



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

27 SEPTEMBER 2006

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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1. APOLOGIES

2. CONFIRMATION OF REPORTS

The report of the ordinary meeting held on Wednesday 13 September 2006 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 13 September 2006 be confirmed.

3. CORRESPONDENCE

4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

5. QUESTIONS FROM MEMBERS

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

6. DEPUTATION BY APPOINTMENT

Mr Norman Grosser - 67 Hay Street, Linwood

Mr Grosser will attend to express his concern at the loss of parking outside his property as part of the Keighleys Road and McGregors Road Safety Improvement Project.

7. KEIGHLEYS ROAD AND MCGREGORS ROAD (HAY ST TO BROMLEY ROAD) SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Andrew Hensley, Consultation Leader Capital Programmes

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction of the Keighleys Road-McGregors Road (Hay Street to Bromley Road) safety improvement project, as shown in **Attachment 1 - Scheme Plan**.

EXECUTIVE SUMMARY

2. The initiating aim of the project was to implement safety works to improve the roading environment for pedestrians, cyclists, motorists, and the Bromley School community. The issues and crash history relating to this section of road suggest treating the route, rather than the individual locations of concern, may be more effective.
3. The project was initiated by the Network Operations Team as part of the Safety Improvement Programme, and has resulted from earlier investigations in 2002 in the Bromley LATMS (Local Area Traffic Management Scheme).
4. After assessing the range of issues raised by Council officers, and from an initial survey of directly affected parties, the objectives for this project were determined as follows:
 - To improve the safety for all road users along Keighleys Road and McGregor's Road between Hay Street and Bromley Road, including the Keighleys Road/Korora Street, Keighleys Road/McGregors Road, and Hay Street/McGregors Road/Butterfield Street intersections.
 - To reduce the speed of vehicles along Keighleys Road and McGregor's Road between Bromley Road and Hay Street.
 - To provide a safe crossing point at Bromley School.
 - To provide a safer environment for pedestrians at the Keighleys Road/Korora Street intersection.
 - To maintain access for buses to Korora Street at Keighleys Road.
5. The preferred option is shown in **Attachment 1 - Final Plan**.
6. The preferred option is a route treatment consisting of intersection realignments, pedestrian facilities, cycle facilities, and raised platforms at intersections and mid-block locations. Key features include:
 - Traffic management on Hay Street between the intersections of Kuaka Crescent and Butterfield Avenue including the closure of the Hay Street 'slip lane' to vehicular through traffic.
 - Intersection treatment at McGregor's Road/Keighleys Road.
 - Intersection treatment at Korora Street/Keighleys Road.
 - Relocation of the Bromley School crossing point.
 - Footpath extension in the vicinity of Bromley School with adjacent parking.
 - Threshold treatment on Keighleys Road at the Bromley Road intersection.
7. The preferred option was selected as it meets the project aims and objectives, and takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project. It was also achieved as a result of internal and external consultation processes.
8. Facets of the project that were open for feedback from the community included location and type of street treatments, landscaping, footpaths and pedestrian facilities.
9. Following an initial issues identification consultation, community consultation on the preferred option was undertaken in June and July 2006. Approximately 1,550 households in the area, and interest groups including, the Bromley Residents Group and Bromley School, were consulted. Primarily this was done via the project publicity leaflet, the Council's "Have Your Say" website,

and also included two public meetings, as well as phone and email feedback and discussions. Sixty one responses were registered, of which 72% were in support of the proposal, 21% unspecified, and 7% did not support. Many respondents made comments on aspects within the proposal.

10. In August 2006 an additional letter and plan was delivered to those within the Hay Street/McGregors Road intersection area. The purpose of this was to:
 - Highlight the proposed cycle lanes, and the fact that the provision of pedestrian facilities and road space for cyclists would result in a loss of parking outside some properties.
 - Put forward a revised design for the McGregors Road 'slip lane' which included additional parking.
 - Relocate a bus stop omitted from the original publicity leaflet.
11. An on-site meeting with residents was held on 23 August 2006 to discuss the design of the McGregors Road 'slip lane' and the surrounding intersection. Issues raised included the loss of on street parking and the bus stop location. As a result of further investigations and design, a revised preferred option was produced providing for additional on street parking on Hay Street. The bus stop location was confirmed.

