



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

TUESDAY 17 JULY 2007

AT 5.00PM

IN THE BOARDROOM,
SOUTH LIBRARY, SERVICE CENTRE AND LEARNING CENTRE,
66 COLOMBO STREET, CHRISTCHURCH

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Paul de Spa, Chris Mene, Sue Wells and Megan Woods.

Acting Community Board Principal Adviser

Peter Dow

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Acting Community Secretary

Karen Bishop

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

- PART C 1. APOLOGIES
- PART C 2. CONFIRMATION OF MEETING REPORT 3 JULY 2007
- PART B 3. DEPUTATIONS BY APPOINTMENT
- PART B 4. BRIEFINGS
- PART B 5. CORRESPONDENCE
- PART B 6. PETITIONS
- PART B 7. NOTICES OF MOTION
- PART C 8. CHRISTCHURCH SOUTH INTERMEDIATE – SCHOOL PATROL ON SELWYN STREET
- PART C 9. PROPOSED ROAD AND RIGHT-OF-WAY NAMING
- PART B 10. BOARD MEMBERS' INFORMATION EXCHANGE
- PART B 11. ACTING COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE
- PART B 12. MEMBERS' QUESTIONS

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 3 JULY 2007

The report of the Board's ordinary meeting of 3 July 2007 has been **separately circulated** to members.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board's ordinary meeting of 3 July 2007, be confirmed.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. BRIEFINGS

4.1 MINISTRY OF SOCIAL DEVELOPMENT – OUT OF SCHOOL SERVICES – BOARD SUBMISSION

Further to the Finance & Policy Committee meeting on 9 July to consider a Board response on the MSD's discussion paper, Ingrid de Meyer, Community Development Adviser, will update members on the staff perspective as an assist to enable the Board to frame its submission.

5. CORRESPONDENCE

Nil.

6. PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CHRISTCHURCH SOUTH INTERMEDIATE –SCHOOL PATROL ON SELWYN STREET

General Manager responsible:	General Manager Jane Parfitt, DDI 941 8656
Officer responsible:	Michael Aitken
Author:	Michael Thomson

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval:
 - (a) to install a school patrol crossing on Selwyn Street, at Christchurch South Intermediate School.
 - (b) for the removal and replacement planting of a Manna Ash (Faxinus Ornus) outside 1 Cheviot Street to facilitate the school patrol.

8. Cont'd

- (c) a no stopping restriction outside 207 Selwyn Street and 1 Cheviot Street (Selwyn Street frontage).

and that the Board recommend to the Council to:-

- (a) resolve the school patrol in accordance with the Local Government Act 1974 & 2002, and in accordance with the Land Transport Rule 54002, Traffic Control Devices Rule, 2004.

EXECUTIVE SUMMARY

2. The Christchurch South Intermediate School's Board of Trustees and the Police Education Officer, have approached the Council to assist with improving road safety for children crossing Selwyn Street when travelling to / from school.
3. The outcome of meetings with the School's Board of Trustees and Police including site meetings, is the agreement to seek installation of a school patrol crossing on Selwyn Street, south east of the Cheviot Street intersection. The agreed site of the school patrol crossing will optimise safety by avoiding vehicle conflict between left & right turners at the adjacent Cheviot Street intersection; vehicle conflict at an adjoining vehicle entrance; maximise approach visibility and provide an adequate queuing area off road-opposite the school for children using the school patrol, similar to the school side. Refer to the **attached** site plan.
4. School officials agree that once this traffic control device is operational, students will be required to cross Selwyn Street only at the school patrol crossing point. This requirement will further reduce the safety concern as children currently cross at a number of crossing points along and adjacent to the school frontage.

FINANCIAL IMPLICATIONS

5. The installation of the school patrol which includes all signage, road marking, associated kerb and landscaping, can be completed using allocated school crossing equipment and maintenance budgets allocated for the 2007/08 Council financial year. The approximate cost is \$3000, including kerb cut down modifications, berm sealing and crossing installation.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Crossing equipment and maintenance budgets identified in the LTCCP for the financial year 2007/08.

LEGAL CONSIDERATIONS

7. Subject to the Local Government Act 1974 & 2002. Subject to the Land Transport Rule 54002, Traffic Control Devices.

Have you considered the legal implications of the issue under consideration?

8. Yes, refer to part 4 above the formal resolutions specified in the Officer's recommendations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes.

8. Cont'd

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. Yes.

