

2. The Council has received a specific request from the Halliwell Avenue/Tulloch Place Neighbourhood Support Group in regard to this issue. Concern has been expressed by the residents at the practice of some drivers parking their vehicles adjacent to the kerb on both sides of the roadway, thus blocking the roadway for other vehicles and restricting ingress and egress to the private vehicle crossings of a number of properties. This has been particularly evident for numbers 9 and 9a Halliwell Avenue where it can often be observed that when vehicles are parked on the southern side of Halliwell Avenue, vehicles entering and exiting these properties encounter significant difficulties. This problem is accentuated by the fact that staff associated with the nearby Northlands Mall often park in this area.
3. These complaints have been investigated and measurement has confirmed that there is inadequate roadway width to accommodate parking of vehicles on both sides of Halliwell Avenue (7.5 metres kerb to kerb). The parking of vehicles opposite private vehicle crossings significantly inhibits reasonable ingress and egress.
4. There are currently P120 parking restrictions located on both sides of Halliwell Avenue extending from the completion of the existing broken yellow lines down as far as the right hand bend. These were originally put in place by the Council so that staff and customers associated with the nearby Northlands Mall complex would not park in Halliwell Avenue for extended periods of time.
5. The installation of broken yellow no stopping lines along the northern side of Halliwell Avenue, is considered the most cost effective and practical solution to the problem.
6. All directly affected residents and property owners were notified of this proposal and the views of many have been obtained. Signatory support was obtained from the owners and occupiers of numbers 4, 5, 8, 10, 11, 12, 15 and 15a Halliwell Avenue in relation to the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

7. **Cost**
The installation of road markings is within operational budgets.
8. **Legal**
The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

8. Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Community Board agree that:

- (a) The existing P120 parking restriction be revoked on the northern side of Halliwell Avenue, commencing at a point 35 metres from the Main North Road intersection and extending in an easterly direction for a distance of 37.5 metres.
- (b) The stopping of vehicles be prohibited at any time on the northern side of Halliwell Avenue, commencing at a point 35 metres from the Main North Road intersection and extending in an easterly direction for a distance of 37.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendations be adopted.

9. HILLS ROAD (HENDON STREET TO WARRINGTON STREET) SAFETY IMPROVEMENTS

General Manager responsible:	General Manager Jane Parfitt
Officer responsible:	Transport and City Streets Manager
Author:	Brian Boddy, DDI 941-8013

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the Hills Road safety improvement project proceeding to tender and construction and the installation of new traffic restrictions associated with this project.

EXECUTIVE SUMMARY

2. This safety improvement project for the section of Hills Road from Hendon Street to Warrington Street (classified as a minor arterial road) is on the Christchurch City Council's Capital Works Programme for construction in the 2005/06 and 2006/07 financial years.
3. The Board initiated the project by allocating \$10,000 of its 2005/06 Discretionary Fund to address the safety concerns of students at the Shirley Primary School and the Shirley Community Reserve when crossing/using the section of Hills Road between Edward and Warden Streets (the remainder of the budget is provided by the Transport and City Streets Pedestrian Safety budget in 2006/07). The aim of the project is to provide a safe crossing point for pedestrians on Hills Road between Edward and Warden Streets. When the existing bus stops were considered the area was lengthened to include the Hills Road/Hendon Street and Hills Road/Warrington Street intersections.
4. The Project Consultation Leader has consulted with the directly affected residents, property owners, local schools, and other interested parties. Feedback from the community was considered by the project team on the plan shown in attachment 1. Following consultation minor modifications have been made as shown in attachment 2. This is the preferred design option as it satisfies the aims and objectives of the project and has majority community support.

9. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total cost for this project is \$41,365 inclusive of all consultation, design and project management items.
6. Without the approval of the traffic resolutions the restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

1. Approve the Hills Road safety improvement project for implementation as shown in attachment 2.
2. Approve the following resolutions for new traffic restrictions associated with the Hills Road safety improvement project:

New no stopping

- a. That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Shirley Road and extending 225 metres to Warden Street in a southerly direction.
- b. That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Warden Street and extending 26 metres in a southerly direction.
- c. That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 20 metres south of its intersection with Warden Street and extending 55 metres in a northerly direction.

