



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 12 SEPTEMBER 2007

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

Acting Community Board Adviser

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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 – 22 AUGUST 2007
- PART B 3. DEPUTATIONS BY APPOINTMENT
- PART B 4. PETITIONS
- PART B 5. NOTICES OF MOTION
- PART B 6. CORRESPONDENCE
- PART C 7. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – HAMISH DANIEL MITCHELL
- PART C 8. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – MORGAN PERRIE
- PART C 9. APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JOHN CLIFF NERI CRUZ AND NINO CEASAR SIPACO NABORY
- PART C 10. APPLICATION TO APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – SAMUEL STUART MITCHELL
- PART C 11. APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JULIAN AUSTIN

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12. 9. 2007

- 2 -

- PART C 12. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – WHAANAU HUI TE PUNA WAI O WAIPAPA (HAGLEY COMMUNITY COLLEGE
- PART C 13. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – MARK ROBERTS AND NAVARONE AUSTRIA HAMILTON
- PART C 14. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY FUNDING – THE FRIENDS OF LINWOOD CEMETERY CHARITABLE TRUST
- PART B 15. HAGLEY/FERRYMEAD COMMUNITY BOARD FUNDING ACCOUNTABILITY REPORT – 2006/2007)
- PART A 16. OPPORTUNITY TO ADDRESS A DEFICIENCY OF SPORTS-FIELDS IN THE SOUTH-EAST QUADRANT OF THE CITY
- PART B 17. CHARACTER HOUSING MAINTENANCE GRANTS
- PART C 18. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE
- PART C 19. RIDGEVIEW RESERVE LANDSCAPE CONCEPT PLAN
- PART C 20. PROPOSED EASEMENT ON LOCAL PURPOSE ESPLANADE RESERVE
- PART C 21. BARBADOES STREET PROPOSED 30 MINUTE PARKING RESTRICTION
- PART A 22. FERRY ROAD/HUMPHREYS DRIVE INTERSECTION
- PART C 23. HAGLEY AVENUE – PROPOSED BUS STOP
- PART C 24. SHAKESPEARE RD/DEFOE PLACE “NO STOPPING” LINES
- PART C 25. WORCESTER STREET P5 LOADING ZONE
- PART C 26. PROPOSED RIGHT OF WAY NAMING
- PART A 27. ALDWINS ROAD SPEED LIMIT
- PART C 28. BARBADOES STREET PROPOSED “NO STOPPING” LINES
- PART C 29. HEREFORD STREET PROPOSED LOADING ZONE
- PART C 30. MOORHOUSE AVENUE – PROPOSED NO PARKING 10PM-5AM
- PART C 31. RICHMOND HILL ROAD – PROPOSED ‘NO STOPPING’ RESTRICTION
- PART C 32. COLOMBO STREET KERB EXTENSION
- PART B 33. COMMUNITY BOARD ADVISER'S UPDATE
- PART B 34. QUESTIONS UNDER STANDING ORDERS 4.1
- PART B 35. VISIT BY ECAN COUNCILLORS

1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 22 AUGUST 2007

The report of the Board's ordinary meeting of 22 August 2007 has been **separately circulated** to members.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board's ordinary meeting be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 At the invitation of the Board, Inspector Gary Knowles will provide an update on the alcohol ban central city.

3.2 Friends of the Linwood Cemetery Charitable Trust

Representative will address the Board on funding issues faced by the Friends. (see item 14)

3.3 Dr Eric Ellis

Dr Ellis wishes to address the Board on a proposal to remove a large macrocarpa tree from road reserve – Whitewash Head Road.

3.4 Alex Drysdale

Mr Drysdale wishes to address the Board on the Ferry Road/Humphreys Drive Intersection project (see item 22)

3.5 Harry Mackey and Martina Burke

Mr Mackey and Ms Burke wish to address the Board on the proposed naming of a right of way (Woodham Courts) (see item 26).

3.6 Mark van Dooren, Bill Lawrence, Brian O'Sullivan

Mark van Dooren, Bill Lawrence, and Brian O'Sullivan wish to the address the Board on late night traffic and social behaviour Churchill Street and Cambridge Terrace.

4. PETITIONS

5. NOTICES OF MOTION

5.1 The following notice of motion has been lodged by Bob Todd, pursuant to Standing Order 2.16.1:

"That the Board allocate \$5,000 from its discretionary Fund to the Junior Neighbourhood Support Inc. for the purpose of delivery of Junior Neighbourhood Support Programmes into the Phillipstown and St Annes Primary Schools."

5. Cont'd

5.2 The following notice of motion has been lodged by Yani Johanson, pursuant to Standing Order 2.16.1:

“That the Hagley/Ferrymead Community Board seek an urgent report from Council staff on

- late night traffic issues in regards to the Bealey Avenue, Fitzgerald Avenue, Churchill Street and Cambridge Terrace area.*
- The possibility of closing either permanently or temporarily Cambridge Terrace off Fitzgerald Avenue to address concerns of local residents.*
- a CPTED assessment of the local area mentioned above with regards to enhancing the lighting and landscaping to reduce anti-social behaviour.”*

6. CORRESPONDENCE

7. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – HAMISH DANIEL MITCHELL

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Recreation and Sports Unit Manager
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present an application for funding from the Board's 2007/08 Youth Development Funding Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by the applicant, Hamish Daniel Mitchell, a 12 year old of Jollie Street, Linwood. Hamish is in Year 7 at Linwood Intermediate and has been selected in the Australasian DalPonte Vikings International Futsal Team to tour Brazil between 23 November and 11 December 2007. Selection into this team was gained through being identified by a Vikings Futsal Association regional representative during Futsal performances and Hamish is one of only two New Zealanders selected to attend from Australasia.
3. Hamish's application for funding aligns with two of the five Youth Development Scheme categories that are eligible for consideration. These are: representation at events and recreation development. This is the first time the applicant has approached the Board for Funding support.
4. Hamish's application is supported by his family, school, soccer coach and the Vikings Futsal Association.
5. This is the first time the applicant has approached the Board for funding support.

FINANCIAL IMPLICATIONS

6. The cost of this tour is \$7,500(NZD) with the following breakdown of costs. In addition the family have budgeted \$1,100 for return airfares to Auckland and spending money.

EXPENSES FOR EACH APPLICANT	Cost (NZ\$)
Return airfares to Auckland and spending money	1,100
Accommodation	750
Insurance	120
Airfares ex Auckland	2,940
Transfers	450
Gear	440
Meals	400
Games/Training	600
Administration	330
Officials	220
Tourist	150
Total	\$7,500
Fundraising No team fundraising has been undertaken as players come from all over Australasia and consequently it is the responsibility of individual families to provide financial support. There are few sources of funding for individuals to apply for international events. The family has extended their mortgage to cover the cost and taken on part time work.	
Amount requested from Community Board	\$500

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

7. Yes.

7. Cont'd

LEGAL CONSIDERATIONS

8. There are no legal issues to be considered.

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes, relates to 2007/08 Community Board Funding Allocations.

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

11. Yes, as mentioned above.

ALIGNMENT WITH STRATEGIES

12. Physical Recreation and Sport Strategy.

Do the recommendations align with the Council's strategies?

13. Yes.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the report and allocate \$300 from the Hagley Ferrymead Youth Development Fund to Hamish Daniel Mitchell for the Australasian DalPonte Vikings International Futsal Team to tour Brazil.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – MORGAN PERRIE

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Recreation and Sports Unit Manager
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present an application for funding from the Board's 2007/08 Youth Development Funding Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by the applicant, Morgan Perrie of Worcester St, Linwood who is a Year 8 student attending Shirley Intermediate. Morgan is a member of the Shirley Intermediate Dance Team, of which there are 10 members, who have been selected to attend the New Zealand Jump Jam Challenge Finals in Wellington on the 14 and 15 September 2007.
3. Morgan's application for funding aligns with two of the five Youth Development Scheme categories that are eligible for consideration. These are: representation at events and recreation development. This is the first time the applicant has approached the Board for Funding support.
4. In support of this application, the following background information has been supplied by Neil Curtis – teacher and supporter of Jump Jam at Shirley intermediate:
 - Jump Jam is a very popular dance fitness programme that is currently in 75% of Christchurch schools. It is making a big contribution towards increasing levels of fitness of Primary and Intermediate aged students in New Zealand and the children really enjoy it. It also enhances self esteem, coordination, presentation skills and cooperation.
 - Four years ago, Mr Curtis undertook the task of attending professional development in this area and launched Jump Jam at Shirley Intermediate. Mr Curtis received a Christchurch City Council Community Services award in 2006 for his contribution towards dance for children and youth.
 - Shirley Intermediate School hosts a thriving dance school six days per week, giving many students and adults the option of a range of dance genres. The students have been supporting communities to enhance personal well-being through dance by being involved in many community events, including:
 - Push Play Day promotion
 - Christchurch City Council Movies in the Park
 - Linwood Multi Cultural Festival
 - Bromley Health and Wellness Day at MacFarlane Park
 - Host for the Primary and Intermediate Christchurch Hip Hop and Aerobics Dance competition
 - Upcoming Halloween night with the local Shirley community, church and others to promote a fun safe event, SHINE, Christchurch City Council Family Day at the Groynes, New Zealand Principals' Conference and other events as the year goes on.
 - Morgan was the reserve for the team that went to Auckland last year and is really looking forward to taking her place on the team this year. Her family are supportive of Morgan going on the trip but with a limited income, any financial assistance will make a big difference.
 - At school, Morgan is considered a wonderful role model who is now operating at an elite level. Her teacher gets her to act as class leader on frequent occasions and Jump Jam has helped develop her self confidence enormously.

8. Cont'd

5. This is the first time the applicant has approached the Board for funding support.

FINANCIAL IMPLICATIONS

6. The following table details event expenses and funding requested for each applicant:

EXPENSES FOR EACH APPLICANT	Cost (NZ \$)
Accommodation	100
Airfares	309
Internal transport (hire bus share)	90
Uniforms	135
Meals	163
Total:	\$797
Fundraising Sponsorship, and other fundraising including raffles, carwashes, and sausage sizzles. At this stage approximately \$3,000 has been raised with more to come from car wash etc. The total costs for the whole team to attend plus Mr Curtis is estimated at \$9,000.	
Amount requested from Board	\$250

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

7. Yes.

LEGAL CONSIDERATIONS

8. There are no legal issues to be considered.

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes, relates to 2007/08 Community Board Funding Allocations.

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

11. Yes, as mentioned above.

ALIGNMENT WITH STRATEGIES

12. Physical Recreation and Sport Strategy.

Do the recommendations align with the Council's strategies?

13. Yes.

CONSULTATION FULFILMENT

14. Not applicable.

12. 9. 2007

- 9 -

9. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board approve the report and allocate \$250 to Morgan Perrie from the 2007/08 Youth Development Scheme to assist her participate in the New Zealand Jump Jam Competition.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

9. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JOHN CLIFF NERI CRUZ AND NINO CEASAR SIPACO NABORY

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Board's 2007/08 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicants, John Cliff Neri Cruz is 25 years old of Charleston and Nino Ceasar Sipaco Nabory, is 23 years old and lives in Bealey Avenue.
3. Both John Cliff and Nino are dedicated, leading players of the Philippine Culture and Sports Association basketball team which is competing in the Filipino Reunion being held in Rotorua from 19 – 21 October this year. Nino also assists the team with coaching. Approximately 1,000 Filipinos from all over New Zealand attend this annual event which includes basketball, volleyball, table tennis, badminton, lawn tennis, ten-pin bowling and golf. In addition to these sports the event also includes a Miss Philippines-New Zealand pageant.
4. There has been one small fundraising event towards the trip and participants are expected to fund their own expenses. Nino is on a limited income as a part time gym instructor and basketball coach at Cowles Stadium and John Cliff works full time for New Zealand Post and is also a graphic design student at the New Zealand College of Design Technology.
5. The applications for funding aligns with two of the five Youth Development Scheme categories that are eligible for consideration. These are: cultural studies – including attendance at events and recreation development. This is the first time the applicants have approached the Board for funding support.

FINANCIAL IMPLICATIONS

6. The following table provides a breakdown of the costs involved with this trip.

EXPENSES	Cost (\$)
Airfares and local transport	388
Accommodation	160
Registration	90
Uniforms	50
Total Cost	\$688

7. This is the first time that the applicants have applied to the Board for financial support.

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

8. This application is seeking funding from the Community Board's 2007/08 Youth Development Scheme which was established as part of the Board's 2007/08 Project Funding.

LEGAL CONSIDERATIONS

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

9. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with pages 170 and 174 of the LTCCP regarding Community Board Project funding.