FINANCIAL AND LEGAL CONSIDERATIONS

12. The Safety Improvement Project for Keighleys Road and McGregors Road (Hay Street to Bromley Road) is programmed in the Transport and Greenspace Units' capital programme for the 2006/07 financial year. The budget is made up of four projects which have a combined budget total of \$454,657. The estimated cost of this project is \$449,239.
13. There are protected trees shown on Webmap2 on private property, and they have the same status as trees protected by subdivision. These trees are "to be preserved and maintained in accordance with good arboriculture practice". These trees are not subject to resource consent.
14. There are no historic or heritage buildings, places or objects identified in the City Plan.
15. Community Board resolutions are required to approve the traffic restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve the Keighleys Road and McGregors Road (Hay Street to Bromley Road) Safety Improvement Project to proceed to final design, tender and construction, as shown in Attachment 1 - Final Plan.
2. Approve the following traffic and parking restrictions:

No Stopping:

- (a) That the stopping of vehicles be prohibited at any time on both sides of Kuaka Crescent, commencing at its intersection with Hay Street and extending 12 metres in a northerly direction.
- (b) That the stopping of vehicles be prohibited at any time on both sides of McGregors Road, commencing at its intersection with Hay Street and extending 15 metres in a northerly direction.
- (c) That the stopping of vehicles be prohibited at any time on the west side of McGregors Road, commencing at its intersection with Hay Street and extending 40 metres in a southerly direction.
- (d) That the stopping of vehicles be prohibited at any time on the east side of McGregors Road commencing at its intersection with Hay Street and extending 16 metres in a southerly direction.

- (e) That the stopping of vehicles be prohibited at any time on the east side of McGregors Road, commencing at a point 29 metres south of its intersection with Hay Street and extending 25 metres in a south westerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the north side of the McGregors Road slip lane, commencing at its intersection with Hay Street and extending 41 metres in a westerly direction.
- (g) That the stopping of vehicles be prohibited at any time on the west side of Keighleys Road, commencing at a point 9 metres north of its intersection with the north side of Bromley Road and extending 47 metres in a southerly direction.
- (h) That the stopping of vehicles be prohibited at any time on the west side of Keighleys Road commencing at a point 100 metres north of its intersection with the north side of Bromley Road and extending 105 metres in a northerly direction.
- (i) That the stopping of vehicles be prohibited at any time on the east side of Keighleys Road commencing at a point 124 metres north of its intersection with the north side of Bromley Road and extending 31 metres in a northerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the east side of Keighleys Road commencing at a point 194 metres north of its intersection with the north side of Bromley Road and extending 18 metres in a northerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the north side of Hay Street, commencing at its intersection with the east side of Kuaka Crescent and extending 15 metres in an easterly direction.
- (l) That the stopping of vehicles be prohibited at any time on the south side of Hay Street, commencing at a point 40 metres west of its intersection with the west side of McGregors Road and extending 10 metres in a westerly direction.

Cycle Lane:

- (m) That a cycle lane be installed adjacent to the kerb, on the north side of Hay Street, commencing at the east side of its intersection with Kuaka Crescent and extending 176 metres in a westerly direction.
- (n) That a cycle lane be installed adjacent to the kerb, on the south side of Hay Street, commencing at a point 19 metres east of the east side of its intersection with Kuaka Crescent and extending 144 metres in a westerly direction.

Bus Stop:

- (o) That the existing bus stop be revoked from the north side of Hay Street at its present position commencing 16 metres east of the intersection with McGregors Road and extending 12 metres in an easterly direction.
- (p) That a bus stop be installed on the north side of Hay Street, commencing 15 metres east of the intersection with Kuaka Crescent and extending 15 metres in an easterly direction.

“Give Way”:

- (q) That a “Give Way” sign be placed against the north approach of McGregors Road at its intersection with Hay Street.
- (r) That a “Give Way” sign be placed against the west approach of McGregors Road at its intersection with McGregors Road and Keighleys Road.
- (s) That the existing “Give Way” sign placed against Butterfield Avenue at its intersection with Hay Street be revoked.

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“Stop”:

(t) That a “Stop” sign be placed against Butterfield Avenue at its intersection with Hay Street.

Remove all existing no stopping:

(u) That all existing ‘No Stopping at any Time’ areas in the aforementioned areas be revoked.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