Installation of new bus stops

- d. That a bus stop be installed on the west side of Hills Road, commencing at a point 24 metres north from its intersection with the north side of Warden Street and extending in a northerly direction for a distance of 20 metres.
- e. That a bus stop be installed on the east side of Hills Road, commencing at a point 108 metres south from its intersection with the south side of Warden Street and extending in a southerly direction for a distance of 21 metres.

Removal of existing bus stops

- f. That the existing bus stop be removed from the east side of Hills Road at its present position commencing 15 metres north of the intersection with the north side of Warden Street and extending 13 metres in a northerly direction.
- g. That the existing bus stop be removed from the west side of Hills Road at its present position commencing 2 metres north of the intersection with the south side of Warden Street and extending 15 metres in a southerly direction.
- h. That the existing bus stop be removed from the west side of Hills Road at its present position commencing 6 metres north of the intersection with the north side of Hendon Street and extending 18 metres in a northerly direction.

8. Cont'd

- i. That the existing bus stop be removed from the east side of Hills Road at its present position commencing 5 metres south of the intersection with the south side of Hendon Street and extending 16 metres in a northerly direction.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendations be adopted.

9. Cont'd

BACKGROUND

7. This project was initiated by the Shirley/Papanui Community Board in response to a community concern that a safe crossing point was needed for pedestrians on Hills Road between Edward Avenue and Warden Street.
8. The objectives for this project were to:
 - a) Provide a safe crossing point for pedestrians on this section of Hills Road
 - b) Maintain or improve the existing level of service for all modes of transport
 - c) Provide safer cycle facilities
 - d) Maintain or improve residents access to and from their properties
 - e) Ensure adequate street lighting is provided.
9. Following further investigation into the needs of this section of Hills Road it was recognised there was a need to address cycle crashes at Warden Street, the difficulty some residents were having in exiting their properties and the close spacing of the existing bus stops.
10. The Land Transport New Zealand Crash Analysis System shows there have been six crashes recorded for the five year period between 2000 and 2004, and a further four crashes for part of 2005 (included on the database as at 22 November 2005). Two of the crashes involved pedestrians being hit when crossing the road (one 50m south of the intersection with Shirley/Warrington and one at the intersection with Edward Avenue). Two crashes involved cyclists (both at the Edward Avenue intersection, where traffic turning right into Edward Avenue failed to give way to cyclists). These four crashes resulted in minor (2) and serious (2) injury. The six crashes involving motor vehicles do not follow any specific pattern and all resulted in non-injury. Two crashes involved loss of control, two crashes were rear-end, one crash involved hitting a parked vehicle, and one crash happened due to manoeuvring. These crash statistics confirmed the need for safety improvements.
11. It was identified that the bus stops in the vicinity of the island needed to be rationalised to be consistent with the bus priority corridor project being undertaken for the No. 70 service (Queenspark). The existing bus stops are between 180 and 380 metres apart. The most efficient bus stop spacing for an arterial road is 400 metres. The proposed bus stops will be between 340 and 460 metres between stops on this section of Hills Road.
12. While the original request was for a pedestrian facility in Hills Road between Warden Street and Edward Avenue, initial talks with a business revealed that any pedestrian facility installed between these two intersections would remove significant on-street parking to the detriment of the business (presently used by its customers). As a more suitable location existed immediately to the north of Warden Street, the development of options centred on this second location.