9. Cont'd

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

11. As above.

ALIGNMENT WITH STRATEGIES

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the applications and allocate \$100 to each applicant.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – SAMUEL STUART MITCHELL

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Recreation and Sports Unit Manager
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present an application for funding from the Board's 2007/08 Youth Development Funding Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by the applicant, Samuel Stuart Mitchell, a 14 year old of Jollie Street, Linwood. Samuel is in Year 10 at Shirley Boys High School and has been selected in the Australasian DalPonte Vikings International Futsal Team to tour Chile 12 - 29 October 2007. Selection into this team was gained through being identified by a Vikings Futsal Association regional representative during Futsal performances and Sam is the only Christchurch based player going on tour.
3. Samuel's application for funding aligns with two of the five Youth Development Scheme categories that are eligible for consideration. These are: representation at events and recreation development. This is the first time the applicant has approached the Community Board for Funding support.
4. Samuels' application is supported by his family, school, soccer coach and Vikings Futsal Assoc.
5. This is the first time the applicant has approached the Community Board for Funding support.

FINANCIAL IMPLICATIONS

6. The cost of this tour is \$7,500(NZD) with the following breakdown of costs. In addition the family have budgeted \$1,100 for return airfares to Auckland and spending money.

EXPENSES FOR EACH APPLICANT	NZD
Return airfares to Auckland and spending money	1,100
Accommodation	990
Insurance	120
Airfares ex Auckland	3,000
Transfers	550
Gear	440
Meals	440
Games/Training	220
Administration	250
Officials	220
Tourist	170
Total	<u>7,500</u>
FUNDRAISING	
No team fundraising has been undertaken as players come from all over Australasia and consequently it is the responsibility of individual families to provide financial support. There are few sources of funding for individuals to apply for international events. The family has extended their mortgage to cover the cost and taken on part time work.	
Amount requested from Board	\$500

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

7. Yes.

LEGAL CONSIDERATIONS

8. There are no legal issues to be considered.

10. Cont'd

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes, relates to 2007/08 Community Board Funding Allocations

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

11. Yes, as mentioned above.

ALIGNMENT WITH STRATEGIES

12. Physical Recreation and Sport Strategy.

Do the recommendations align with the Council's strategies?

13. Yes.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the report and allocate \$300 from the Hagley/Ferrymead Youth Development Fund to Samuel Stuart Mitchell for the Australasian DalPonte Vikings International Futsal Team to tour Chile.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JULIAN AUSTIN

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Board's 2007/08 Youth Development Scheme.

EXECUTIVE SUMMARY

2. Julian Austin, a 13 year old boy of Bayswater Crescent, Bromley is the youngest member of the Burnside Under 15 Premier Football team selected to compete in the Champions Youth Cup. This tournament is being held on the Gold Coast, Australia from 29 September – 6 October 2007.
3. The Champions Youth Cup has been held annually for the past 11 years and is an initiative of the Mudgeeraba Soccer Club. The aim of the tournament is for young players to develop football skills, promote cultural understanding and to forge friendships through sport. The tournament attracts teams from all over New Zealand, Australia and internationally. International teams include Nigeria, Wales, Chinese Taipei, Samoa, Cook Islands and New Caledonia. It is the only youth tournament that club teams, as opposed to representative teams, are able to enter, and is seen as great opportunity for top club players to experience high level competition.
4. The team is made up of the top players from the Under 14 and Under 15 teams that were selected after a series of pre season trials. To date the team has not lost a game this season, conceding only one draw, placing them at the top of the local competition table. The travelling squad will consist of 15 players and 5 support staff.
5. The team is actively fundraising with garage sales, sausage sizzles, firewood raffles, commission sales and have submitted funding applications to various charitable trusts.
6. Julian is a dedicated and high achieving soccer player. He has performed consistently at representative level for soccer since 2003. Through playing futsal, indoor and outdoor soccer and by assisting with coaching soccer, Julian is also developing useful life skills and a positive attitude.

FINANCIAL IMPLICATIONS

7. The following table provides a breakdown of the costs per person for this trip.

EXPENSES	Cost (\$)
Return airfares	628
Transport and food	350
Team uniform	120
Registration fee	50
Accommodation	447
Total Cost	\$1,595

8. This is the first time the applicant has made an application to the Youth Development Scheme. There are two other players in the team from Hagley, Ferrymead - Ashley Austin and Theo Manuel and they have been awarded \$150 each from the 2007/08 Youth Development Scheme.

11. Cont'd

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

9. This application is seeking funding from the Board's 2007/08 Youth Development Scheme which was established as part of the Board's 2007/08 Project Funding.

LEGAL CONSIDERATIONS

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

10. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with pages 170 and 174 of the LTCCP regarding Community Board Project funding.

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

12. As above.

ALIGNMENT WITH STRATEGIES

13. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the application and allocate \$150 to Julian Austin from the 2007/08 Youth Development Scheme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – WHAANAU HUI TE PUNA WAI O WAIPAPA (HAGLEY COMMUNITY COLLEGE)

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Board's 2007/08 Youth Development Scheme.

EXECUTIVE SUMMARY

2. Whaanau Hui Te Puna Wai O Waipapa (Hagley Community College) student, Lateisha Chant, won the Sir Turi Carroll Trophy (Junior English) at the recent Canterbury Manu Koorero Speech Competitions. Lateisha will now participate in the in the National Competitions to be held on 18 – 20 September 2007 at Manukau City.
3. It is customary for speakers to be accompanied by members of their school Kapa Haka, who perform supporting waiata at the completion of the speech. As a result, a group of 18 from Whaanau Hui Te Puna Wai O Waipapa (Hagley Community College) will be going on the hikoi (trip) of which nine are eligible to apply for the Youth Development Scheme.
4. Four of the nine students going to support Leitisha at the Nationals reside in Hagley Ferrymead: Vincent Pita Rasmussen of Mackworth Street, Linwood; Elizabeth Ann Cruse of Tancred Street, Avonside; David Tamatea McKenzie of Bayswater Crescent, Bromley and Stuart Ward of Woodham Road, Dallington.
5. The hikoi to Manukau City will enable the young people to support a high achieving school member in the customary way and also provide an invaluable cultural experience on both a personal and collective level. The application is fully supported by the Head of Department – Maori Studies, the school, parents and caregivers.
6. Intensive fundraising activities are underway with kapa haka performances at the airport, a hangi, a car wash, raffles, cake stalls, garage sales and a grant from the Waitaha Secondary Maori teachers Association.
7. The application for funding aligns with two of the five Youth Development Scheme categories that are eligible for consideration. These are: cultural studies and representation at events. This is the first time an application has been made to the Board for funding support.

FINANCIAL IMPLICATIONS

8. The following table provides an estimated breakdown of the costs and fundraising for the hikoi. There is an approximate shortfall of \$150 per person. (There will be additional costs associated with the return trip for travel and accommodation and participants are being asked to meet these costs.)

EXPENSES	Cost (\$)
Hire two vans x six days	1,800
Travel Bluebridge return	1,110
Accommodation and food in Manukau	2,500
Total Cost	5,410

12. Cont'd

FUNDRAISING	Cost (\$)
Kapa Haka Performances at Airport 14 July	200
Hangi 8 August	500
Car park car wash, BBQ 17 and 18 August	Approx \$1,000
Raffles, garage sales, cake stalls	Approx \$500
Waitaha Secondary Maori Teachers Association	\$500
Total	Approx \$2,700

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

9. This application is seeking funding from the Community Board's 2007/08 Youth Development Scheme which was established as part of the Board's 2007/08 Project Funding.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

10. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with pages 170 and 174 of the LTCCP regarding Community Board Project funding.

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

12. As above.

ALIGNMENT WITH STRATEGIES

13. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the application and allocate \$200 to the Whaanau Hui Te Puna Wai O Waipapa (Hagley Community College) Kapa Haka group or \$50 per applicant from the 2007/08 Youth Development Scheme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – MARK ROBERTS AND NAVARONE AUSTRIA HAMILTON

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Recreation and Sports Unit Manager
Author:	Diana Saxton, Community Recreation Advisor, Hagley/Ferrymead

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval for an application for funding from the 2007/08 Hagley Ferrymead Youth Development Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by applicants, Mark Roberts and Navarone Austria Hamilton who have been selected to represent Canterbury at the ten pin bowling national championships in Whangaparoa from 24 – 28 September 2007. Mark is 18 years old, lives in Bromley and is a Year 13 student at Linwood College and Navarone is 12 years old, lives in Takapau Street, Bromley and is a Year 5 student at St Paul's School.
3. Both applications align with two of the five Youth Development Scheme categories that are eligible for consideration. These are representation at events and recreation development.
4. Mark was awarded \$300 for a ten pin bowling competition in Rotorua last year. This is the first time that Navarone has approached the Board for funding support.

FINANCIAL IMPLICATIONS

6. The following table details estimated event expenses for nine bowlers and five adults attending the three day tournament. On average this equates to \$514 per person. With sponsorship taken into consideration the average cost per person is \$366. The cost of food and incidentals is estimated at \$1,800 for the group, has not be added to the expenses, given these are standard expenses for daily living.

EXPENSES	Cost (NZ \$)
Airfares – return Auckland	4,185
Registrations	680
Accommodation	1,800
Van hire and petrol	900
Total	\$7,565
FUNDRAISING	
Bowling Night	578
Sausage sizzle	600
Sponsorship – Young and Lee	500
Raffles – ongoing	400
Total	approx \$2,078
Amount Requested	\$500

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

7. Yes.

LEGAL CONSIDERATIONS

8. There are no legal issues to be considered.

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes, relates to 2007 – 08 Community Board Funding Allocations.

13. Cont'd

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

11. Yes, as mentioned above.

ALIGNMENT WITH STRATEGIES

12. Physical Recreation and Sport Strategy.

Do the recommendations align with the Council's strategies?

13. Yes.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the application and allocate \$150 to each applicant from the Hagley/Ferrymead Youth Development Scheme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD DISCRETIONARY FUNDING – THE FRIENDS OF LINWOOD CEMETERY CHARITABLE TRUST

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Joanne Walton, Consultation Leader – Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval for an application for funding from The Friends of Linwood Cemetery Charitable Trust from the 2007/08 Hagley Ferrymead Community Board Discretionary Fund.

EXECUTIVE SUMMARY

2. Funding is being sought by the applicant, The Friends of Linwood Cemetery Charitable Trust, to support the activities of the Trust, including membership of a national organisation, until they have accessed other community funding sources.
3. The Linwood Cemetery Working Party began their activities in January 2001. The group elected to formalise their status as The Friends of Linwood Cemetery Charitable Trust in November 2006 in order to have a legal identity and be eligible to apply for funding grants from various sources to further their work.
4. The Trust are an active community group helping to improve the Linwood Cemetery and run planting days, organise working bees with local school pupils, record and reform headstone information, and communicate with the community. Currently they estimate that 45 hours of voluntary effort is undertaken by members per week.
5. The Trust is seeking funding of \$1000 to meet administrative costs and ongoing gardening costs. The Trust also wishes to obtain membership of the Historic Cemeteries Conservation Trust of New Zealand in order to benefit from this organisation's experience in promoting the conservation of historic cemeteries, and in fundraising for this purpose.
6. As the Linwood Cemetery Working Party, the Trust has previously received a \$1000 grant from the Board's 2006/07 Project Funding through a Council staff application. This grant was used to support the work of the group by meeting costs for administrative resources, materials and tools.
7. Although this organisation has been active since 2001, it has only recently become a Charitable Trust. The Trust was not able to supply audited accounts at this early stage in their history. Council staff have taken this into account when preparing this report.
8. It is the opinion of staff that at the time of the closing date for the Community Board Project Fund in February 2007, the Trust was not yet sufficiently established with stand-alone financial practices to be in a position to apply for funding for the 2007/08 year. Discussion with the Community Development Advisor confirms that the Council's Community Development Fund, applications for which closed on 15 July 2007, would be an appropriate source of funding for support costs of an administrative nature. However, similarly, the Trust did not consider themselves to be in a position to make an application to this fund at that time.
9. The Friends of Linwood Cemetery Charitable Trust is now in a position to apply for funding grants in its own right to support and further its work. Council staff will be working with the Trust providing information and advice on funding applications, and identifying projects that are consistent with the Linwood Cemetery Conservation Plan which the group will be able to initiate under the guidance of Council staff. The expectation of staff is that now this group is established as a Charitable Trust, funding for both administrative support and specific projects would be applied for as part of an organised planned programme, and within the annual project funding rounds, from this point in time.
10. The Trust has a vested interest in community preservation and restoration of the Linwood Cemetery, and work under the guidance of Council staff, therefore financial risk, and risk of delivery, is considered by staff to be low.

14. Cont'd

FINANCIAL IMPLICATIONS

Proposed Expenditure of The Friends of Linwood Cemetery Charitable Trust	Cost (NZ\$)
Membership of Historic Cemeteries Conservation Trust of New Zealand – 2 year period @ \$90.00 per annum	180
General administrative costs, stationery, photographic and recording materials, and ongoing gardening costs	820
Total Cost	\$1000

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

11. The proposal aligns with the 2007/08 Community Board Funding Allocations.

LEGAL CONSIDERATIONS

12. There are no legal issues to be considered.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. As above.

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. The proposal would align with the Heritage Conservation Policy.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. No consultation is required.