16. Keighleys Road and McGregors Road (Hay Street to Bromley Road) are located in the Hagley Ward, and fall within the jurisdiction of the Board. The surrounding area is residential in nature, with the Linwood Cemetery, Bromley Cemetery, and the Cypress Gardens Reserve located nearby.
17. Keighleys Road and McGregors Road (Hay Street to Bromley Road) is 700 metres in length. In the roading hierarchy defined in the City Plan, Keighleys Road, McGregors Road and Bromley Road are classified as local roads, and Hay Street is classified as a collector road. McGregors Road north of Keighleys Road has a volume of 1,553 vehicles per day, and Keighleys Road south of Korora Street has a volume of 1,884 vehicles per day.
17. The Land Transport New Zealand crash analysis system shows there have been 16 crashes recorded for the five-year period between 2001 and 2005. There have been six loss of control crashes along the route length, resulting in one minor injury.
18. This project is comprised of four safety improvement projects:
 - Hay Street/McGregors Road
 - Keighleys Road/McGregors Road
 - Keighleys Road/Korora Street; and
 - Bromley School Safety.
19. These projects were initiated by the Network Improvements Team and the Transport Planner - Cycles and Pedestrians, as part of the Safety Improvements Programme. The Bromley LATMS adopted in 2002 identified residents' concerns about traffic issues.
20. Internal Council consultation and investigations were undertaken in November 2005, which resulted in the identification of a number of project issues which needed to be resolved. These included:
 - The provision of pedestrian crossing points.
 - Ensure a cycle friendly street environment.
 - Concerns over vehicle speeds (in particular the 85% and maximum speeds) and crash rates.
 - Access to passenger transport (buses).
 - Integration with Greenspace Unit issues in relation to pathways and frontages.
21. A number of specific issues related to Bromley School were identified. These included:
 - Speed of vehicles travelling past the School.
 - Shifting of the existing school crossing point to improve visibility and connectivity to the new school entrance.
 - Drop off and pick up issues at the school entrance.
22. In addition, as part of a Safe Routes to School study at Bromley School, issues identified included:
 - A need for crossing points on Hay Street.
 - A need for crossing points where McGregors Road intersects with Keighleys Road.
 - Cycle and pedestrian traffic at the Keighleys Road/Korora Street intersection.
23. Community consultation was undertaken in January 2006 to further identify the concerns of the community. The main issues arising from this were the speed of vehicles, and pedestrian crossing facilities for children.
24. In response to these investigations, and in conjunction with the original initiating aim of the project to improve the safety for vehicles, cyclists and pedestrians along the route, the following objectives for the project were established:
 - To improve the safety for all road users along Keighleys Road and McGregors Road between Hay Street and Bromley Road, including the Keighleys Road/Korora Street, Keighleys/McGregors, and Hay/McGregors/Butterfield intersections.
 - To reduce the speed of vehicles along Keighleys Road and McGregors Road between Bromley Road and Hay Street.

- To provide a safe crossing point at Bromley School.
 - To provide a safer environment for pedestrians at the Keighleys Road/Korora Street intersection.
 - To maintain access for buses to Korora Street at Keighleys Road.
25. In order to address these issues, two options were developed during the concept design phase; and from these a preferred option was determined. Following a seminar with the Board at its 24 May 2006 meeting to obtain feedback, the preferred option was released for consultation in June and July 2006.
26. Approximately 1,550 households in the area, and interest groups including the Bromley Residents' Group and Bromley School were consulted. Primarily this was done via the project publicity leaflet, the Council's "Have Your Say" website, and also included two public meetings, phone and email feedback, and discussions. Sixty one responses were registered, of which 72% were in support of the concept plan, 21% unspecified, and 7% did not support. Many respondents made comments on aspects featured within the proposal.
27. Council officers attended two residents' group meetings to discuss the proposal, one prior to the scheme being developed and one after the consultation leaflets had been distributed. Bromley School has been consulted and informed on a regular basis.
28. In August 2006 an additional letter and plan was delivered to those within the Hay Street/McGregors Road intersection area. The purpose of this was to:
- Highlight the proposed cycle lanes, and the fact that the provision of pedestrian facilities and road space for cyclists would result in a loss of parking outside some properties.
 - Put forward a revised design for the McGregors Road 'slip lane' which included additional parking.
 - Relocate a bus stop omitted from the original publicity leaflet.
29. An on-site meeting with residents was held on 23 August 2006 to discuss the design of the McGregors Road 'slip lane'. Issues raised included the loss of on street parking and the bus stop location. As a result of further investigations and design, a revised preferred option was produced providing for additional on street parking on Hay Street. This was achieved through a reduction in the length of both the pedestrian island taper and cycle lane outside 88 & 90 Hay Street. The proposed bus stop location was confirmed.
30. A summary of the submissions received, and an evaluation of the issues raised is shown in **Attachment 2 - Summary of Consultation**.
31. The key issues raised during the scheme plan consultation phase were:
- Bromley School - speed, pedestrian and parking concerns.
 - Butterfield Avenue/McGregors Road/Hay Street Intersection - alignment and visibility concerns.
 - McGregors Road slip lane - parking and access.
 - Hay Street - location of pedestrian islands.
 - Keighleys Road/Bromley Road intersection - speed and heavy vehicle concerns.
32. As a result of the above consultation and proposal development, the main features of the Plan for Board approval is shown in Attachment 1 - Final Plan. The key features include:
- Realignment of the McGregors Road/Hay Street/Butterfield Avenue intersection, including pedestrian and cycle facilities.
 - Raised platform outside 55 and 64 McGregors Road.
 - Raised platform and narrowing at McGregors Road/Keighleys Road intersection.
 - Raised platform and narrowing at Keighleys Road/Korora Street intersection.
 - Landscaping of the existing Bromley School crossing point - Keighleys Road.
 - Relocation of the Bromley School crossing point - Keighleys Road.
 - New footpath opposite Bromley School adjoining the new parking area - Keighleys Road.
 - Raised platform and narrowing at Keighleys Road/Bromley Road intersection.
 - Street lighting upgrade.