CONSULTATION

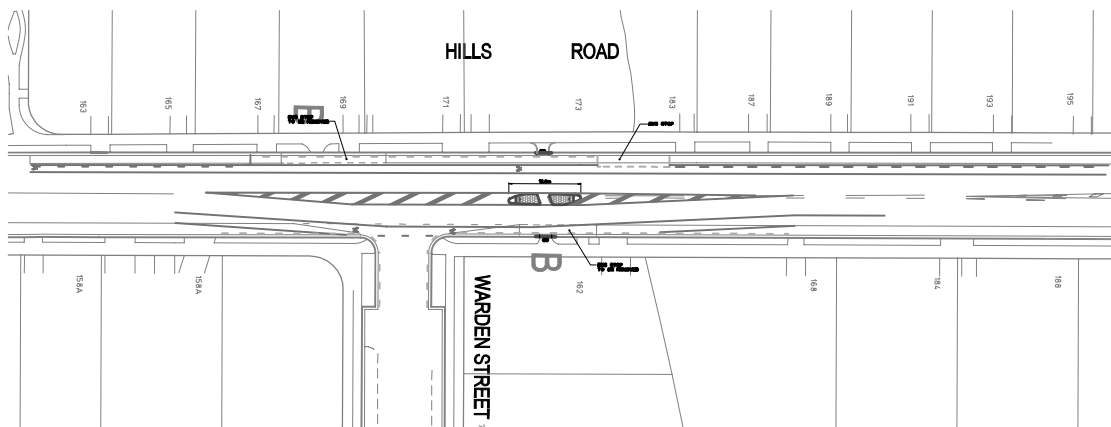
13. Once the draft preferred scheme options were developed consultation was undertaken with the surrounding community and interested stakeholders. The aim of the consultation was to implement an 'inform' consultation, that is, to provide interested and affected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised, albeit, within a project that has set engineering requirements. It was also proposed that one-on-one consultation be undertaken with business operators within the proposed area that are directly affected by the proposal before the proposal was delivered to the wider community.
14. The scheme plan and consultation plan for this safety improvement project for the section of Hills Road from Hendon Street to Warrington Street was presented in a seminar to the Board on 22 February 2006.

9. Cont'd

15. Following the Board seminar consultation, a newsletter was distributed to interested and affected parties. This proposal requires the removal of some on-street parking on the west side (169 to 173 Hills Road) and a substantial amount of on-street parking on the east side (from the signalised intersection to just south of Warden Street). Those properties that were directly affected by the proposed loss of on-street parking were visited by the Consultation Leader. A number of residents felt that the removal of the parking improved visibility when exiting their driveways. Residents affected by the bus stop relocations have also been consulted.
16. Feedback to the proposal from the community identified that 86% gave their general support. Two responses requested that parking bays be constructed for residential use to allow residents some on-street parking, this could be not be achieved. Two other responses were concerned that the number of bus stops were being reduced. A summary of the feedback to this consultation can be seen in attachment 3.

OPTIONS

17. Common to all options is the removal of the north-bound bus stops outside 131 and 169 Hills Road and the south-bound bus stops outside 128 and 162 Hills Road. A south-bound bus stop is proposed for outside 146 Hills Road. A pedestrian island is placed outside 162 Hills Road. The three options discussed in this report are:
 - a) Option 1 has an island offset to the east so as not to impact on a pavement study being undertaken at this location i.e. there is no change to the wheel path movements. The flush median is localised around the island.



- b) Option 2 is the preferred option with an island offset to the east, again, so as not to impact on the pavement study. The flush median is connected to the right turn bay on the approach to the intersection with Shirley Road/Warrington Street. This option can be seen in attachment 2.
 - c) Option 3 would retain the status quo.

PREFERRED OPTION – OPTION 2

18. This option is the recommended option and is detailed in attachment 2. This option consists of the following elements:
 - a) A pedestrian island in Hills Road just north of Warden Street.
 - b) A flush/painted median from Warden Street to Shirley Road.
 - c) Cycle lanes on the west side from Edward Avenue to Warrington Street and on the east side from Warden Street to Shirley Road.
 - d) No stopping restrictions on the west side from No.s 169 to 173 and on the east side from No. 158 to Shirley Road.
 - e) Reduction of the number of bus stops from four to two.