STAFF RECOMMENDATION

It is recommended that the Board allocate \$1000 from the 2007/08. Discretionary Fund to support the work of The Friends of Linwood Cemetery Charitable Trust.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. **HAGLEY/FERRYMEAD COMMUNITY BOARD FUNDING ACCOUNTABILITY REPORT – 2006/2007)**

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Tony McKendry, Acting Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to submit, for the Board's information, accountability details for the end of year outcomes regarding the funding allocations of \$390,000 made by the Hagley/Ferrymead Community Board in 2006/07.

EXECUTIVE SUMMARY

2. At its meeting on 1 May 2006, the Board allocated its funding for 2006/07 as follows:

Project Funding	340,171
Discretionary Funding	44,829
Youth Development Funding	<u>5,000</u>
Total:	\$390,000

3. Staff will be in attendance to respond to any questions of clarification and to elaborate on the outcomes achieved from the funding support provided by the Board.

FINANCIAL IMPLICATIONS

4. The **attached** accountability matrix summarises the various project outcomes against the allocations made by the Board during the 2006/07 period.
5. Details of the Board's project funding allocations are set out on Page 173 of the Council's Our Community Plan 2006-16, Volume 1.

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

6. Yes, as in 5. above.

LEGAL CONSIDERATIONS

7. There are no direct legal considerations.

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

8. As in 7. above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. **LTCCP
Democracy and Governance**

Yes, Pages 113 and 173, Volume 1 of Our Community Plan 2006-16 refer.

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

10. As in 9. above.

15. Cont'd

ALIGNMENT WITH STRATEGIES

11. Social Wellbeing Strategy
Recreation and Sports Strategy
Natural Asset Management Strategy
Environmental Policy
Community Boards' Discretionary Funding Policy

Do the recommendations align with the Council's strategies?

12. As in 11. above.

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the information be received.

CHAIRPERSON'S RECOMMENDATION

That the information be received and staff thanked for their assistance with the process..

16. OPPORTUNITY TO ADDRESS A DEFICIENCY OF SPORTS-FIELDS IN THE SOUTH-EAST QUADRANT OF THE CITY

General Manager responsible:	General Manager City Environment DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	John Allen, Policy and Leasing Administrator

PURPOSE OF REPORT

1. The purpose of this report is to enable the Hagley/Ferrymead Community Board to consider making a recommendation to the Council to enter into a long term lease agreement with the Ministry of Education to lease part of the Lower Linwood College Fields at 521 Ferry Road.

This recommendation being necessary to address a deficiency in the number of sports-fields available for public use in the south-east quadrant of the City, especially for soccer, and this shortage being exacerbated in part, to the partial loss of sports-fields at the Christchurch Polytechnic's Ensors Road Campus, see sections 11 and 17 of the report. The loss can be addressed by leasing part of the Lower Linwood College Fields, which are a large enough on which to place a full sized senior soccer field, a reduced sized senior soccer field, and training area, for winter sport and to be utilised for cricket or softball in the summer. Staff are recommending that the Council lease includes the existing changing/toilet pavilion, which contains two toilets and two changing rooms to service the sports-fields. See attached plan labelled 'Linwood College – Lower Fields Possible Christchurch City Council. Lease Area'. **(Attachment 1)**

EXECUTIVE SUMMARY

2. The Council has the opportunity to relieve the shortage of sports-fields that has been identified in the south-east quadrant of the City at a fraction of the cost of what normally would be expected by leasing the Lower Linwood College Fields. This shortage is going to become more acute, due to the development of the adjacent Living 2 and 3 zones and the extended Living Hills zone. The area able to be leased is approximately 2.6326 hectares in area, on which two senior soccer fields can be placed and a training area for winter sport, and a cricket wicket or softball diamond for example for summer sport. The sports-field area is also serviced by a pavilion, which includes 2 changing rooms, and two toilets, which would be included in the leased area.
3. This shortage has been exacerbated by the development of the Christchurch Polytechnic Ensors Road Campus, which has reduced the sports fields available to play on to one, (its continued future is also no longer assured), this development being in accordance with the land held for educational purposes. This development has caused the displacement of a number of Clubs that have used the site for approximately a century, such as soccer, cricket, and athletics.
4. To put this opportunity in perspective, if an area of undeveloped land was available this close to the City-centre to purchase for sports-fields, (which it is not,) it would cost approximately \$250 a square metre to purchase, which equates to a cost of approximately \$6,582,000. If land was to be purchased on the boundary of the built up area, (very limited amount of land of this type in this quadrant of the City) it would cost approximately \$100 per square metre to purchase, which equates to a cost of approximately \$2,633,000. On top of the land purchase price would be the considerable cost of developing the sports-fields.
5. The capital costs to bring the Lower Linwood College Sports-fields up to an acceptable standard for use throughout the year is approximately \$130,000, (fence off the Teen Parenting Unit in the southeast corner of the Lower Fields, and install a sports-field drainage system to drain the fields which are very wet in the winter). It has been estimated that the sports-fields would cost approximately \$12,150 (August 2007 figures) to maintain the fields and sports pavilion on an annual basis. A one off payment of between \$5,000 to \$10,000 is required to ensure that a grass car-park adjacent to the sports-fields, does not become muddy, resulting in mud being trafficked onto the adjacent sealed driveway. These capital and maintenance costs are very small in relation to the alternative of finding, purchasing, and developing land for sports-fields to relieve the shortage in this quadrant of the City.

16. Cont'd

6. Staff have discussed with Linwood College Staff, and the College Board, the broad terms of a lease agreement if one was to be entered into between the Council and the Ministry of Education, this being amplified on in the body of the report. Staff are recommending that the Council enter into a lease agreement to lease the Lower Linwood College Sports-fields off the Ministry of Education.

FINANCIAL IMPLICATIONS

7. Staff have had the Council's parks maintenance contractor update their estimate of the cost to maintain the sports-fields, toilet/changing pavilion, and adjacent boundary paling fences, (approximately 526 metres in length), to as at August 2007, the estimate received, being \$12,150 plus GST.
8. Staff have agreed with the school that the driveway/car-park to the right of the main sealed entrance behind the sports pavilion, which will be used by people using the sport-fields, is to be kept mud free, to ensure that mud is not trafficked onto the newly sealed areas. We have not formally estimated what is required to achieve this outcome, but based on experience elsewhere believe that this could be achieved by a \$5-10,000 expenditure, (some levelling, boxing and shingling of the area).
9. Capital costs required to maximise the use of the sport-fields will be as follows
 - (a) The construction of a three metre high diamond mesh fence and gates along the boundary between the sports-field area and the Teen Parenting Education Unit Buildings, this distance being approximately 129 metres in length, which is estimated to cost approximately \$ 9,100.
 - (b) It will also be necessary to install a land drainage system at an estimated cost of \$120,000 to drain the area which becomes flooded during the winter.
10. The Council will therefore need to obtain as long a tenure period as possible to ensure that the best value is obtained from the not inconsiderable capital expenditure \$130,000 that the Council will need to make. Staff believe that this tenure period should be the maximum allowed under the Resource Management Act 1991 for an unregistered lease, that being 35 years.

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

11. The possibility of leasing these grounds to help address the shortage of sport-fields in the south-east quadrant of the City was not anticipated when the 2006-16 budget was formulated, and therefore the figures estimated above are not included in the 2006-16 LTCCP. If the Council decides to lease the area as recommended in this report off the Ministry of Education, it will be necessary to make budget provision for this extra expenditure in the 2008/09 year through the budget process, or include it in the LTCCP when it comes up for review for the 2009/10 budget year.

LEGAL CONSIDERATIONS

12. Section 12 of the Local Government Act 2002 enables the Council under the powers of general competence to enter into agreements over land. Section 205 (b) of the above mentioned Act which is reproduced below allows the Council to spend reserve development contribution money on capital projects on the land. If an agreement is made that does not comply with this requirement Council will need to finance and capital development undertaken on the land from rates money. The relevant sections (inter alia) are set out below for Board Members information.

"205 Use of development contributions for reserves

A territorial authority must use a development contribution received for reserves purposes for the purchase or development of reserves within its district, which may include –

16. Cont'd

- (b) *the provision or improvement of recreational facilities at a school established or about to be established under Part XII of the Education Act 1989, if-*
- (i) *A licence has been granted under section 6A of the Education Lands Act 1949 in relation to the use or occupation of the community recreational facilities; and*
 - (ii) *The Minister for Sport and Recreation has notified the local authority in writing that he or she is satisfied that the licence provides for the reasonable use of the community facilities by members of the public."*

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

14. Discussions on the possibility of a long term lease of the sport-field section of the Lower Linwood College Fields have been ongoing for approximately 3 years, various possibilities being looked at. This has cumulated in discussions being held between Council staff, College staff, and the College Board, the outcome of which in early 2007 was the exchange of letters between both parties which contained in broad terms issues which both parties generally agree on, which are briefly set out below. All discussions that occurred were on the understanding that the decision as to whether or not to enter into a lease of the Lower Linwood College Sports-fields was a Council decision. Staff also acknowledged that the Ministry of Education was the other party in the lease discussions.
15. Agreed principles to be included in the lease agreement:
- (a) The lease is for the maximum period for a non-registered lease, that being 35 years.
 - (b) There is a peppercorn rental charged of one dollar per year.
 - (c) The work that the Council would undertake within the leased area at its expense would be as follows:
 - (i) The cutting of all grass within the leased sports-field area.
 - (ii) Spraying around all trees and obstacles (lighting poles etc) and along all boundaries of the leased area.
 - (iii) The fertilization and renovation as required of all sports-field areas.
 - (iv) The marking of all sports-fields.
 - (v) It has been formally agreed with the Technical Soccer Club, the fields being allocated to them via Mainland Soccer Association, through the Council's sports-ground allocation process, that because the sports-fields will not be open for general public use, the cleaning of the toilets and changing rooms within the pavilion will be the responsibility of the Club. This will be the same requirement for the summer Club allocated the grounds as home grounds.
 - (vi) The payment for the electricity used in the building, and by the sports-ground training lights will be the responsibility of the club who has been allocated the ground for the season.
 - (vii) The maintenance cost of all boundary fences around the lease boundary where they are the boundary fence between the fields, and the adjacent private residential properties will be paid for on a half share basis with the adjoining property owner. The exception to this will be where it is proven that the damage was caused by people legitimately playing sports on the sports-fields, in which case the Council will pay the total cost of repairs. The Council will not be responsible for the initial construction or replacement of existing fences, the reasons being that the sports-fields will not be open for general public use, and therefore the expected normal life of a 1.8 metre high paling fence is well in excess of the lease period being applied for.

16. Cont'd

- (viii) The construction and maintenance of any special fences required specifically to prevent balls from being played into areas outside the sports-field area.
 - (ix) The installation of a drainage system under the sports-fields at the Council's expense, and discretion.
 - (x) If any party including the Council wish to construct an addition to the present pavilion, or construct a new building within the proposed leased area, then the tenure agreement is to be between the school and the party requesting the right. The Council as head lessee is to be consulted and in favour of the application proceeding prior to it being considered by the School Board.
 - (xi) The driveway/car-park to the right of the main sealed entrance behind the sports pavilion, which will be used by people using the sport-fields, is to be kept mud free, to ensure that mud is not trafficked onto the newly sealed areas.
- (d) The Council makes it a condition of use of the sports-fields, that the Club allocated the grounds for a particular season, unlock the gate into the fields if not already unlocked, and lock it behind them if the Teen Parenting Unit is closed.
- (e) The school has the right to use the fields during school hours, and outside these hours with the agreement of the Club allocated these fields for a particular sport season.
- (f) Both parties agree that the fields will not be made available for general public use because:
- (i) The security requirements of the Teen Parenting Unit located in the south-west corner of the site.
 - (ii) The safety concerns with respect to the unfenced storm-water drain along the east side of the sports-fields.
 - (iii) The proximity of Woolston Park which is situated across the road from the Lower Fields, this park being available to the general public for informal recreation all the time.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. One of the community outcomes stated in the Community Plan for 2006-16 is:
17. *'We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.'*
18. Derived from this one of the Council's objectives is *'To provide a network of parks, open spaces, waterways and wetlands that meet community and environmental needs.'*
19. The issue of concern in relation to this objective is that staff have identified a deficiency in the number of sports-fields available on which to play sport in the south-east quadrant of the City, which is elaborated upon below, and in section 17. This has been brought about by the following factors:
- (a) The finite amount of flat land available in this quadrant of the City on which to build additional sports-fields.
 - (b) The zoning of additional land on the Port Hills as 'Living Hills', has led to an increase in the number of people living on the Port Hills, and will continue to do so. A number of these people who wish to participate in organised sport are joining local sports clubs in the area. This has resulted in an increase in the membership of the local sports clubs, for example Ferrymead Bays United Soccer Club.

16. Cont'd

- (c) The more intensive living zones to the west of the Lower Linwood College Fields (Living 2 and 3) are not fully developed as yet and as a consequence as a result of denser development, and infill housing, the population in the immediate area is rising. It is expected that this will result in increased membership of the local Clubs in the area.
- (d) The growth in the numbers playing sports which the Council provides sports-fields for, or are located upon Council owned parks, which makes up 43% of the 22% increase in active playing numbers for all winter sports since the 1993-94 playing season, (see section 17 below).