OPTIONS

33. Two options were developed for comparison during the concept design process.

Option 1

McGregors Road/Hay Street Intersection Area

34. An island will be installed on the McGregors Rd south approach to the intersection with a facility for pedestrians to cross, and a gap to allow vehicles to turn into the slip lane.
35. A painted median will be installed on Hay Street and will incorporate two islands to provide safe areas for pedestrians to cross. There is not sufficient room for the painted median, motorised vehicles, cyclists, and parking. Parking will be banned adjacent to the kerb, and this will be marked by having the cycle lane marked adjacent to the kerb.
36. The slip lane from Hay Street east into McGregors Road will be closed to motorised traffic at its eastern end. A gap for cyclists to access the slip lane will be available. On street parking will be available on one side of the slip lane.
37. The existing 'Give Way' control on Butterfield Ave will be changed to a 'Stop' sign to provide consistency with the McGregors Road south approach.
38. A raised platform will be installed outside 55/64 McGregors Road.

McGregors Road/Keighleys Road Intersection

39. The main feature of the work at this intersection is a raised platform. Alterations to the kerb alignment on the corners is also proposed.

Keighleys Road/Korora Street Intersection

40. A raised platform is proposed at this intersection with minor changes to the kerb alignment on the corners.

Bromley School

41. The main feature of the works at Bromley School is the relocation of the school crossing point to the bend, south of the school. The path marking the existing crossing point will be removed and landscaping installed. The path will be extended opposite the school past the new crossing point to towards Bromley Road. Adjacent to this new path will be new kerb and shoulder construction to form additional parking.

Keighleys Road/Bromley Road Intersection

42. The kerb from the new parking area to the south of the school will be extended through the Bromley Road intersection reducing the width at the intersection, and a raised platform will be installed just to the north of the Bromley Road intersection.

Option 2

McGregors Road/Hay Street Intersection Area

43. This option is similar to Option 1 except that the slip lane would be narrowed by installing a kerb build-out on the property side of the lane to reduce the width.

McGregors Road/Keighleys Road Intersection

44. This option proposed alterations to the kerb alignment at the intersection with a raised platform on the McGregors Road southwest approach.

Keighleys Road/Korora Street Intersection

45. This option is similar to Option 1 except that the raised platform is proposed to be located on the Korora Road approach to the intersection rather than within the intersection.

Bromley School

46. This option involves the installation of a 40km/hr speed zone at the school with no other physical works.

Bromley Road/Keighleys Road Intersection

47. A raised threshold similar to Option 1 is proposed in this alternative, except that the threshold would be placed seven metres back from the intersection.

PREFERRED OPTION

48. Option 1 was recommended as the preferred option for consultation with the following change:
- (a) The cycle lane through the slip lane at Hay Street has been reduced in length to allow more on street parking for residents.
49. The preferred option is described in paragraphs 35 to 43 above.

SECTION THREE – ASSESSMENT OF OPTIONS

Maintain the Status Quo

50. The option to maintain the status quo essentially means to undertake no capital works. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, in particular the Road Safety Strategy, and the Pedestrian Strategy. Therefore, it is considered inappropriate to maintain the status quo given the opportunity to ensure an efficient, safe and sustainable transport system within this area of the city.

Option 1 - Preferred Option

51. The objectives of the project are met by the preferred option as follows.

McGregors Road/Hay Street Intersection Area

52. The preferred option has significant safety benefits for all users at this intersection. Removing the high speed slip lane will alter the nature of vehicle behaviour as it enters the McGregors-Keighleys route, forcing them to reduce speed at this end of the street. Cyclists, pedestrians, and adjacent property owners will also benefit from the removal of high speed vehicles from this area. The implementation of the flush median will assist in reducing speeds and make it safer for through traffic and right turning traffic along this section of Hay Street. The pedestrian median islands within the flush median will improve safety for pedestrians.
53. The raised platform proposed at 55/64 McGregors Road will assist in speed reduction and provide consistency to the route.

McGregors Road/Keighleys Road Intersection

54. The raised platform and kerb alterations will slow vehicle speeds and provide improved pedestrian crossing facilities.

Keighleys Road/Korora Street Intersection

55. The works proposed at this intersection will provide a safer environment for pedestrians to cross the road and reduce vehicle speed. The alignment at the intersection and the 50mm height of the platform ensures this is an appropriate treatment for a bus route.

Bromley School

56. Pedestrian safety will be greatly enhanced by the relocation of the school crossing to the bend in Keighleys Road, and by the proposed changes to parking near the school. The proposals along the McGregors/Keighleys route will all contribute to a safer environment at the school by reducing vehicle speeds.