9. Cont'd

ASSESSMENT OF OPTIONS

19. Options 1 and 3 are not the preferred option for the following reasons:
- a) Option 1 was not chosen because connecting the flush median to the right turn bay on the approach to the intersection with Shirley Road/Warrington Street would be a more appropriate treatment than installing the pedestrian island on its own. Flush medians provide better separation for opposing traffic streams and more room for right turning vehicles to get out of the through traffic lane thereby reducing the number of rear end accidents.
 - b) Option three, the do nothing option, was rejected because it did not meet the project objectives.
20. The preferred option provides the best safety improvement for all road users and has the following features:
- a) Construction of a pedestrian island will provide safer access for pedestrians and school cyclists across this minor arterial road.
 - b) Installation of cycle lanes commencing south of the intersection with Edward Avenue and connecting to the existing cycle lanes at the Shirley Road/Warrington Street intersection. It is proposed to allow for red surfacing at the signalised intersection (as this represents best practice) and at Edward Avenue (to help address the known crash problem).
 - c) Provision of a painted median along the centre of the road to allow drivers to get out of the through traffic stream when turning right.
 - d) Removal of on-street parking on the east side of Hills Road from No.s 196 to 200 to allow the installation of the above safety facilities/features.
 - e) Improved bus service by rationalising the bus stops. This is being done to reduce delays, especially at peak times, for the bus service. This rationalisation of the bus stops in the vicinity of this site is in line with planning work undertaken for the Queenspark bus priority corridor work. A total of four bus stops are proposed to be removed, to be replaced by two new bus stops (the north-bound stop outside 183 Hills Road, and the south-bound stop outside 146 Hills Road).
 - f) Meets all the project objectives.
21. Three minor improvements are proposed to the concept plan distributed to the community as a result of consultation as shown on attachment 2.
- a) Tactile paving has been added at the cross walks e.g. opposite the pedestrian island.
 - b) Additional colouring of the cycle lanes was incorporated at intersections.
 - c) The property at No. 173 Hills Road adjacent to the proposed pedestrian island is being redeveloped and there will be a resulting change to driveway locations on the west side of the road. The location of pedestrian median islands is significantly influenced by the locations of adjacent driveways. The next best location for the median island as a result of the new layout is to reposition the median island 4m to the south, and to provide a 9m island instead of the previously proposed 12m island. This maintains the integrity of the project and still provides vehicle access to adjacent properties. The driveway at No. 171 will be widened to improve access around the median island.
22. The recommended option is as shown on attachment 2 (Plan TP 180501 issue 3). The lack of on-street parking on the east side of Hills Road for residents between Warden Street and Shirley Road has been noted.

10. HAREWOOD ROAD – PROPOSED P30 AND EXTENSION OF NO STOPPING

General Manager responsible:	General Manager of City Environment
Officer responsible:	Transport & City Streets Manager
Author:	Patricia Su, Traffic Engineer, DDI 941 6428

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install a short length of 30 minute parking restriction on the southern side of Harewood Road, between St James Avenue and the railway crossing. In addition, approval is also sought to extend the existing no stopping area from the railway crossing for a further 12 metres west of the railway crossing.

EXECUTIVE SUMMARY

2. The Council has received a letter from a business owner regarding the difficulty pedestrians/cyclists, especially people in mobility scooters, have crossing Harewood Road adjacent to the railway crossing. Visibility of the east-bound traffic is restricted due to vehicles parking immediately adjacent to the crossing point and the business owner had requested that broken yellow lines be installed along the whole length of the business frontage.
3. A site visit was conducted and although there is a painted median to allow for a two-stage crossing, the 1.2 m wide painted median is inadequate for a mobility scooter or parents with prams etc. to wait on safely.
4. The suggestion from the business owner for broken yellow lines could adversely affect the business. On-site discussions were held and the installation of a P30 zone in conjunction with a shorter no stopping zone was proposed. This would improve the visibility for pedestrians and mobility scooters, whilst providing parking for customers to the adjacent businesses. The business owner believed that this was a more favourable outcome.
5. Installation of the P30 zone is consistent with the other parking time restriction in this area and will also service the adjacent and neighbouring businesses.
6. Consultation with the two affected businesses/properties has been undertaken and no objections to the proposal were received.
7. The installation of a short P30 zone and the extension of the no stopping area from the railway crossing is considered the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS**8. Cost**

Cost is minimal and provided for in the operational budget.

9. Legal Considerations

Land Transport Rule Traffic Control Devices 2004 "Part 12.1 Requirement to indicate prohibition on stopping" and "Part 12.2 Means of indicating prohibition on stopping" provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Community Board approve that:

- (a) The stopping of vehicles be prohibited at all times on the south side of Harewood Road, from a point 60.5 metres east of St James Avenue and extending for 35 metres along the kerb in an easterly direction be revoked.