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

- 20. The recommendations contained in this report will ensure the same level of service, being the provision of enough parks to ensure that those wishing to play an active sport are able to in their local area by having access to parks for the purpose of playing formal sport, thereby enabling this same level of service to be maintained for some years into the future, even with a growing population expected in the area.

ALIGNMENT WITH STRATEGIES

- 21. The Recreation and Sport Policy and Physical Recreation and Sport Strategy support the community outcomes being sort.
- 22. The following Objectives contained in the Physical Recreation and Sport Strategy are of relevance to this report.
 - (a) Objective 1.1: 'Recreation and sports facilities (built and open space) are well utilised and needs are clearly prioritised.' Strategies contained in this objective relevant to this report are:
 - (i) Utilise existing facilities to meet outstanding needs before the development of new facilities is considered, – The recommendation aligns with this strategy.
 - (ii) Manage, maintain and redevelop existing facilities (and open space) to meet the current and future participation expectations and trends wherever possible, – The recommendation aligns with this strategy.
 - (iii) Establish and agree the City's priorities for new facilities through a transparent process within realistic financial constraints, - the recommendation aligns with the economic considerations of the last part of this strategy. There is no other suitable land in this quadrant of the City that is this close to the centre of the City that is able to be used for sport-field purposes. If there was it would cost in excess of \$250 per square metre to purchase. The only other land in this quadrant of the city that possibly could be obtained/made available for sports-fields is much further out of the centre of the city. This land would need to be developed into sports-fields at a substantial cost, on top of a purchase price in the vicinity of \$100 per square metre. The Lower Linwood College Fields are already there, be that they need some upgrading (drainage) and therefore good sport-fields can be provided at a fraction of the cost to what would normally be the case.
 - (iv) Consider the physical recreation and sport facility and open space needs in the growth and development of the City. - The recommendation aligns with this strategy.
 - (b) Objective 1.3: 'The City has an active friendly environment.' Strategies contained in this objective relevant to this report are:
 - (i) Consider the needs of those participating in physical recreation and sport in future city planning and design. - The recommendation aligns with this strategy.

16. Cont'd

- (c) Objective 2.3: 'Physical recreation and sport activities are financially accessible to citizens of Christchurch. Strategies contained in this objective relevant to this report are:
 - (i) Continue providing amenities that offer opportunities for free physical recreation and sport activities e.g. walkways, playgrounds, parks. – The recommendations align with this strategy.
- (d) Objective 4.2: 'Recreation organisations are meeting the needs of the public'. Strategies contained in this objective relevant to this report are:
 - (i) Encourage recreation organisations and groups to work together and share resources wherever possible. – The recommendation is in sympathy with the philosophy of this strategy, i.e. the sharing the use of the Lower Linwood College Fields.

Do the recommendations align with the Council's strategies?

23. The recommendations of this report align with the strategies, and policies as detailed above.

CONSULTATION FULFILMENT

24. It is clear that the Technical Soccer Club will be in support of a Council resolution to enter into a long term lease agreement with the Ministry of Education of the Lower Linwood College Fields, this concept being supported by a letter from Mainland Soccer, the parent body; letter dated 11 May 2006 (**Attachment 2**). If the Council resolves to apply to lease the Lower Linwood College Fields, staff recommend that wider consultation should occur through the LTCCP public consultation process, a process which enables all ratepayers to comment on a particular project. The reason for this is that without budget appropriation being made for annual maintenance expenses, and to undertake the capital upgrades required to maximise the use of the sports-fields, a tenure agreement should not be entered into.

STAFF RECOMMENDATION

Staff recommends that the Hagley Ferrymead Community Board recommend to the Council:

- (a) That the Council resolve to enter into a lease with the Ministry of Education, for the sport-field portion of the Lower Linwood College Fields as shown in the attached plan labelled 'Linwood College – Lower Fields Possible Christchurch City Council. Lease Area' (part of Lot 4 Deposit Plan 22838 which is approximately 2.6326 hectares in area) which is vested in the Crown for education purposes, for a maximum period of 35 years, subject to final agreement on the conditions of the lease as set out in section 8 (a) to (f) above.
- (b) That further consultation occurs as part of the statutory LTCCP public consultation process required by section 84 and/or 85 of the Local Government Act 2002. This includes making budget appropriation to maintain the proposed lease area, and undertake the capital work required.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

16. Cont'd

BACKGROUND (THE ISSUES)

25. The statistics that the Council has available to it at the moment support the officer's belief that there is a shortage of sports-fields in the south-east quadrant of the City, the relevant statistics being set out below.

	1993-94	2005-06	Increase	Percentage Change
All Summer sport	56,260	68,648	12,388	+ 22%
All Winter sport	50,120	57,376	7,256	+ 14%

26. However if you break these statistics down further into codes playing particular sports the Council provides sports-fields for or are located on Council parks, a large amount of the growth has occurred in these particular codes.

	1993-94	2005-06	Increase	Percentage Change
Winter - Soccer	5,691	11,276	5,585	+98%
Rugby	8,214	9,780	1,566	+19%
Rugby League	4,506	1,856	(2,650)	59% (1)
Hockey	3,174	3,956	782	+25% (2)

(1) The figures are not reliable before 1988.

(2) Most games occur on artificial surfaces, one addition full sized hockey artificial playing surface being added at Porritt Park, and two Club artificial training surfaces at Wycola and Sydenham Parks.

27. From these figures it can be seen that of the 7,256 increase in the number of players playing winter sport 5,283 were playing on fields supplied or located on Council parks. In percentage terms of the 22% increase in the number of players playing winter sport between 1993-94, and 2005-06, 43% of the increase in players were in codes playing particular sports, which Council provides sport-fields for or are located on Council parks (not including Council leased areas such as bowls, croquet, tennis, petanque, softball, etc).
28. During the above statistical period three more soccer fields have been added to assist to keep up with the growth of soccer, in the south-east quadrant of the City, these being at Ferrymead, being allocated as home grounds to Ferrymead Bays United Soccer Club, who have experienced a large growth in player numbers recently. Despite this, staff are of the view, which is confirmed by the above statistics, and for the reasons elaborated in section 11 above that there is a shortage of winter sports-fields in the south east quadrant of the City.
29. A management plan is presently being prepared for all sporting parks throughout the City, which amongst other things will look in more detail at issues such as the need more sports-fields city wide, the present distribution of sports-fields in relation to the numbers of people in areas of the City wishing to play sports the playing fields for which are situated on Council parks, (localised sport-field requirements), and the ideal number of teams to a sports-field for it's optimum management etc.

16. Cont'd

30. The Technical Athletic and Soccer Club's home grounds have been the Christchurch Polytechnic sport-fields at the Polytechnic's Campus in Ensors Road for many years, the Soccer Club commencing operations in 1903, becoming incorporated under the Incorporated Societies Act 1908 in 1928. These Clubs initially started as Polytechnic ancillary organisations catering for polytechnic students. Over the years the Clubs' membership base has become wider, and although still catering for polytechnic students wishing to play these sports, a large number of the members come from the community at large. The Lancaster Woolston Cricket Club has for many years until recently used two cricket-fields on the park.
31. In 2003 The Christchurch Polytechnic gave notice that it intended to extend its trade training centre at the Ensors Road Campus by building a new engineering technology centre immediately to the north of the present sports fields, this centre opening in 2005. This resulted in the loss of the two cricket fields because of not enough room remaining for the cricket boundaries. The Council has been able to accommodate the Cricket Club's activities on other Council owned fields.
32. The Ensors Road Campus land on which the sports-fields are/were located is made up of four parcels of land being part of Reserve 5278 on SO Plan 11207 which is 1.0955 hectares in area, part of Reserve 5279 on SO Plan 11207 which is 4.3058 hectares in area, all of part Lot 51-52 Deposit Plan 2116, contained in certificate of title CB449/157 which is 878 square metres in area, and part of Lot 52 Deposit Plan 2116, contained in certificate of title CB449/149 which is approximately 890 square metres in area. The first two pieces of land are classified as Local Purpose (General Education) Reserve, (page 1575 1981 New Zealand Gazette), while the titles for the latter two pieces state that the land is vested in the Crown as Local Purpose (General Education) Reserve.
33. All the Ensors Road Campus land on which the sports-fields are located is therefore held for education purposes. This means that the polytechnic is able to expand its educational facilities over this land, without being required to find sports-fields for the displaced sporting activities. This has occurred which is elaborated upon in the following sections.
34. In 2006 as an extension to the Polytechnic's trade training programs, the Polytechnic commenced its Trade Fit programme of instruction. This program requires land on which houses and roads etc can be built. The only land available was the sport-fields, and therefore they took over the area occupied by the senior soccer sports-field at the Ensors Road end of the sports-fields. This has left the Soccer Club with only one senior sports-field at Ensors Road, this being a lighted field, and used mostly for training. The security of the remaining soccer field is not at all certain, this being dependent upon the education programs the Polytechnic decide to deliver in the future.
35. The reduction in the number of sports-fields at the Ensors Road Campus has exacerbated the problem of a lack of sports-fields in the south-east quadrant of the City, especially for those wishing to play winter sport, there being two large soccer clubs in this quadrant of the City who ideally should have access to more fields. Technical Soccer Club's present membership is approximately 750 people, of which approximately 487 are active players. Currently the Club has 15 senior teams, and 24 junior teams. Club membership is trending upwards as can be seen from the last five year membership statistics reproduced below.

Year	Players	Teams
2003	393	37
2004	573	49
2005	448	38
2006	398	33
2007	487	39

16. Cont'd

36. The Club for many years had their clubrooms in an old building located on the Ensors Road Campus, however a fire in the building a number of years ago, and other issues have meant that it was inadequate for their social activities. The Club has now moved their social activities to the Woolston Working Men's Club's premises. They are also trialling the use of two soccer fields at the Working Men's Club Sports-fields.
37. The Club has the following grounds allocated to them as home grounds to cater for the Club's membership:
 - (a) Other than Council Grounds:
 - (i) senior ground (lighted) – Polytechnic (future not certain)
 - (ii) Two senior grounds – Garrick Park (Woolston Working Men's Club being trialled since the 2006 season)
 - (iii) One training ground (lighted) – Lower Linwood College Fields (hired from Linwood College and very wet in the winter),
 - (b) Council Grounds
 - (i) Two senior fields – Hillsborough Domain
 - (ii) Two junior fields – Hansons Park
38. Because of the growth in the number of players in the Club over the years even with this number of fields, which is one more than they used to have, the time available for the teams to train on the fields is at a premium, often being less than ideal.
39. Linwood College have investigated the possible drainage of the Lower Linwood College Sports-fields, to enable them to be used more in the winter especially during and after periods of wet weather, but for the following reasons it is not a priority for them.
 - (a) The fields are too far away from the school which is located to the west of Aldwins Road to be able to be used during the school day, because of the distance that it is necessary to travel from the school to the grounds. The school does, and is able to use Edmonds Park which is located adjacent to the school for its school programs if there is not enough space in the school grounds.
 - (b) As a result of (a) above the priority to spend money to drain the field is difficult to substantiate, in relation to other educational spending priorities the school finds it has for it's money.
40. Staff have investigated the possibility of allocating other sports-fields in this area of the City to the Club to use as home grounds. Staff found that all other Council owned sports-fields in this area of the City are fully allocated through their different sporting associations to the resident clubs in the area, in fact a number of clubs would like more fields, but that is not possible at the moment, because of a lack of sports-fields in this quadrant of the City. The shifting of the Club's home fields to out of area parks would be less than ideal, because of the distance that they would need to be shifted, which would be into the heart of another Soccer Club's catchments' area. An example of this is the Otautahi Rugby Club, who has their Club premises in lower Tuam Street. The Club used to use the Lower Linwood College Sports-fields as home fields in the past. The College did not renew the Club's licence to continue use of these fields this season. The Council eventually found home grounds for the Club at Bower Park in New Brighton. The Otautahi Rugby Club which has a mainly Maori membership, caters for Maoris from the eastern side of City wishing to play Rugby, therefore Bower Park is still located within the Club's catchment area, this area being much larger than that for most clubs. Such a move for a Club like Technical Soccer which has a much smaller catchment area would be of a considerable disadvantage to the Club, and to neighbouring sports clubs of the same code, because the home grounds would be within another clubs catchments' area.
41. Technical Soccer Club has bought the training lights that Otautahi Rugby Club erected on the Lower Linwood College Fields from them, all sports-field training lights being owned by sports clubs not the Council.