Keighleys Road/Bromley Road Intersection

57. The raised threshold treatment at this intersection will slow vehicle speeds and highlight to motorists that this is a local road environment.

Option 2 – Alternative Options

McGregors Road/Hay Street Intersection Area

58. The treatment of the slip lane for this option was rejected due to the significantly higher costs and the lack of corresponding benefits to that cost.

McGregors Road/Keighleys Road Intersection

59. The alternative threshold treatment at this intersection was rejected as it would have no traffic calming effect on the Keighleys Road/McGregors Road route.

Keighleys Road/Korora Street Intersection

60. A Type C threshold was rejected as it had no traffic calming effect on Keighleys Road, and was inconsistent with other proposed treatments along the route.

Bromley School

61. The 40 km/hr school speed zone was considered as a possibility to assist in speed reduction before and after school. It was not a solution that was going to assist in reduction of speeds outside these hours, and did not address all the issues raised during consultation.
62. Once funding was confirmed from the Pedestrian Safety initiatives budget for physical works that would better meet the objectives of the project the 40km/hr speed zone was not considered to be the best solution.

Keighleys Road/Bromley Road Intersection

63. This option was rejected as it is considered the threshold treatment in this location would have more impact located closer to the intersection.

8. ROAD NAMING - GREENWOOD ESTATE SUBDIVISION, RICHMOND HILL ROAD

General Manager responsible :	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible :	Environmental Policy and Approvals Manager
Author :	Bob Pritchard, Subdivision Officer

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to one new road name in the Greenwood Estate subdivision, Richmond Hill Road.

EXECUTIVE SUMMARY

2. The approval of proposed road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked all proposed names 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.
4. This application is stage 1 of a proposed subdivision, to be known as Greenwood Farm, which will ultimately create 124 residential allotments served by eight new roads. Stage 1 will create 26 new residential allotments to be served by one new road, and by an extension to Richmond Hill Road, see **Attachment One**. The Greenwood family have been involved in training racehorses for nearly a century, and propose naming the roads after racehorses owned and trained by the Greenwood family. This will create a common theme for the new road names. Three racehorse names have been proposed in order of preference for the new road on stage 1. It is likely that the two surplus names will be proposed for future stages. The three names are "Teviotdale Way", "Sunglow Way" and "Moonglow Way".

FINANCIAL AND LEGAL CONSIDERATIONS

5. 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

That the Board consider and approve one of the names proposed above for stage 1, and if the Board considers that the two surplus names are also suitable, that these be approved for use on the next stages.

CHAIRPERSON'S RECOMMENDATION

For discussion.

9. JUNIOR NEIGHBOURHOOD SUPPORT

General Manager responsible:	General Manager Community Services, DDI 941- 8534
Officer responsible:	Unit Manager Community Support
Author:	Claire Milne , Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to provide information relating to an application for funding from Neighbourhood Support Canterbury for the implementation of Junior Neighbourhood Support projects from the Hagley/Ferrymead Community Board's 2006/07 discretionary funds.

EXECUTIVE SUMMARY

2. Neighbourhood Support Canterbury is requesting that the Board consider funding \$5,000 to support the co-ordination of Junior Neighbourhood Support Programmes across Christchurch City. The application has nominated that any funding granted will support the Programme in two schools (St. Anne's and Phillipstown) in the Hagley Ferrymead area.
3. This project maintains a strong working relationship with Rotary, NZ Police, the NZ Fire Service, ACC, ECan and Civil Defence.
4. Junior Neighbourhood Support works within primary schools and aims to promote a sense of pride, safety and community spirit in children. Children are recognised for such actions as helping neighbours, cleaning up local community facilities including graffiti and rubbish, noting dangerous situations that could result in accidents, and being aware of and reporting suspicious activities.
5. Initial applications for funding were received by officers in all six community board areas for funding from 2006/07 Community Board Discretionary funding. Shirley/Papanui and Burwood/Pegasus Community Boards funded the project at this time with the remaining four Community Boards recommending to 'Decline the application and refer the application to the Metropolitan Funding Subcommittee so that it may be considered as an application for a metropolitan wide service'.
6. Initial funding from the Shirley/Papanui Community Board was to support an initial pilot of the project. Evaluation of this pilot has not yet been received by Council staff.
7. The Junior Neighbourhood Support project was considered by the Metropolitan Funding Subcommittee at its annual grant allocation meeting on 28 July 2006. Due to the high number of funding requests, all new applications were given lower priority for funding. The subcommittee continued its \$20,000 grant for Christchurch Neighbourhood Support's annual Co-ordinator salary and office administration costs and declined the request for Junior Neighbourhood support.
8. The variance in this application to previous applications received is the nomination of funds for the instigation of the programme in designated schools in the area. Previous applications have requested a similar financial amount from each Community Board to support the project co-ordinator salary and project expenses.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The total cost of the project is \$33,000.00 and \$5,000 is being requested from the Hagley/Ferrymead Community Board.
10. Canterbury Neighbourhood Support Inc latest audited accounts (to 30 June 2005) show an annual expenditure of approximately \$71,000 and a surplus of approximately \$28,600. Balance of funding at the end of June 2005 is approximately \$71,000, however, additional information supplied suggests \$55,000 of this is tagged for salaries.
11. City-wide expected programme expenditure for the Junior Neighbourhood Support project is \$33,000.