10. Cont'd

- (b) The parking of vehicles is limited to a maximum of 30 minutes (8am-6pm, Mon-Sun) on the south side of Harewood Road, from a point 36.5 metres east of St James Avenue and extending for 12 metres in an easterly direction.
- (c) The stopping of vehicles be prohibited at all times on the south side of Harewood Road, from a point 48.5 metres east of St James Avenue and extending for 47 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATIONS

For discussion.

11. NORTHCOTE ROAD – PROPOSED NO STOPPING AREA

General Manager responsible:	General Manager of City Environment
Officer responsible:	Transport & City Streets Manager
Author:	Patricia Su, Traffic Engineer, DDI 941 6428

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the installation of no stopping at all times signs (RP-1) on the grass berms on the southern side of Northcote Road from Sawyers Arms Road up to the railway line.

EXECUTIVE SUMMARY

2. The Council enforcement of vehicles parked on the grass berms has been difficult even though a number of infringement notices have been issued to vehicles parked there.
3. A site visit was conducted and a number of options were considered including do nothing, installation of no stopping at all times signs, planting and/or fencing.

Options

- a) Do nothing
The do nothing option will not resolve the issue of vehicles continuing to park on the grass berms with Council needing to continuously issue infringement notices. This does not use Council's resources effectively.
- b) Planting
Planting may be an effective option however, it is costly and will take some time for the planting to be established to prevent vehicles from being able to park on the grass berms. In the meantime, vehicles may continue to park on the grass berms and may cause damage to less established plantings. An estimated cost to landscape the area is \$40,000 based on a unit rate of \$40/m².
- c) Fencing
Fencing around the grass berms using posts and cables will be an effective option, as it will physically prevent any vehicles from entering and parking on the grass berms. Although the estimated cost of \$16,000 is less than landscaping (based on a unit rate of \$25/m) however, funding for this has not been allowed for.
- d) Installation of no stopping at all times signs
A similar situation exists along Queen Elizabeth II Drive where the installation of the no stopping at all times signs on the grass berms have assisted the enforcement officers. The cost of installing all the required signs and posts will be less than \$1,000.

11. Cont'd

4. No consultation with the public was undertaken as no parking on the grass berms is covered in the Christchurch City Traffic and Parking Bylaw 1991. The installation of the no stopping at all times signs on the grass berms will assist the enforcement of this bylaw more effectively. In

addition, there is sufficient on-street parking outside of the grassed areas without causing a hazard to other road users.

5. The installation of no stopping at all times signs on the southern side of Northcote Road on the grass berms which extend from Sawyers Arms Road to the railway line is considered the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Cost

Cost is minimal and provided for in the operational budget.

7. Legal Considerations

Land Transport Rule Traffic Control Devices 2004 "Part 12.1 Requirement to indicate prohibition on stopping" and "Part 12.2 Means of indicating prohibition on stopping" and Christchurch City Traffic and Parking Bylaw 1991 "Part 1, Clause 7 Vehicles on Grass Berms" provides for this.

STAFF RECOMMENDATION

It is recommended that the Board approve that the no stopping at all times signs be installed to further reinforce the Council's Bylaw prohibiting vehicles from parking on the grass berms on the southern side of Northcote Road, commencing from Sawyers Arms Road and extending in an easterly direction up to the railway line.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be adopted.

12. TRANSPORT AND CITY STREETS UNIT UPDATE ON OUTSTANDING ISSUES

After discussions with the Chairperson and Deputy Chairperson, a change in the frequency of reporting Transport and City Streets Unit-related outstanding issues to the Board has been agreed upon.

As most issues take longer than one month to remedy, it has been agreed that quarterly updates will be provided to the Board to allow sufficient time for matters to be addressed (at present, the reporting timeline does not provide for this). It should be noted however, that if resolution to an issue should occur in-between the quarterly reporting period, an information update will be provided.

Stuart Woods will, of course, continue to attend all Board meetings in his capacity as Senior Liaison Officer for the Transport and City Streets Unit.

A copy of the current outstanding issues is attached.

STAFF RECOMMENDATION

That the information be received.