16. Cont'd

42. The Lower Linwood College Fields are made up of three parcels of land, Lot 4, Deposit Plan 22838 containing 3.0111 hectares, is the land on which the sports-fields are located, being set aside for a secondary school, and therefore managed by the Ministry of Education by New Zealand Gazette notice. (Page 1220 1959 Gazette).
43. On this site a Teen Parenting Education Unit has been built in the south east corner of the land. Council staff were consulted over the positioning of the buildings on the land, their comments being taken into account to ensure that the maximum clear area of land was available for sporting purposes. The total area available for sporting purposes is approximately 2.6326 hectares, this being part of the above mentioned lot. The configuration of this area will allow for one full sized senior soccer field, one reduced sized senior soccer field, and one training area south of these fields, and the present changing toilet facility.
44. The Technical Athletic Club still uses the Ensors Road Campus site for its activities, although the site is now not big enough to contain a full sized athletic track. The Club although having a large membership at one time is very small currently, with a large proportion of elderly members. The author of this report understands that the Club is currently considering its future.
45. The Club have approached Linwood College with the view to shifting their activities to the Lower Linwood College Fields, which would give the Club an opportunity to revitalise the Club. Staff are of the view that should the Club decide to go into liquidation, those members wishing to continue in the sport could easily be absorbed into other existing clubs throughout the City.

THE OBJECTIVES

46. The objective is to address the shortage of sports-fields in the south-east quadrant of the City, this situation being exacerbated by the loss of a soccer field from the Polytechnic sports-fields because of the legitimate expansion of the Polytechnic education programs.

THE OPTIONS

47. One option is to persuade Technical Soccer Club to enter into an agreement for the lease of the Lower Linwood College Fields with the Education Department, without the Council getting involved.
48. One option is for the Council not to get involved any further in Technical Soccer Club's plight of loosing one senior soccer field at the Polytechnics Ensors Road Campus, the reason being because the Club has been successful in gaining two more senior fields, although it is for a trial period at the moment, at Garrick Park which is owned by the Woolston Working Men's Club.
49. One option is for the Council to obtain a long term lease of the Lower Linwood College Sports-fields, including the present toilet/changing pavilion for a 35 year period, for sports club use only so as to assist to address the shortage of sports-fields in the southeast quadrant of the City.

THE PREFERRED OPTION

50. The preferred option is for the Council to obtain a long term lease over the Lower Linwood College Sports-fields, including the present toilet/changing pavilion for a 35 year period, for sports club use only so as to assist to address the shortage of sports-fields in the southeast quadrant of the City. There are several advantages with this option that are detailed below.
 - (a) The Council has control of which sporting association has use of the Fields through the two annual association allocation meetings, (one for winter sport, and one for summer sport).

16. Cont'd

- (b) The Sport-fields are located some distance from the main college site, and therefore as a result of this are not ideally suited for use by the school during school hours. Consequently the school is not prepared to spend the large sum of money required to properly drain the fields, thereby enabling them to be used regularly during the winter months, because of other education spending priorities. The Club has not got the capital necessary with which to undertake the required drainage work.
- (c) This option is aligned to the work that the Council does to support the majority of sports clubs who play on ordinary turf playing surfaces within the City.

ASSESSMENT OF OPTIONS

The Preferred Option

51. The preferred option is for the Council to obtain a long term lease over the Lower Linwood College Sports-fields, including the present toilet/changing pavilion for a 35 year period, for sports club use only so as to assist to address the shortage of sports-fields in the southeast quadrant of the City.

	Benefits (current and future)	Costs (current and future)
Social	Will greatly assist to address the lack of sports-fields available to the playing public in this quadrant of the City. Future development of the Living 2, 3, and hill zones will exacerbate the present shortage.	
Cultural	Will long term enable the Council to control the use of these sports-fields for the benefit of all sporting organisations in this quadrant of the City through the sports-field allocation program.	
Environmental	Will enable better use of the sports-fields to be made year round due to the installation of a drainage system.	
Economic	If alternative land has to be purchased to address the sports-field deficiency in this quadrant of the City. The Council should expect to pay between \$2,633,000 and \$6,589,000 for a similar sized area of land, before adding any development costs for the land.	A one off capital cost of approximately \$130,000 for drainage, and a fence to stop the balls being kicked into the Teen Parenting Unit will be required. Council will need to budget approximately \$12,150 annually (August 2007 figures) to maintain the sports-fields.

16. Cont'd

Extent to which community outcomes are achieved:

The recommendations align with the following stated community outcomes:

'We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.'

Derived from this one of the Council's objective's is *'To provide a network of parks ,open spaces, waterways and wetlands that meet community and environmental needs'*

Impact on the Council's capacity and responsibilities:

The recommendations will enable the Council to partially address the lack of sports-fields in the southeast quadrant of the City at a relatively minor capital cost as would otherwise be the case.

Consistency with existing Council policies:

The recommendations are consistent with the existing Council policies as briefly set out below; the strategies to achieve these policies are set out in the body of the report.

- (a) Objective 1.1 'Recreation and sports facilities (built and open space) are well utilised and needs are clearly prioritised.'
- (b) Objective 1.3 'The City has an active friendly environment.'
- (c) Objective 2.3 'Physical recreation and sport activities are financially accessible to citizens of Christchurch.'
- (d) Objective 4.2 'Recreation organisations are meeting the needs of the public'.

Effects on Maori:

Nil.

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

The issue has been discussed with the Technical Soccer Club and Linwood College staff and Board, who are in favour of the proposal. Further discussion will need to be held with the public at large, it being recommended that this be done through the Annual Budget/LTCCP processes.

Other relevant matters:

16. Cont'd

Maintain the Status Quo (if not preferred option)

52. One option is for the Council not to get involved any further in the Technical Soccer Club's plight of loosing one senior soccer field at the Polytechnics Ensors Road Campus, because the Club has been successful in gaining two more senior fields, for a trial period, at Garrick Park which is owned by the Woolston Working Men's Club.

	Benefits (current and future)	Costs (current and future)
Social		Will not assist to address the lack of sports-fields available to the playing public in this quadrant of the City. Future development of the Living 2, 3, and hill zones will exacerbate the present shortage
Cultural		Council will not be able to control the use of these sports-fields for the benefit of all sporting organisations in this quadrant of the City through the sports-field allocation program.
Environmental		Will not enable better use of the sports-fields to be made year round because the installation of the necessary drainage system will not occur
Economic	A saving will be made of a one off capital cost of approximately \$130,000 for drainage, and a fence to stop the balls being kicked into the Teen Parenting Unit will be required. Council will need to budget approximately \$12,150 annually (August 2007 figures) to maintain the sports-fields.	Alternative land may have to be purchased to address the sports-field deficiency in this quadrant of the City. The Council should expect to pay between \$2,633,000 and \$6,589,000 for a similar sized area of land, before adding any development costs for the land.
<p>Extent to which community outcomes are achieved: This option will not assist in the achievement of the following community outcomes:</p> <p><i>'We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.'</i></p> <p>Derived from this one of the Council's objectives is 'To provide a network of parks, open spaces, waterways and wetlands that meet community and environmental needs.'</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>This option will not enable the Council to partially address the lack of sports-fields in the southeast quadrant of the City and may result in major capital expenditure having to be made in the future to address the lack of sports-fields in this quadrant of the City.</p> <p>Effects on Maori:</p> <p>Nil.</p>		

16. Cont'd

Consistency with existing Council policies:

This option is not consistent with the existing Council policies which are briefly set out below, the strategies to achieve these policies being set out in the body of the report.

- (a) Objective 1.1 'Recreation and sports facilities (built and open space) are well utilised and needs are clearly prioritised.'
- (b) Objective 1.3 'The City has an active friendly environment.'
- (c) Objective 2.3 'Physical recreation and sport activities are financially accessible to citizens of Christchurch.'
- (d) Objective 4.2 'Recreation organisations are meeting the needs of the public'.

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

The views and preferences of other people besides the Technical Soccer Club and Linwood College staff and Board have not been accessed for this option; however this option is not favoured by the above organisations. This will be the option if the Council decides not to favour the staff recommendation, or the proposal does not find favour with the public consultation process through the Annual Budget/LTCCP processes, this viewpoint being endorsed by Council.

Other relevant matters:

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

- 53. One option is to persuade Technical Soccer Club to enter into an agreement for the lease of the Lower Linwood College Fields with the Education Department, without the Council getting involved. This option is a little bit more proactive to the present situation than the above do nothing option.

	Benefits (current and future)	Costs (current and future)
Social	May assist to address the lack of sports-fields available to the playing public in this quadrant of the City. Future development of the Living 2, 3, and hill zones will exacerbate the present shortage.	Council has no control over the process, and Technical Soccer Club may decide not to proceed with a lease agreement
Cultural	.	The Council will not be able to control the use of these sports-fields for the benefit of all sporting organisations in this quadrant of the City through the sports-field allocation program.
Environmental	.	Better use of the sports-fields will not be able to be made year round because it is not a priority for Linwood College to drain the fields, and Technical Soccer Club cannot afford the capital expenditure required.

16. Cont'd

Economic	A one off capital cost of approximately \$130,000 for drainage, and a fence to stop the balls being kicked into the Teen Parenting Unit will not be required. Council will not need to budget approximately \$12,150 annually (August 2007 figures) to maintain the sports-fields.	Alternative land may have to be purchased to address the sports-field deficiency in this quadrant of the City, because the Council has no control over the use of the Lower Linwood College Fields. The Council should expect to pay between \$2,633,000 and \$6,589,000 for a similar sized area of land, before adding any development costs for the land.
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Extent to which community outcomes are achieved:

With this option the Council has no control over the outcome achieved, and consequently this option may not assist in the achievement of the following community outcomes, and even if it does, it is very likely that it will be to a lesser extent than if Council leased the site, (it is presently used by one club, without reference in the longer term needs of the area that the Council needs to take into account in exercising its responsibilities.

'We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.'

Derived from this one of the Council's objective's is *'To provide a network of parks ,open spaces, waterways and wetlands that meet community and environmental needs'*

Impact on the Council's capacity and responsibilities:

This option may not help the Council to partially address the lack of sports-fields in the southeast quadrant of the City and may result in major capital expenditure having to be made in the future to address the lack of sports-fields in this quadrant of the City.

Consistency with existing Council policies:

This option may not be consistent with the existing Council policy objectives as briefly set out below, and if there is a favourable outcome it is likely to be not as favourable as if Council has a controlling influence in the outcome by way of a lease. The strategies to achieve these policies are set out in the body of the report.

- (a) Objective 1.1 'Recreation and sports facilities (built and open space) are well utilised and needs are clearly prioritised.'
- (b) Objective 1.3 'The City has an active friendly environment.'
- (c) Objective 2.3 'Physical recreation and sport activities are financially accessible to citizens of Christchurch.
- (d) Objective 4.2 'Recreation organisations are meeting the needs of the public'.

Effects on Maori:

Nil.

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

The views and preferences of other people besides the Technical Soccer Club and Linwood College staff and Board have not been accessed for this option; however this option is not favoured by the above to groups. This will be the option if the Council decides not to favour the staff recommendation, or the proposal does not find favour with the public consultation process through the Annual Budget/LTCCP processes, and this viewpoint is endorsed by Council.

17. CHARACTER HOUSING MAINTENANCE GRANTS

General Manager responsible:	General Manager Strategy and Planning, DDI 941 8177
Officer responsible:	Programme Manager Liveable City
Author:	Katie Smith, Neighbourhood Planner

PURPOSE OF REPORT

1. To put before the Board those applications for Character Housing Maintenance Grants that have been received by the Council for funding in the 2007/08 financial year for properties located within the Hagley/Ferrymead Ward.

EXECUTIVE SUMMARY

2. At its meeting on 4 May 2006 the Council adopted guidelines and associated procedures for the processing and administration of applications for Character Housing Maintenance Grants.
3. Under the policy and guidelines approved by the Council applications for grants are to be reported back to the relevant Board, who will then make recommendations to the Character Housing Grants Panel who in turn, will make the final decision on grant applications.
4. The Character Housing Grants Panel consists of a representative from each Board, and Strategy and Planning Group staff provide specific heritage, urban design and neighbourhood planning advice to assist the panel in its decision making.
5. This report informs Board members that those eligible applications received for Character Housing Maintenance Grants that apply to the Hagley/Ferrymead Community Board will be discussed at the Board meeting. Given the limited time frame between application deadline and the Board meeting, full details are not available at the time of report deadline, therefore details and photographs as submitted in each application will be displayed at the Board meeting for discussion. However, details of each proposal will be forwarded to each Board member prior to the meeting to allow for each member, should they so wish, to view the application properties prior to the Board meeting.
6. Board members are to assess applications with regard to their local knowledge and the criteria set out in the Character Housing Maintenance Grants Policy (**attachment A**) and recommend those applications they consider suitable for a grant to the Character Housing Grants Panel. To assist in the decision making process for each application a list of criteria together with a weighting structure has been attached (**attachment B**). The Boards are to consider the merits of each application whilst the Character Grants Panel will consider the level of funding for each application.

FINANCIAL IMPLICATIONS

7. There are no financial implications as the funding for the Character Housing Maintenance Grants has already been approved by the Council and the funds set aside in the 2007/08 Annual Plan.

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

8. \$100,000 has been set aside in the 2007/08 Annual Plan for this grant scheme.

LEGAL CONSIDERATIONS

9. All legal considerations were considered as part of the policy formulation.

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

10. As above.

17. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Yes, funding as set aside page 97 of the LTCCP.