ALIGNMENT WITH STRATEGIES

11. Parking Strategy, Road Safety Strategy, Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

12. Yes, aligns with the three strategies specified in part 10.

CONSULTATION FULFILMENT

13. As a result of the original request, Council's Traffic Engineering staff have met with the School's Board of Trustees, senior school staff, and the Police Education Officer. Residents directly affected at the two properties (207 Selwyn Street and 1 Cheviot Street) have been spoken to by Council staff and agree with the proposal. Consultation was also undertaken with Council Greenspace staff regarding the street tree with an agreed outcome.

STAFF RECOMMENDATION

It is recommended that subject to the Council's decision regarding the school patrol, the Board approve:

- (a) The removal of a street tree outside 1 Cheviot Street (on the Selwyn Street frontage of this property).
- (b) That the stopping of vehicles be prohibited at any time on the northwest side of Selwyn Street commencing at the Cheviot Street intersection and extending in a south easterly direction for a distance of 35 metres.

It is recommended that the Board recommends to the Council to approve:-

- (a) In pursuance of the powers vested in it by Section 8.3 (1) of the Land Transport Rule-Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the local Government Act 1974 & 2002, the Christchurch City Council hereby authorises the head teacher of Christchurch South Intermediate School to appoint appropriately trained persons to act as school patrols at the school crossing point as specified at Selwyn Street, located at a point more or less 12 metres south east generally of Cheviot Street.

BACKGROUND (THE ISSUES)

- 14. School officials and the Police Education Officer are concerned about the safety of children who need to cross Selwyn Street as part of their journey to/from school. While a crossing facility exists just south east of the Cheviot Street intersection (in the form of a kerb extension on the school side) students cross Selwyn Street at a number of locations, from various school gates.
- 15. The outcome of a meeting between the School Board of Trustees, senior school staff, Police and Council officers was agreement that operation of a school patrol at the existing crossing facility be appropriate as outlined in part 16.

8. Cont'd

16. The street tree (Manna Ash-pictured) on Selwyn Street outside the Cheviot Street corner property, was planted in 1994. The condition of this tree is fair and replacement is not an issue to the street tree arborist. A replacement tree is proposed at the nearest available planting location on Selwyn Street. At least two suitable sites have been identified which are at a close proximity. While relocation of the existing tree is possible, this option is not considered an efficient use of Council funds. A semi mature specimen from the nursery can be obtained of similar proportions to the surrounding street trees. The cost of this replacement, including planting & three years' maintenance, is approximately half the cost of replanting the existing tree.

**THE OBJECTIVES**

17. Provide a priority pedestrian crossing point in the form of a "Kea" school patrol crossing. Relocate the crossing point so that it avoids conflict with the vehicle entrance to a property in Selwyn Street. Agreement with school officials to control the crossing behaviour of children so that they all cross at the formalised school patrol crossing point. Provide suitable visibility at the crossing point and relocate the crossing to minimise conflict with any vehicles at the vehicle entrance and adjacent intersection.

THE OPTIONS**Option 1**

18. Maintain the Status Quo, do nothing.

Option 2

19. Install a school patrol at the existing crossing point.

Option 3

20. Install a school patrol at a relocated crossing point which minimises vehicle conflict with children crossing the roadway.

THE PREFERRED OPTION**Option 3**

21. Install a school patrol at a relocated crossing point which minimises vehicle conflict with children crossing the roadway.

8. Cont'd

ASSESSMENT OF OPTIONS

The Preferred Option

Option 3

22. Install a school patrol at a relocated crossing point which minimises vehicle conflict with children crossing the roadway.

	Benefits (current and future)	Costs (current and future)
Social	Community wellbeing in regard to improved safety for children.	Nil.
Cultural	N/A.	
Environmental		Replacement of a street tree and grass landscaping at the crossing point.
Economic	Safety in regard to vulnerable road users (school children).	Approximately \$3000 for School patrol installation and associated infrastructural changes to berm.
<p>Extent to which community outcomes are achieved:</p> <p>Meets the needs of the school community.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Can be achieved using existing resources and budgets.</p> <p>Effects on Maori:</p> <p>N/A.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Pedestrian, Parking & Safety strategies.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>TBA.</p> <p>Other relevant matters:</p> <p>N/A.</p>		

8. Cont'd

Option 1 Maintain the Status Quo (if not preferred option)

23. Status Quo

	Benefits (current and future)	Costs (current and future)
Social	None.	Ongoing concern about child safety.
Cultural	N/A.	
Environmental	Retention of existing street tree and grass berm.	
Economic	Specific Council budget not spent.	Potential costs if a child is a casualty resulting from a collision with a vehicle.