13. YOUTH DEVELOPMENT FUND – REQUEST FOR FUNDING

General Manager responsible:	General Manager Stephen McArthur
Officer responsible:	Catherine McDonald Unit Manager
Author:	Ollie Clifton, DDI 941-5409

PURPOSE OF REPORT

1. The purpose of this report is to present an application for funding to the Board from its 2005/06 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant is James Anson-Holland, a 15 year old who has been selected for the New Zealand Under 16 Basketball team to travel to Australia to compete in the Australian Under 16 National Basketball Championships. This tournament will take place from 17 June–2 July 2006.
3. This is the second time the applicant has approached the Board for funding support. James received a grant from the Youth Development Scheme in November 2005 to attend the “Pacific Slam” basketball tournament in Australia as part of the South Island Under 15 Basketball team.

FINANCIAL AND LEGAL CONSIDERATIONS

4. There are no legal issues to be considered. It should be noted that the Board's 2005/2006 allocation of \$9,000 for the Youth Development Scheme has been fully expended, hence this report makes a recommendation for allocation from the Board's Discretionary Fund.

The following table provides a general overview of the funding requested:

James Anson-Holland	
Expense	Cost (\$)
Airfare (return)	1,020
Accommodation and meals	1,560
Transport (transfers, inter-venue shuttle)	438
Miscellaneous	632
Total Cost	3,650
Amount Requested from Community Board	\$500

STAFF RECOMMENDATION

It is recommended that the Board allocate James Anson-Holland \$500 from its 2005/2006 Discretionary Fund to assist with costs associated with his attendance at the Australian Under 16 National Basketball Championships as part of the New Zealand Under 16 Basketball team.

CHAIRPERSON'S RECOMMENDATION

Not seen by the Chairperson.

13. Cont'd

BACKGROUND ON JAMES ANSON-HOLLAND

5. James Anson-Holland lives in Gwen Place (Redwood), and is in year 11 at Christ's College. James has been playing competitive basketball for three years and has achieved representative status at regional, South Island, and now national level. James is not only involved in the sport of basketball as a competitor. He also coaches a North New Brighton School team and referees at Cowles Stadium.
6. James currently has a very demanding training schedule of approximately 15 hours per week. This has meant his opportunities for fundraising have been limited to the money he receives as a basketball referee (approximately once per week). The total cost of attending the Australian Under 16 National Basketball Championships is \$3,650, hence this funding application for \$500.

14. REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD'S EVENTS COMMITTEE

General Manager responsible:	General Manager Peter Mitchell
Officer responsible:	Secretariat Manager
Author:	Elaine Greaves, DDI 941-6726

PURPOSE OF REPORT

1. The purpose of this report is to submit the following report of the Board's Events Committee which met on 17 May 2006:

**Report of a meeting of the Events Subcommittee
held on Wednesday 17 May 2006 at 9.00 am
in the Boardroom, Papanui Service Centre**

PRESENT: Yvonne Palmer, Myra Barry, Bill Bush, Ngaire Button and Megan Evans.

IN ATTENDANCE: Elsie Ellison (Community Board Principal Adviser)
Elaine Greaves (Community Board Secretary)
James Ryan (Community Engagement Team Leader)
Angele Toomey (Community Engagement Adviser)

1. AWARDS SUPPORTED BY THE BOARD

Neighbourhood Week 2006

The Committee **recommended** the following:

- That Neighbourhood Week take place during the period 28 October to 5 November 2006 inclusive.
- That a display be arranged at Northlands Mall six weeks beforehand, to promote this event and hand out application forms.
- Board members work on the information stand at Northlands Mall on a roster system on 16 September 2006.
- A colouring competition for children be held again this year.

14. Cont'd

- It was suggested that the Star could be utilised to get some "good news" stories published and use as a vehicle to promote Neighbourhood Week.
- In terms of the Joint Neighbourhood Week Committee – James Ryan to raise this at the next Board Chairs' meeting and seek a representative from each Board with a view to the Joint Committee meeting late June 2006.

Children's Day

The Committee **recommended** the following:

- That this event be held on 29 October at the Groynes.
- This event could be promoted through the children's television programme "What Now" and also through the Police Youth Education Officers working with schools; and those schools participating in Junior Neighbourhood Support.
- A "guess the number of jellybeans" competition to be held at Northlands Mall.
- Colouring competition promoted in libraries etc. a couple of weeks prior to the competition at the Northlands Mall (staff to speak with Sally Thompson)

Heritage Week

John and Terry Ryan (Rehua Marae) joined the meeting to discuss Heritage Week 2006.