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

12. Yes, as above.

ALIGNMENT WITH STRATEGIES

13. The Character Housing Maintenance Grants Scheme aligns with the Strong Communities Strategic Directions by protecting and promoting the heritage character and history of the city. It aligns with the Liveable City Strategic Directions in protecting Christchurch's heritage buildings and neighbourhood character.

Do the recommendations align with the Council's strategies?

14. Yes.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Receive this information.
- (b) Consider the Character Housing Maintenance Grant applications as displayed at the meeting.
- (c) Recommend those applications they wish the Character Housing Grants Panel to consider for a grant.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

18. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-549
Officer responsible:	Democracy Services Manager
Author:	Tony McKendry, Acting Community Board Adviser – Hagley/Ferrymead

PURPOSE OF REPORT

1. The purpose of the report is for the Board to decide whether or not it wants to approve funding for a Board member to attend the 40th Anniversary Conference and Annual General Meeting of Keep New Zealand Beautiful in Waitakere City from 21 to 23 September 2007.

EXECUTIVE SUMMARY

2. The Board has one representative on the Keep Christchurch Beautiful Committee, Yani Johanson.
3. The Committee is a voluntary organisation, which aims to promote a cleaner, more beautiful environment within Christchurch, and to raise the level of awareness of what the individual can do to improve his or her community and reduce litter. Notice of the national conference has been received. Christchurch has a member on the Keep New Zealand Beautiful Board. The Board is celebrating the 40th anniversary conference and Annual General Meeting.

FINANCIAL IMPLICATIONS

4. The Christchurch City Council provided financial support in the 2007/08 of \$10,000 to Keep Christchurch Beautiful. The cost for one member to attend would be approximately \$850, which would be met from the Board’s operational budget for 2007/08. This would cover airfares, accommodation for two nights and conference registration.

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

5. Yes.

LEGAL CONSIDERATIONS

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

6. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

7. Yes.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council’s strategies?

8. Yes, page 61 of the LTCCP, Strategic direction, Healthy Environment.

CONSULTATION FULFILMENT

9. Not applicable.

12. 9. 2007

- 42 -

18. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board decide whether or not to approve funding for a Board member to attend the Keep New Zealand Beautiful Conference in Waitakere City from 21 to 23 September 2007.

CHAIRPERSON'S RECOMMENDATION

For discussion

19. RIDGEVIEW RESERVE LANDSCAPE CONCEPT PLAN

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Joanne Walton, Consultation Leader, Greenspace

PURPOSE OF REPORT

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

EXECUTIVE SUMMARY

2. The development of Ridgeview Reserve as a new reserve is scheduled in the Capital Works Programme for 2007/08.
3. The reserve was vested to the Council as part of The Ridge subdivision near the top of Mount Pleasant Road and is currently undeveloped.
4. The proposed landscape concept plan was distributed to approximately 70 households, including absentee property owners, in the vicinity of the reserve, along with a number of identified key stakeholder groups. A total of nine comment forms were returned, along with one telephone response. However, we received a positive response from those who did respond, with all indicating their support, and some providing additional feedback on the proposal (**attachment 1**).
5. In recognition of this feedback, the Transport and Greenspace Unit proposes that this proposal be approved and implemented (refer to **attachment 2**).
6. Two respondents have raised questions about the proposed native shrub plantings. It is not generally the Council's practice to specify planting design to species level in a landscape concept plan, but rather to suggest a general concept, for example, native plantings, and seek community feedback before proceeding to detailed planting plans.
7. It is proposed to plant a variety of native species that are suitable for the natural environmental conditions, and are also of high food value to support birdlife. The sight lines and views of individual properties will also be taken into account in the selection of species of an appropriate growth habit and height.
8. The final list of suitable plant species will be determined in conjunction with the Council's botanist, but typical species may include five-finger, cabbage trees, flax, kowhai, and totara.
9. One of the key objectives of the proposal is to retain and enhance the natural character of this site in keeping with the surrounding tussock grasslands and rocky outcrops of the Port Hills. However the planting of some suitable dry-land shrub species is being considered for amongst the tussock grass areas.
10. There are opposing views from two submitters on the retention or removal of the exotic trees at the base of the reserve close to Mount Pleasant Road, in particular the poplars. The submitter in favour of their retention has suggested that these provide an element of vertical scale, frame views and emphasise the change of the seasons. It is the view of staff that the exotic trees are not in keeping with the character of the natural environment of this reserve and of the nearby John Britten and Drayton Reserves. One submitter has also suggested that the pines below the road provide significant wind protection to the subdivision above and should be preserved for that reason. Council staff note that these trees appear to be on private property.
11. One submitter has expressed concern that the proposed walking path may be too steep in the areas behind the seat, and from the stream up to Clearview Lane. It was noted on the original concept plan that the path alignment may change slightly according to contours. The exact gradients of the path, and consequently its final alignment, will not be known until detailed surveys have been undertaken.

19. Cont'd

12. While the Council's *Parks and Waterways Access Policy* (2002) provides for inclusive use of parks by people with disabilities, older people and caregivers with young children, it also acknowledges that there may be circumstances where parks may not be fully accessible, for example, where construction of an accessible path on a steep hillside is required. Every effort will be made during the alignment and construction of the path to ensure that it is as accessible as possible, but it may not be fully accessible due to the steep topography of the site.
13. Construction of a walking track through this reserve will link John Britten Reserve with Mount Pleasant Road and in the longer term contribute to recreational track linkages throughout the area. There are currently alternative access routes around the streets of the subdivision.
14. One respondent has expressed the need for a playground in Ridgeview Reserve to provide for the increasing number of families with young children in the area. Currently the closest playground is at Old School Reserve some distance down Mount Pleasant Road.
15. The site is primarily a gully that drains stormwater from the John Britten Reserve above, discharging this to Mount Pleasant Road. Its steep topography, and general environmental conditions, are the major determining factors in what form of development can reasonably be achieved here.
16. It is the view of staff that there is currently no suitable flat area in the reserve for the installation of a playground. Although there is a small area close to the end of Clearview Lane that is more level than the rest of the reserve, staff believe that there is insufficient flat space here to install play equipment in compliance with the New Zealand Standard NZS 5828:2004 *Playground equipment and surfacing* in accordance with Council policy. There is also insufficient space to comply with the minimum setback distance from neighbours required under the provisions of the Christchurch City Plan.
17. Major earthworks at considerable cost would be required to create a flat area of any useable size. These would be likely to interfere with the best alignment of the walking path from the end of Clearview Lane. In addition, if any retaining walls were greater than one metre in height, safety fencing would be required. Retaining walls would also be required to contain the soft-fall material. This material would need to be rubber under-surfacing as bark would not be retained in this wind-swept environment. These requirements would all incur considerable additional costs. However the site would still be very limited in terms of the number and type of play equipment pieces that could be installed.
18. The reserve is situated in a recent subdivision off the upper part of Mount Pleasant Road which is somewhat geographically separated from the nearest houses. Currently there are a total of only five completed dwellings in the subdivision, with approximately 15 occupied residences in the adjoining Semaphore Close and Signal Hill Road, and a small number of existing dwellings along Mount Pleasant Road. It is considered likely that only children within the immediate vicinity of the reserve would access any play area installed there.
19. As this immediate area is not yet fully developed, Census 2006 demographic information is limited. The census mesh block in which this reserve is located currently extends over a very wide area of the Port Hills due to the relatively low population. However data from a total of four mesh blocks, including those extending in a northerly direction from the reserve, reveals that the total population of this area was 321 people. There were 24 children aged under five years, and 39 children aged 5-14 years, a total of 63 children in all. Hence there is currently insufficient demographic information available on the residents of the immediate neighbourhood to conclusively demonstrate the demand for a playground at this time. In addition there are only a total of around 70 properties within The Ridge subdivision, Semaphore Close and Signal Hill Road boundaries.
20. Overall, it is the view of staff that, in addition to there being no funding currently allocated for a playground, there is insufficient flat land, and insufficient demographic information, to support the installation of a playground in Ridgeview Reserve at this time. The current LTCCP undertakes to provide >4 playgrounds per 1000 children until 2008/09 with a target of five playgrounds per 1000 children from 2009/10 onwards. Current planning by the Asset and Network Planning Unit will be identifying the future need for playground development on a spatial basis city-wide.

19. Cont'd

21. Council staff are investigating other more suitable alternative locations for a playground in this area should future population growth support this, and funding be secured.
22. One submitter has requested that the new plantings be adequately maintained noting that few of the many trees planted in earlier years have survived. The origin of these trees is unclear as the Council has not undertaken any plantings in this reserve to date. On completion of the development works, the reserve will be placed under the Transport and Greenspace Unit maintenance contracts. There are specified levels of service that set the required maintenance standards to be adhered to within all parks across the city.
23. The footpath and traffic issues on Mount Pleasant Road raised by one submitter have been referred to the appropriate Council staff for further investigation.
24. All respondents who provided contact details 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 Board for approval. Details of the meeting were provided so that any interested people could attend.

FINANCIAL IMPLICATIONS

25. The current Greenspace Capital Works Programme has funding to undertake the development of Ridgeview Reserve (as a new reserve) with \$50,000 available in the current 2007/08 financial year.

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

26. As above.

LEGAL CONSIDERATIONS

27. No resource or building consent requirements have been identified. No other legal issues have been identified.

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

28. No legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

29. The proposed development aligns with the LTCCP as follows:

Parks, open spaces and waterways - page 123

- (a) Safety – by ensuring our Parks, open spaces and waterways are healthy and safe places.
- (b) Recreation – By offering a range of active and passive recreation and leisure opportunities.
- (c) Health – By providing areas for people to engage in healthy activities.
- (d) Community – By providing welcoming areas for communities to gather and interact.
- (e) Governance – By involving people in decision-making about parks, open spaces and waterways.
- (f) City Development - By providing inviting, pleasant and well cared-for environments.

19. Cont'd

Provision of recreational facilities – page 125

- (a) Measures and targets -
- (b) Area of urban park per 1,000 population.
- (c) % of urban residences within 400 metres of a park.
- (d) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.
- (e) Resident's satisfaction with the appearance of waterways and wetlands.

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

30. This project supports a level of service in the LTCCP as follows:
- (a) Area of urban park per 1,000 population.
 - (b) Percentage of urban residences within 400 metres of a park.
 - (c) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.
 - (d) Resident's satisfaction with the appearance of waterways and wetlands.

ALIGNMENT WITH STRATEGIES

31. This project has primary alignment with the following Council strategies and policies:
- (a) Safer Christchurch Strategy
 - (b) Parks and Waterways Access Policy
 - (c) Environmental Policy Statement
 - (d) Physical Recreation and Sport Strategy

Do the recommendations align with the Council's strategies?

32. As above.

CONSULTATION FULFILMENT

33. Consultation was undertaken with the local community and absentee property owners on the proposed landscape concept plan for the reserve.

STAFF RECOMMENDATION

It is recommended that:

- (a) The Board approve the proposed Ridgeview Reserve landscape concept plan.
- (b) The City Environment and Capital Programme Groups commence the construction programme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

20. PROPOSED EASEMENT ON LOCAL PURPOSE ESPLANADE RESERVE

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport, City Streets and Greenspace Unit Manager
Author:	Tony Hallams Property and Leasing Advisor

PURPOSE OF REPORT

1. The purpose of this report for the Board to approve a proposal by the Puriri Trust to put an easement in place in a Local Purpose Esplanade Reserve covered under Section 1 Survey Office Plan 19951.

EXECUTIVE SUMMARY

2. The proposal seeks the Councils approval to convey storm water through a 100 mm UPVC pipe from 41 Heathcote Street across local purpose esplanade reserve to discharge in to the Heathcote River. A copy of the intended easement is detailed in the **attachment**.
3. The applicant has already installed the drain in place on the local purpose esplanade reserve, and the applicant's consultant has indicated subdivision approval has been granted by the Resource Management Officer Committee under application RMA 92005373 to carry out a subdivision at 41 Heathcote Street to create three new lots.
4. The dwelling located at 41 Heathcote Street, on what is now Lot 1, previously discharged storm water to the ground prior to a connection being made to the above mentioned new means of drainage. Advice received from Nicola Malloch, Subdivisions Officer in the Council's City Streets and Greenspace Unit is that it there is insufficient fall at 41 Heathcote Street to install a storm water drain to discharge to the street side channel, and discharge through a drain to the Heathcote River is the best practicable option.
5. Lot 3 of the subdivision as detailed in the **attachment** is to be vested in the Council.

FINANCIAL IMPLICATIONS

6. The proposal is neutral and there are no financial implications to the Council of implementing the proposal

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

7. The proposal is neutral and not in conflict with the budget

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

8. Yes, the Board have delegated authority, as at 20 December 2006, to approve the proposal.
9. The Minister of Conservations approval to the granting of the easement will be necessary, and subject to Section 48(1) (f) of the Reserves Act 1977 over approximately 29m²(14.5 metres x 2 metres) of Section 1 Survey Office Plan 19951.
10. It is recommended by the staff that one of the conditions of approval for land use consent by the Council is for the applicant to obtain any necessary consent from Environment Canterbury for the discharge of storm water to the Heathcote River ,either through applying to the Christchurch City Council that their intended storm water discharge is notated on any Global Storm water Discharge Consent granted by Environment Canterbury to the Christchurch City Council, or by making an individual application to Environment Canterbury for discharge consent.

20. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. The proposal is not in conflict with LTCCP and Activity Management Plans

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

12. The proposal is neutral in regard to this recommendation.

ALIGNMENT WITH STRATEGIES

13. The proposal is not in conflict with any strategies proposed by the Council.

Do the recommendations align with the Council's strategies?

14. The proposal appears to align with any Council strategies. The applicant has been permitted to discharge storm water to the Heathcote River through RMA 92005373, instead of to a street side channel in Heathcote Street, because this has been deemed by the Resource Management Officer Subcommittee the best practicable option.

CONSULTATION FULFILMENT

15. The applicant does not have a duty to consult with the community or publicly advertise the proposal under the consultation provisions of the Reserves Act 1977 because the drain has been installed under ground and is now already in place.

STAFF RECOMMENDATION

It is recommended the Board agree to the proposal subject to the following conditions:

- (a) that the applicant ensures storm water discharge consent is obtained from Environment Canterbury.
- (b) that the consent of the Minister of Conservation is obtained.
- (c) that all costs associated with the survey and registration of the easement on the Councils title will be the responsibility of the applicant.
- (d) that the applicant is to provide the Council within three months of the completion of the work a surveyed easement plan.
- (e) The applicant is to pay the Council a one off compensatory payment for the privilege of having the easement encumbrance placed on the Council Certificate of Title.
- (f) Authority is delegated to the Corporate Support Unit Manager to settle. The above matters as generally outlined in this report.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

21. BARBADOES STREET PROPOSED 30 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Steve Dejong/Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install a 30 minute parking restriction on the west side of Barbadoes Street between Cashel and Lichfield Streets. (Refer **Attachment 1**)

EXECUTIVE SUMMARY

2. The Council has received two written requests: one from Mr David Tipple of “Gunn City” and another from Mr Malcolm Bell of the “Complete Angler”, both businesses are situated on the south/east corner of the Cashel and Barbadoes Street intersection. Between them they are also the tenants of the whole western frontage of Barbadoes Street between Cashel and Lichfield Streets. They have requested that a 30 minute parking restriction be installed on the west side of Barbadoes Street between Cashel and Lichfield Streets. (**Attachment 2**)
3. The request is the result of the frustration of the customers visiting these businesses not being able to find convenient parking, as even though there is presently a 30 minute parking restriction in place on the east side of this portion of Barbadoes Street it is often full and the west side is normally taken up by commuters working in town, who park all day.
4. The proposal will affect 11 car parking spaces along this 108 metre portion of Barbadoes Street between Cashel and Lichfield Streets.

FINANCIAL IMPLICATIONS

5. An estimated cost for this work is \$800.

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

6. The installation of road markings, signs and a post is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

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

8. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and transport activities by contributing to the Council’s Community outcomes-Community.

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

10. This contributes to improve the level of service for parking.

ALIGNMENT WITH STRATEGIES

11. The recommendations align with the Council’s Parking Strategy 2003.

Do the recommendations align with the Council’s strategies?

12. As above.

21. Cont'd

CONSULTATION FULFILMENT

13. Mr David Tipple has canvassed all the tenants in this section of Barbadoes Street, between Cashel and Lichfield streets and they have signed a statement to the effect that they are in favour of the proposed 30 minute parking restriction. (Copy **Attached**)

STAFF RECOMMENDATION

It is recommended that the Community Board approve the parking of vehicles restricted to 30 minutes on the west side of Barbadoes Street, between Cashel and Lichfield Streets. Commencing at a point 7.5 metres south of the Cashel Street intersection, and extending in a southerly direction for a further 79.5 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

22. FERRY ROAD/HUMPHREYS DRIVE INTERSECTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace, Unit Manager
Author:	Christine Toner Consultation Leader, Capital Programme

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council, to proceed to final design, tender and construction for the Ferry Road/Humphreys Drive Intersection Improvements project, as shown in the plan for Board approval in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is located at the intersection of Humphreys Drive and Ferry Road, both Major Arterial roads, just west of the Ferrymead Bridge.
3. Project objectives include safety, increased capacity and travel times, and improved facilities for pedestrians and cyclists.
4. The intersection caters for approximately 30,000 vehicles a day.
5. Even at current demand levels the intersection is subject to sporadic delays and queuing for westbound traffic that can lead to reliability problems for public transport routes with 'knock-on' impacts for the inbound journey.
6. Traffic volumes on Ferry Road have been rising by an average of 3.3% per year and queuing and delay problems are forecast to worsen considerably given anticipated traffic growth in the area.
7. The intersection and its approaches have a poor accident history, with some 58 crashes recorded 1995 – 2004 inc and another 12 crashes in the subsequent 2.5 years including two serious and five minor injury crashes.
8. There has been a longstanding intention to complete a cycle route from Sumner to Hagley Park. Despite recent installation of cycle lanes over the Ferrymead Bridge, cyclists are still poorly served at the intersection. Pedestrians seeking to cross Ferry Road are also poorly served.
9. Planning for this project has included consideration of the current plans for the renewal and reconstruction of the Ferrymead Bridge; the building of a new apartment building at 1091 Ferry Road; the intention to reduce use of Ferry Road as a route to the city; consideration of the environment, consideration of recreational use of Tidal View, and the requirement to fulfil the project within a budget and timeframe.
10. In accordance with the aims and objectives of the project, ten options have been considered, in addition to that of a roundabout that was considered in 1999 and discounted because it will not provide for future capacity requirements nor will it service cyclists and pedestrians adequately.
11. The Board was advised on 3 April 2007 that public consultation on the preferred option was about to start in the immediate area and through community and residents groups.
12. Public consultation took place with emphasis on the 'inform' level of consultation due to the long background of discussions in conjunction with the Bridge consultation meetings, and the very limited leeway for change other than on landscape issues.
13. The distribution of 1,119 newsletter leaflets in the area, email and website communication with stakeholders, and publicity through local and citywide media, attracted feedback from 125 respondents with a total of 178 comments. 73.6% of the respondents supported the concept, 18.4% were directly or indirectly not in support and 8% did not state a position.

22. Cont'd

14. The key issues arising from the 125 respondees were:
- General comments in favour of the changes and urging the council to 'hurry up' with construction.
 - General comments not in favour of the concept including suggestion for a roundabout, flyover and putting signals into the existing alignment; and for cycle underpass or dual cycle lanes, combined cycle and pedestrian paths etc.
 - Cycling and pedestrian issues.
 - Special pedestrian needs for people with a disability.
 - Ferry Road westbound (inward or toward city) including access to the Mobil Petrol Station, concern about safety for cyclists entering Humphreys Drive, and the potential for vehicles queuing for Humphreys Drive blocking the Ferry Road slip lane.
 - Ferry Road eastbound issues relating to traffic turning right out of Settlers Crescent; issues specific to 1020–1022 Ferry Road; comments about the lanes and intersection, eastbound; landscaping issues.
 - There was also considerable confusion with the bridge project.
15. Stakeholder consultation included a Safety Audit and the findings of this, along with some points of feedback from council staff and the public, have led to some modifications being made to the concept plan leading to the design offered with this report for approval.
16. The key aspects of the preferred option are outlined in paragraph 48 below, and shown on the plan for Board approval at **Attachment 1** to this report.
17. It is expected that the project works will be started in January 2008 and that they will take six months.

FINANCIAL IMPLICATIONS

18. The street renewal works for Ferry Road/Humphreys Drive Intersection Improvements were recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/08 financial year. The original total estimated cost of this project was \$2.5 million.
19. The estimated cost for the construction project is \$1,778,000. This includes a contingency of 15% or \$200,000. The design and supervision fees are estimated at \$180,000. This is 18% of the construction estimate.
20. To date, \$860,000 has been spent or committed on land acquisition and project planning, scheme design and consultation.

LEGAL CONSIDERATIONS

21. There have been a number of land ownership issues associated with this project. Land was purchased at 1026 Ferry Road (south side) of Ferry Road in 2002 and 1060 Ferry Road in 2003 and 1030 Ferry Road in 2004, to facilitate widening of the carriageway and placement of the slip lane; and at 1099 Ferry Road in 2002. Negotiations to purchase land at 1091 Ferry Road, needed for the reduction of curvature on Humphreys Drive as it bends (south bound) into Ferry Road were protracted but agreement was reached in April 2007.
22. There are no notable or heritage trees, and no heritage or historic buildings, places and objects, shown in the City Plan or on Webmap2 on the intranet.
23. A number of traffic resolutions require amendment or addition to the Christchurch City Traffic and Bylaw 1991. These are detailed later in paragraph 44.(b) this report. Board resolutions are required to approve these.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. This project is identified as a Capital Project in the Development Contributions Policy of the 2006-2016 LTCCP.

22. Cont'd

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

25. As above.

Do the recommendations align with the Council's strategies?

26. This project aligns with the Council's parking strategy, road safety strategy, cycling strategy and pedestrian strategy.

CONSULTATION FULFILMENT

27. In accordance with the aims and objectives of the project, ten options have been considered since the project was formally commissioned in 1999. These options are detailed in paragraph 47 onwards.

28. The preferred option was presented to the Sustainable Transport Committee and thence to the Christchurch City Council on 25 July 2002. The Council approved the concept plan for consultation and negotiations for land acquisition.

29. Initial external consultation was undertaken with the community in conjunction with meetings on the Ferrymead Bridge reconstruction project, between 2001 and 2006. The planned intersection layout was displayed and discussed at several public meetings.

30. In April 2007, after advance information was given to the Board, this layout was published in a Consultation Newsletter. A 1,119 leaflets were circulated to all businesses and all building owners in the immediate vicinity, residents who had sent feedback on the Ferrymead Bridge project, all resident groups, all Neighbourhood Support Groups and other community groups in the Sumner, Redcliffs, Mt Pleasant and Heathcote areas. Small quantities of the newsletter were left at or sent to community centres, libraries and other social centres, Christchurch City Council Service centres and sent to the project stakeholder list that covers emergency service providers and many other interested parties. Press releases resulted in news items and photographs being published in the Bay Harbour News and the Press. Some newsletters were emailed and it was posted on the Christchurch City Council 'Have Your Say' website.

31. A total 125 responses were received, of whom 70 ticked the 'in support' box and 17 ticked 'not support'. Of the remaining 48 who were not explicit, 21 made comments that inferred their support (usually with a specific concern) giving a total 73.6% generally in support of the project, 18.4% directly or indirectly not in support and 8% not stating a position.

32. The key issues arising from the 125 respondees are detailed in **Attachment 2**. Topics covered were:

- General comments in favour of the changes and urging the council to 'hurry up' with construction
- General comments not in favour of the concept including suggestion for a roundabout, flyover and putting signals into the existing alignment; and for cycle underpass or dual cycle lanes, combined cycle and pedestrian paths etc.
- Cycling and pedestrian issues
- Special pedestrian needs for people with a disability
- Ferry Road westbound issues (inward or toward city)
- Ferry Road eastbound issues
- Traffic turning right out of Settlers Crescent
- Specific to 1020 – 1022 Ferry Road
- Lanes and intersection, eastbound
- Landscaping issues
- Confusion about the existing and future Ferrymead bridge layouts with respect to the intersection.

22. Cont'd

33. Team responses to each issue are also detailed in **Attachment 2**.
34. As a result of the feedback received and the safety audit requirements, the following changes were made to the layout:
- (i) A pedestrian facility (median cutdown) across Ferry Rd by Tidal View has been included.
 - (ii) The advanced cycle stop box at the traffic signals has been extended.
 - (iii) Access to the Mobil Service Station needs to be resolved.
 - (iv) Development of a short left turn slip lane for west bound traffic, creating a definite separation area between cyclists electing to travel along Ferry Road or Humphreys Drive.
 - (v) Cycle lane width is increased past the recessed bus stop outside 1022 Ferry Road.
 - (vi) The flush painted chevrons will be removed from the Ferry Road west approach to the raised median.
 - (vii) The advance shared, through and left turn arrow will be removed from the Ferry Road west approach.
 - (viii) Extended merge area on east bound exit.

STAFF RECOMMENDATION

That the Board recommend to the Council:

- (a) Approve the Ferry Road Humphreys Drive intersection improvement project to proceed to final design, tender and construction, as shown in the plan for Board approval at **Attachment 1**.
- (b) Approve the following traffic resolutions:

That any previous parking restrictions in the below mentioned areas be revoked.