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Of this \$18,000 is for the Co-ordinator salary, \$5,000 resources, \$5,000 mileage and \$5,000 for presentations/awards/prizes.

12. There are no legal implications for the Board in relation to this application.

STAFF RECOMMENDATION

It is recommended that the Board decline this request as the project has a metropolitan/city-wide focus and it has already been considered and declined by the Metropolitan Funding Subcommittee for 2006/07 Council funding.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON JUNIOR NEIGHBOURHOOD SUPPORT

13. Junior Neighbourhood Support is an initiative under Neighbourhood Support Canterbury, a legally incorporated society since 2001, with the aim of establishing and maintaining Neighbourhood support groups in Christchurch.
14. The Junior Neighbourhood Support Projects objectives are envisioned to:
 - Promote Safety awareness in schools and in the community.
 - Instil pride in students, their school and their community.
 - Instil neighbourhood support values in children.
 - Foster a 'fire wise' awareness in children, school, home and community.
 - Foster a 'civil defence' awareness in children, school, home and community.
 - Reward positive initiatives and behaviour.
15. The Junior Neighbourhood Support Project Junior Neighbourhood Support was initially set up in West Auckland through West Auckland Neighbourhood Support and West Harbour Rotary. This programme was named one of the top five international Rotary supported programmes in 2004. It has been adopted in England, Australia and Fiji, and is being rolled out in other areas around New Zealand.
16. The key tasks and responsibilities of the Junior Neighbourhood Support Co-ordinator will include:
 - Initiating contact with schools and setting up programmes.
 - Delivering the programme to the school.
 - Completing all administrative responsibilities associated with the delivery of the programme.
 - Liaise with Police, Fire Service and Rotary.
 - Attend reward presentations.
 - Report regularly to Canterbury Neighbourhood Support Committee.
17. Discussions held with the Principal of one of the schools nominated indicated some initial contact from Junior Neighbourhood Support, however, there appears to be some uncertainty to the schools obligations and input and some lack of clarity on actual programme content.
18. Support for this initiative links with the following LTCCP Outcomes:
 - A learning city.
 - A city of inclusive and diverse communities.
 - A city of healthy and active people.
 - A safe city.

10. NEIGHBOURHOOD WEEK FUND APPLICATIONS

General Manager responsible:	General Manager Community Services, DDI 941- 8534
Officer responsible:	Unit Manager Community Support
Author:	Marie Byrne, Community Engagement Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present the applications for Neighbourhood Week funding to the Hagley Ferrymead Community Board.

EXECUTIVE SUMMARY

2. Local community groups, including residents' associations and neighbourhood support groups have been sent information inviting them to apply for the Neighbourhood Week Funding that has been set aside by the Board.
3. Funding is given to assist with the running of Neighbourhood Week events. Requests to fund alcohol and fireworks are not supported.
4. Neighbourhood Week 2006 is to be held from 28 October 2006–5 November 2006. Applications for funding close on 29 September 2006. A list of the applicants and the respective amounts they are applying for will be tabled at the meeting for the Board's consideration for allocation.
5. Because the applications close on 29 September 2006, the list of applicants is unable to be circulated to members with the agenda.
6. Should there be any money unallocated, the Board may wish to delegate authority to the Board Chair and Deputy Chair to allocate that money outside of a regular Board meeting. A report detailing those applicants and amounts allocated will be presented to the Board at a later meeting.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The Hagley Ferrymead Community Board allocated \$3,500 to go towards the funding of Neighbourhood Week events. Applicants are allocated up to \$100 per event.

STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Consider the tabled applications and allocate funding accordingly.
2. Assign delegated authority to the Chair and Deputy Chair to consider additional applications and allocate funding should any funds remain.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. MOA RESERVE LANDSCAPE CONCEPT PLAN

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Parks and Waterways Area Advocate

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for the landscape concept plan for the development of Moa Reserve following consultation with the local community.

EXECUTIVE SUMMARY

2. Board members will recall that the landscape concept plan for Moa Reserve was presented to the Board meeting on Wednesday 12 July 2006 prior to the Transport and Greenspace Unit undertaking consultation with the local community.
3. The plan was circulated to approximately 200 households in the vicinity of the reserve bounded by Madras, Barbadoes, Salisbury and Otley Streets, along with a number of identified key stakeholder groups including the Moa Neighbourhood Committee. There was a reasonably good response from the local community with a total of 33 residents returning the comment form providing feedback on the proposed plan.
4. Overall we received a very positive response from the community with the feedback indicating a good level of support for the project.