Extent to which community outcomes are achieved:

Meets the need of a significant part of this local community, without significantly impacting on others in the community

Impact on the Council's capacity and responsibilities:

Council is responding to local community safety concerns and acting accordingly, to resolve these issues.

Effects on Maori:

N/A.

Consistency with existing Council policies:

Inconsistent with the Safety Strategy.

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

TBA.

Other relevant matters:

N/A.

8. Cont'd

At Least one Other Option (or an explanation of why another option has not been considered)

24. Provide a school patrol at the existing crossing point

	Benefits (current and future)	Costs (current and future)
Social	Increased, but not optimum solution to resolve local community concerns.	Nil.
Cultural	N/A.	
Environmental	Retention of the existing green space.	Nil.
Economic		Approximately \$2000 for installation of the school patrol.
<p>Extent to which community outcomes are achieved:</p> <p>Significant although does not resolve the potential conflict at a driveway entrance.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Can be achieved using existing resources and budgets</p> <p>Effects on Maori:</p> <p>N/A.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Pedestrian, Parking & Safety strategies.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>TBA.</p> <p>Other relevant matters:</p> <p>N/A.</p>		

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.

9. PROPOSED ROAD AND RIGHT-OF-WAY NAMING

General Manager responsible:	General Manager Regulation & Democracy Services, DDI 941-8549
Officer responsible:	Unit Manager Environment Policy & Approvals
Author:	Bob Pritchard

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to one new road name, and one new right-of-way name (refer attached).

EXECUTIVE SUMMARY

2. The approval of proposed new road and right-of-way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed names against the Council's road name database to ensure it will not be confused with names currently in use.

9. Cont'd

4. RMA 92004916 Ngai Tahu Property, Annex Road (Hillmorton Hospital)

This is a large subdivision creating one hundred and eighty-eight new residential allotments.

Access within the subdivision will be provided by thirteen new roads and rights-of-way.

The proposed road names have been chosen by the applicant company to reflect the abundance of mature trees on the property:

"Linden Grove is a new 188 lot residential subdivision on part of the former gardens of the Hillmorton Hospital, Annex Road. It has been acknowledged by consultants and Council staff that some of the trees on the site, of which there are several hundred native and European, are amongst the best specimens to be found in Christchurch outside of Hagley Park. This "botanical" or "arboretum" nature of the site has been the basis of the subdivision design, whereby generous areas have been given over to reserves to accommodate these trees. The name of the subdivision itself "Linden Grove", reflects several small groves of lime trees (also known as Lindens) scattered over the site, and our clients would therefore like to see this theme carried through into the road names".

A list of names has been provided for approval by the Board, from which the applicant company will select names and descriptive suffixes for the roads as the subdivision progresses.

The applicants wished to name the main access road through the subdivision as Linden Avenue, however they have been advised that the pronunciation is almost identical to Lyndon which is an existing name in Christchurch, and that Linden Avenue cannot be recommended for approval. (They have been advised though that council has no jurisdiction over the names given to the subdivision by the developers, so that they could if they wished market the allotments as "Linden Grove Subdivision")

The following names have been proposed:

Yew Tree; Monkey Puzzle; The Oval; The Wickets; Spruce; Copper Beech; Red Cedar; Botanic; Albion; Fairbanks; The Green; The Woods; The Willows; Birch Knoll; Copperwood and Seager.

FINANCIAL IMPLICATIONS

5. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. N/A.

LEGAL CONSIDERATIONS

7. Council has a statutory obligation to approve road names.

Have you considered the legal implications of the issue under consideration?

8. Yes. There are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. N/A.

9. Cont'd

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. N/A.

ALIGNMENT WITH STRATEGIES

11. N/A.

Do the recommendations align with the Council's strategies?

12. N/A.

CONSULTATION FULFILMENT

13. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and NZ Post. Where a Maori name is proposed Ngai Tahu are consulted.

STAFF RECOMMENDATION

It is recommended that the Board:

(a) Consider and approve the proposed names as submitted.

CHAIRPERSON'S RECOMMENDATION

For discussion.

10. BOARD MEMBERS' INFORMATION EXCHANGE

Board members are invited to provide updates on community/Council issues.

11. ACTING COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

11.1 CURRENT ISSUES

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

11.2 BEST PRACTICE AWARD – MOTHERS AT HOME PROJECT – SITE VISIT

The Sydenham Community Centre has offered two date options for the members site visit and presentation of the Best Practice Award as follows:

Tuesday 24 July at 3.30 pm, or,
Thursday 26 July at 3.30 pm.

12. QUESTIONS FROM MEMBERS