The Committee **recommended** the following:

- Applications to remain open until 30 May 2006.
- Board members will go door knocking on Sunday (21 May 2006) to look at houses.
- Presentations to be held at the Marae at 9.00 am on 12 July 2006, with a powhiri welcome to be followed by awards.
- Morning tea to be provided by the Marae – numbers attending to be confirmed nearer the time.
- Judging panel to comprise Jenny May, John (or Terry) Ryan and Anna Crighton.
- Judging to take place on Monday, 19 June 2006.
- Mini bus to be booked for the judging panel, including Community Engagement Adviser (Bill Bush to drive), lunch to be organised.
- Nominees to be advised of the date decided on for judging well in advance.
- Award recipients to hold on to the (big) trophy for a year and, when returned, be given a small trophy to keep (trophy to be funded from the Board's Discretionary Fund).
- Person (Theresa) from Maori Health Services in Manchester Street to be invited to attend
- The Events Committee to meet at 9.00 am on Wednesday, 28 June 2006 in the Purple Room at Rehua Marae to discuss matters relating to Heritage Week.

14. Cont'd

Host Responsibility Awards:

The Committee **recommended** the following:

- A list of licensed premises in the area be compiled to assist the Committee, including sports and working men's clubs.
- Judging to take place on Thursday, 21 September 2006, 7.00-11.00 pm.
- Mini bus to be organised, Bill Bush to drive.
- Judging panel to include this Committee, Police and licensing representatives (ensuring plenty of notice is given beforehand).
- Judging form needs to outline the criteria being taken into consideration when assessing suitability of award recipient.

Fencing Awards:

The Committee **recommended** the following:

- That Fencing Awards be introduced to the Shirley/Papanui community based on CPTED (crime prevention through environmental design) and community safety standards.
- It was suggested that judging to take place at the same time as Neighbourhood Week.
- Judging to be undertaken by the five Board members who will be responsible for putting a list of suitable entries together.
- Committee to meet again to finalise criteria.

2. COMMUNITY SERVICE AWARDS 2006

The Committee **recommended** the following:

- That, due to the poor standard of presentation, the Committee meet again at 9.00 am on 31 May 2006 to consider nominations.
- Information to be provided at that time should include a summary of applications received; previous award recipients; whether any nominations would be better suited for consideration of a Civic Award (as opposed to a Community Service Award); an indication as to whether criteria has been met.
- Awards Ceremony to be held on Monday, 26 June 2006 at 7.30 pm at the Papanui Baptist Church (staff to confirm booking).
- Papanui Baptist Church will provide supper.
- Next year hold Award Ceremony in the Shirley area.

The meeting concluded at 10.25 am.

STAFF RECOMMENDATION

That the report of the Board's Events Committee meeting of 17 May 2006 be received and the recommendations contained therein adopted.

15. UPDATE OF BOARD FUNDS

Attached are schedules with up-to-date information regarding the Board's 2005/06 Discretionary, SCAP and Youth Development Funds.

STAFF RECOMMENDATION

That the information be received.

16. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

The Community Board Principal Adviser will update the Board on current issues.

STAFF RECOMMENDATION

That the information be received.

17. NOTICES OF MOTION

18. PRESENTATION OF PETITIONS

19. CORRESPONDENCE

20. CHAIRPERSONS' AND BOARD MEMBERS' INFORMATION EXCHANGE

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

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

22. RESOLUTION TO EXCLUDE THE PUBLIC – Attached.

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items 23 and 24.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART A			
23.	175 ST ALBANS STREET - CONSIDERATION OF FUTURE USE) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)
PART C			
24.	COMMUNITY SERVICE AWARD NOMINATIONS) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 23.	Commercial activities Conduct of negotiations	Sections 7(2)(h) Sections 7(2)(i)
Item 24.	Protection of privacy of natural persons	Section 7(2)(a)

CHAIRPERSON'S RECOMMENDATION

That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”