Of those where a preference was not indicated, the written comments suggest that two appear to be opposed to the proposal, and two appear to be in general support.

Support for proposal	Yes	No	Not indicated	Total
Number of responses	24	4	5	33
Percentage	73%	12%	5%	100%

5. In recognition of the residents' feedback, the Transport and Greenspace Unit proposes to make some minor changes to the original proposal (refer to **Attachment One**).

Proposed changes:

6. The following changes are proposed by staff:
 - (a) Remedial work will be undertaken to raise the sections of the existing footpath that are currently subject to flooding during periods of rainfall.
 - (b) The planting plan will include a mixture of native and exotic species that will attract native birds and provide colour and flowers. Tree species will be chosen that will not create shading or other adverse effects on adjoining properties. A proposed plant species list is attached (see **Attachment Two**).
 - (c) The position of the bollards at the Ely Street entrance will be altered slightly to allow pedestrians to walk past the entrance without stepping onto the carriageway.
 - (d) Yellow "No Stopping" lines in conjunction with a cut-down of the kerb for cyclists be provided opposite the Melrose Street entrance. Yellow "No Stopping" lines also be provided at the Ely Street and Moa Place entrances.
7. The issue of flooding of some sections of the existing footpath was raised by three submitters, with one providing photographs of the pathway during recent heavy rain to illustrate the problem. Remedial works will be undertaken to raise the level of the path so that it is no longer rendered impassable by flooding.
8. There was generally a good level of support for the proposed planting of a mixture of native and exotic species, with several submitters making further suggestions. Some submitters expressed concern about the planting of trees in close proximity to the boundaries where they may cause shading and other adverse effects to adjoining properties. As a result, the amended planting plan for the reserve will take into account these views, providing a mixture of native and exotic species that will attract native birds, as well as providing colour and flowers and restricting the

type and height of new trees planted closer to the boundaries. Plant species are also selected and will be maintained so as to provide good visibility and sight lines, thereby improving safety. The under-planting of the existing large tree in the road reserve at the Ely Street entrance was not considered practical due to the exposed tree roots, depth of soil, heavy shading and difficulties in maintenance.

9. While some submitters indicated support for the community compost bins and herb garden, others expressed concerns about the long-term commitment of local residents to maintain and utilise the composting facility effectively. The operation of the composting bins will be the responsibility of the community. The composting trial will be monitored and the situation reassessed if there are issues with its operation. The compost bins have been sited centrally so as not to be too close to any adjoining residential property. The design of the bins is yet to be finalised and construction costs will be subject to approval from Council's Network Planning (City Water and Waste) team.
10. The proposed bollards at the Ely Street entrance are intended to prevent vehicles parking over the entranceway thus making access to the reserve difficult for both pedestrians and cyclists. The bollards also protect the trunk and roots of the established tree in the road reserve from further damage by vehicles. On the advice of Council Officers in the Capital Programme (Transport) team, the bollards have been repositioned slightly to allow pedestrians to walk along the road or enter the reserve without having to step out onto the carriageway or step over the cable fencing.
11. To further alleviate the parking and access issues, it is also proposed that yellow "No Stopping" lines be placed either side of the Ely Street entrance, across the service vehicle entrance on Moa Place and opposite the new entrance on Melrose Street. It is also proposed to install a cut-down in the kerb at the Melrose Street entrance to allow cyclists to enter and exit. The Transport and Greenspace Unit has consulted with Officers from the Capital Programme (Transport) and the Network Operations teams who have advised that they would be in support of this proposal. The non-stopping restrictions will be the subject of a separate report.
12. A number of submitters suggested the provision or upgrade of equipment and facilities within the reserve. Unfortunately there is currently no funding available to provide additional playground equipment or a bowls/petisque court. Similarly there is no funding available to upgrade the basketball hoop to a court. It should be noted that the hoop has already been in place for some time and was intended to be used for fun rather than serious sport. Moving the hoop to a position along the perimeter of the playground was investigated but it was considered that this would increase the risk of children using the hoop entering the path of those using the playground equipment. It was suggested that more rubbish bins be provided, however it is generally the practice to install only one rubbish bin in a park of this size. It is also considered that it is a more environmentally sustainable practice to encourage people to take responsibility for their own rubbish by taking it away for recycling rather than leaving it behind in the park. Similarly the provision of a total of eight seats, including picnic tables, is considered adequate to serve the needs of users in this park on most occasions.
13. The concept of the open style fencing between the reserve and neighbouring properties was generally not supported, mostly due to privacy issues, therefore this proposal is not likely to be pursued further at this time.
14. A number of issues were raised by submitters that were considered to be outside the scope of this particular project, including the further extension of the reserve, the use of land as reserve, housing development controls and road widening. These issues will be considered separately by the Transport and Greenspace Unit or referred to another Unit within Council as appropriate.
15. All respondents have been sent a final letter of reply thanking them for their input. The letter has also informed respondents that the final amended plan would be presented to the Hagley/Ferrymead Community Board for approval. Details of the meeting were provided so that any interested people could attend.

FINANCIAL AND LEGAL CONSIDERATIONS

16. The current City Environment (Greenspace) capital programme has funding available to implement the landscape development of Moa Reserve within the 2006/07 financial year. The community composting trial is to be funded by City Environment Water and Waste.
17. No resource or building consent requirements have been identified.

STAFF RECOMMENDATIONS

It is recommended that the Board approves:

1. The landscape concept plan for the development of MOA Reserve (as shown in Attachment One), to proceed to final design, tender and construction.
2. Provision of a cut down in the kerb at the Melrose Street entrance to MOA Reserve.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

18. A landscape concept plan for Moa Reserve was first agreed upon by the community in 2004 and has been partially implemented with some landscape plantings undertaken in 2005. The Council was then successful in purchasing an adjoining property at 22 Melrose Street in 2005. The existing house and vegetation were removed and the site sown in grass until further landscape development could be undertaken. The landscape concept plan has been reviewed and extended to incorporate this acquisition, and to allow the completion of the redevelopment of Moa Reserve.

OPTIONS

19. There are two options:

- (a) Do nothing/maintain the status quo.

This is not considered a viable option as the development of the extended reserve will not be completed, access will not be improved, and cyclist safety will not be improved.

- (b) Approve the landscape concept plan for the development of Moa Reserve, amended as a result of consultation feedback, and that the City Environment Capital Programme (Greenspace) commence the work including a cut down in the kerb at the Melrose Street entrance. Provide yellow "No Stopping" lines at the Ely Street, Moa Place and Melrose Street entrances (to be the subject of a separate report).

This will allow the landscaping of the extended reserve to be completed, improving visual amenity and recreational values and providing opportunities for sustainable waste management practices in the community. It will also improve access to the reserve by alleviating vehicle parking issues and improve safety for pedestrians and cyclists.

PREFERRED OPTION

20. The preferred option is (B).

ASSESSMENT OF OPTIONS**The Preferred Option**

21. Approve the landscape concept plan for the development of Moa Reserve, amended as a result of consultation feedback, and the City Environment Capital Programme (Greenspace) commence the work. Provide yellow "No Stopping" lines at the Ely Street, Moa Place and Melrose Street entrances and a cut down in the kerb at the Melrose Street entrance.

	Benefits (current and future)	Costs (current and future)
Social	Improved facilities for community use and community-building activities; Education in sustainable practices; Enhanced recreational opportunities; Improved safety.	None identified.
Cultural	No benefits identified.	None identified.
Environmental	Enhanced biodiversity with native and exotic plantings also designed to attract birdlife; Sustainable practices promoted through composting scheme.	None identified.
Economic	Economic benefit may be obtained by community members participating in composting scheme.	Funding is already in Capital Programme for 2006/07.
<p>Extent to which community outcomes are achieved: Primary alignment with community outcome: "Our City's natural resources, biodiversity, landscapes, and ecosystem integrity are protected and enhanced". Also contributes to: "Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability".</p> <p>Impact on Council's capacity and responsibilities: No impacts on Council's capacity and responsibilities have been identified.</p> <p>Effects on Maori: No effects on Maori have been identified by staff or through the consultation process.</p> <p>Consistency with existing Council policies: Parks & Waterways Access Policy Local Parks Acquisition Policy</p> <p>Views and preferences of persons affected or likely to have an interest: Local residents and the Moa Neighbourhood Committee indicate a good level of support for proposed plan.</p> <p>Other relevant matters: None identified.</p>		

Maintain The Status Quo (If Not Preferred Option)

22. Do nothing/maintain the status quo.

	Benefits (current and future)	Costs (current and future)
Social	None identified.	Reduced amenity and recreational value of uncompleted reserve development.
Cultural	None identified.	None identified.
Environmental	None identified.	Loss of opportunity for sustainable composting practices.
Economic	No immediate cost of development.	None identified.
<p>Extent to which community outcomes are achieved: N/A</p> <p>Impact on Council's capacity and responsibilities: No impacts on Council's capacity and responsibilities have been identified.</p> <p>Effects on Maori: No effects on Maori have been identified by staff or through the consultation process.</p> <p>Consistency with existing Council policies: N/A</p> <p>Views and preferences of persons affected or likely to have an interest: Local residents and the Moa Neighbourhood Committee indicate a good level of support for proposed plan, however two local residents questioned the use of the land and development as public open space. Some key stakeholders did not make a submission.</p> <p>Other relevant matters: None identified.</p>		

12. NOTICES OF MOTION