New cycle lane (no stopping)

- (i) That a 'cycle lane' be installed adjacent to the kerb on the south side of Ferry Road commencing at the east side of its intersection with Settlers Crescent (west) and extending in a easterly direction to the intersection with Main Road (the west end of the Ferrymead bridge).
- (ii) That a 'cycle lane' be installed adjacent to the kerb on the north side of Ferry Road commencing on the opposite side of the road to its intersection with the east side of Settlers Crescent (west) and extending in a easterly direction to the intersection with Main Road (the west end of the Ferrymead bridge).
- (iii) That a 'cycle lane' be installed adjacent to the kerb on the south side of Ferry Road from the Advance stop box at the traffic signals at the intersection with Humphreys Drive, extending in an easterly direction to the west side of the intersection of Ferry Road and Settlers Crescent (east)
- (iv) That a 'cycle lane' be installed adjacent to the kerb on the south-west side of Humphreys Drive commencing at its intersection with Ferry Road and extending in a northerly direction to the intersection of Humphreys Drive and Tidal View (north end).
- (v) That a 'cycle lane' be installed adjacent to the kerb on the north-east side of Humphreys Drive commencing at its intersection with Ferry Road and extending in a northerly direction northern direction to the intersection of Humphreys Drive and Tidal View (north end).

New no stopping

- (vi) That the stopping of vehicles be prohibited at any time on the west side of Settlers Crescent (east) commencing at its intersection with Ferry Road and extending 18 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Settlers Crescent (east) commencing at its intersection with Ferry Road and extending 20 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Tidal View commencing at its intersection with Ferry Road and extending 23 metres in a northerly direction.

22. Cont'd

No Turn Restriction:

- (ix) That westbound vehicles on Ferry Road be prohibited from 'U'-turning at the intersection with Humphreys Drive.
- (x) That eastbound vehicles on Ferry Road be prohibited from 'U'-turning at the intersection with Tidal View.
- (xi) That southbound vehicles on Humphreys Drive be prohibited from 'U'-turning at the intersection with Ferry Road.

CHAIRPERSON'S RECOMMENDATION

For discussion.

22. Cont'd

BACKGROUND (THE ISSUES)

36. The intersection of Ferry Road and Humphreys Drive is located in the Ferrymead Ward, which falls within the jurisdiction of the Hagley Ferrymead Community Board.
37. Ferry Road runs from the Ferrymead Bridge to the city, intersecting with High Street, Madras Street and St Asaph Street at its city end. This section of Ferry Road passes through a series of mixed commercial land uses. Humphreys Drive begins at the intersection and runs north along the edge of the estuary until it meets Linwood Avenue at a right angle corner.
38. Humphreys Drive and Ferry Road east of the Ferry Humphreys intersection are classified as 'Major Arterials' in the City Plan's roading hierarchy. West of the intersection with Humphreys Drive, Ferry Road is classified as a Minor Arterial up to Aldwins Road. It is a proposed limited access road between the intersection and the Tunnel/Dyers Road roundabout.
39. The intersection caters for approximately 30,000 vehicles a day.
40. At the current demand level, the intersection is subject to sporadic delays and queuing for westbound traffic that can lead to reliability problems for public transport routes to Sumner and Mt Pleasant on the outbound journey with 'knock – on' impacts for the inbound journey.
41. Traffic volumes on Ferry Road have been rising by an average of 3.3% per year and queuing and delay problems are forecast to worsen considerably given anticipated traffic growth in the area.
42. The intersection and its approaches have a poor accident history, with some 58 crashes recorded 1995 – 2004 inc and another 12 crashes in the subsequent 2.5 years including two serious and five minor injury crashes.
43. There has been a longstanding intention to complete a cycle route from Sumner to Hagley Park. Despite recent installation of cycle lanes over the Ferrymead Bridge, cyclists are still poorly served at the intersection. Pedestrians seeking to cross Ferry Road are also poorly served.
44. Planning for this project has included consideration of the current plans for the renewal and reconstruction of the Ferrymead Bridge; the building of a new apartment building at 1093 Ferry Road; the intent to reduce use of Ferry Road as a route to the city.

THE OBJECTIVES

45. The objectives for the Ferry Road Humphreys Drive intersection improvement project are as follows:
 - (a) To improve safety of the intersection.
 - (b) To improve capacity of the intersection to cope with increasing traffic volumes.
 - (d) To improve travel times through the intersection.
 - (e) To improve facilities for cyclists and pedestrians through the intersection.
46. Secondary/ additional aims of the project include:
 - (f) To integrate with the Ferrymead Bridge Lifelines project
 - (g) To be sympathetic to the environment
 - (h) To retain recreational access to Tidal View
 - (i) To be completed within the Council approved budget
 - (j) To be completed within the Councils approved programme.

22. Cont'd

47. Intended project achievements

The more specific intentions of the project are to achieve:

- (i) Double right turn from Ferry Road to facilitate signal controlled egress.
- (ii) Encourage use of Humphreys Drive.
- (iii) Cycle lane markings and improved pedestrian/cycle crossing facilities throughout the project.
- (iv) Signal-controlled crossing facility for pedestrians.
- (v) Retain the existing right turn ban.
- (vi) Widened intersection approaches to provide space for two vehicle lanes and a cycle lane.
- (vii) Landscaped solid median between the intersection and Tidal View to restrict right-turning manoeuvres from the driveways along the north side of Ferry Road.
- (viii) Gap in solid median that will continue to allow right turns into Settlers Crescent, whilst preventing right-turns out from Settlers Crescent.
- (ix) Compatibility with the selected option for Ferrymead Bridge.
- (xi) Improved safety for pedestrians, cyclists and vehicles.
- (xii) Signalised movement for vehicles exiting Ferry Road (west) onto Ferry Road (east).

THE OPTIONS

48. In accordance with the aims and objectives of the project, several options were developed for comparison for this intersection.

The Preferred Option

- 50. The proposal will signalise the intersection of Ferry Road and Humphreys Drive.
- 51. There will be two lane approaches on each arm of the intersection.
- 52. The right turn ban between Humphreys Drive and Ferry Road west will be retained and a right turn ban out of Settlers Crescent (east) onto Ferry Road east will be introduced.
- 53. Ferry Road east will have a continuous slip lane to Ferry Road west. Ferry Road west will have both lanes as right turn lanes with a short left turn slip lane subject to a give way control.
- 54. There will be cycle lanes incorporated into all arms of the intersection, with coloured surfacing at potential conflict locations. At each approach to the traffic lights the cycle lanes will have an advanced stop line incorporated.
- 55. There will be tactile paving at all pedestrian crossing points at the intersection. The crossing of Humphreys Drive and the two lane section of Ferry Road west will be signalised for pedestrians. The Ferry Road west give way slip and the Ferry Road east slip lane will not be signalised for pedestrians. Additional tactile paving will be placed at the crossing of Settlers Crescent (east) and the crossing of Humphreys Drive, to the north of Tidal View.
- 56. The latest plan used for the scheme and the publicity shown in Figure 1 is RD 1176s74.dgn.

Other options

- 58. There were ten options considered altogether, including (A) 'do nothing', (B) 'do minimum' (retain existing configuration and correct shape – super-elevation – of the curve).
- 59. Each option includes signals, slip lanes and cycle facilities.
- 60. Three options (H, I and J) add signals to the existing 'seagull' configuration.
- 61. One option (G) proposes re-orientation of the intersection with T-d traffic signals
- 62. The remaining options are variants of the preferred option layout varying the way the geometry affects user safety and effectiveness in managing capacity.

22. Cont'd

63. A key component of each variation involves the degree of the bend from Humphreys Drive into Ferry Road east and the requirement for more or different land acquisition.
64. An option for a roundabout was indicated in a 1999 Draft Feasibility Report, but subsequent analysis has shown that a roundabout would have limited lifetime in meeting the capacity needs of the intersection and would offer a poor level of service to pedestrians and cyclists. For this reason it has not been included as an option.

ASSESSMENT OF OPTIONS FOR FERRY ROAD HUMPHREYS DRIVE INTERSECTION

65. The preferred option best meets the project objectives, although it impedes westbound Ferry Road traffic only if the traffic queuing at the signals backs up and blocks the slip lane – which modelling suggests is not likely. None of the options provide completely signalised pedestrian crossing, as the slip lanes do not have sufficient pedestrian traffic volume ratio to qualify for signals.
66. The other options only partially meet project objectives.

23. HAGLEY AVENUE – PROPOSED BUS STOP

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst, Project Manager, Capital Development Unit.

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to install a bus stop on the south east side of Hagley Avenue opposite the Netball Courts. (Refer **Attachments 1 and 2**)

EXECUTIVE SUMMARY

2. The Transport and Greenspace Unit has a kerb and channel renewal project in Grove Road and as part of this project the bus stops on the Number 19 route have been rationalised.
3. In Grove Road there are a pair of bus stops between Moorhouse Avenue and the railway crossing and another pair south of Harman Street.
4. In Hagley Avenue there is an in-bound bus stop at the Netball Courts and no out-bound bus stop. The out-bound bus stop is across the Moorhouse Avenue intersection on either Lincoln Road or Grove Road depending on the chosen bus route.
5. Removing the pair of bus stops in Grove Road between Moorhouse Avenue and the railway crossing allows an increase in parking in Grove Road of five (5) parking spaces but still provides a good passenger bus service.
6. A large development on the intersection of Harman Street and Grove Road will eventually result in traffic signals being installed at the Harman Street/Lincoln Road intersection. This could result in changes to the bus route and possible closure of the railway crossing to vehicular traffic.
7. As part of the rationalisation and future roading changes, there is a need for an out-bound bus stop in Hagley Avenue.
8. At present to the south of a kerb build-out, there is a P5 loading zone outside number 438 Hagley Avenue opposite the Netball Courts. This is also the site of a child care facility. Following consultation with the child care facility, it was agreed to place the bus stop in the position of the P5 loading zone and replace two car parks to the north of the build-out with a new P5 loading zone.
9. Though this will result in the loss of two car parks in Hagley Avenue, however this will be off set by the gain of five (5) parking spaces in Grove Road.
10. The Spreydon/Heathcote Community Board at its meeting on Tuesday 7 August 2007 approved the Grove Road kerb and channel project to proceed to final design, tender, and construction, and resolved that the two bus stops in Grove Road be removed on condition that an out-bound bus stop is installed in Hagley Avenue.

FINANCIAL IMPLICATIONS

11. These road marking alterations and the installation of the bus stop will be part of the work that is to be undertaken in Grove Road.

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

12. As above.

LEGAL CONSIDERATIONS

13. A number of traffic resolutions will require amendment or addition to the Christchurch City Traffic and Bylaw 1991. These are detailed later in paragraph 21 below.

23. Cont'd

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The Grove Road project aligns with the street renewal capital works programme, as detailed on page 85 of the 2006-16 LTCCP.

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

16. As above.

ALIGNMENT WITH STRATEGIES

17. This project is consistent with key Council strategies including the Parking Strategy, Pedestrian Strategy, and Road Safety strategy.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. The Child Care Centre is considered the only persons directly affected by the proposal and they agreed to the alterations. Discussions were held with Environment Canterbury in relation to the possible future alterations to the bus route and it was their recommendation that an out-bound bus stop be placed in Hagley Avenue.

20. Consultation was undertaken with the Netball Association as part of the wide consultation on the Grove Road project and they had no concerns.

STAFF RECOMMENDATION

That the Board approve the following traffic restrictions:

New bus stop:

- That a bus stop be installed on the southeast side of Hagley Avenue commencing at a point 70 metres from its intersection with Moorhouse Avenue and extending in a northeast direction for a distance of 18 metres.

Remove existing parking restriction:

- That the parking of vehicles (restricted to five minutes) be revoked from the southeast side of Hagley Avenue at its present position commencing at a point 120 metres from its intersection with Moorhouse Avenue and extending 18 metres in a northeast direction.

New parking restriction:

- That the parking of vehicles be restricted to a maximum of five minutes on the northeast side of Hagley Avenue commencing at a point 170 metres from its intersection with Moorhouse Avenue and extending 12 metres in a northeast direction.

CHAIRPERSON'S RECOMMENDATIONS

For discussion.

24. SHAKESPEARE RD/DEFOE PLACE “NO STOPPING” LINES

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install “No Stopping” lines at the intersection of Shakespeare Road and Defoe Place. (See **attachment**).

EXECUTIVE SUMMARY

2. The entrance of Defoe place at the intersection of Shakespeare Road is presently narrowed to a width of seven metres with a cobbled strip across the front and gardens on either side. Defoe Place usually has plenty of parking except when Jade stadium is in use, during these times vehicles have taken to parking on the angle between the cobbled area and the vehicular entrance of number 1-34 Shakespeare Road where the road widens out again, effectively narrowing the road to one lane.
3. The owners of the unit at 1-34 Shakespeare Road initially brought this matter to our attention. They expressed their concern that: because the location of their vehicular entrance is so close to the point that the road narrows, vehicles parked in the above mentioned location make it extremely difficult for them to enter and exit their property. They have contacted the police on several occasions but unless the offending vehicle is parked across the vehicle entrance nothing can be done, the police recommended that the complainant contact the council to install broken yellow lines.
4. During the time of the inspection as well as confirming the above concern, it was also noted that vehicles on Shakespeare road were parking across the pedestrian cut-down at the same intersection on the Shakespeare frontage of the complainant’s property meaning that, disabled persons and users of prams would have to seek other access to cross the Shakespeare Road.
5. It was never intended or envisioned that vehicles should or would park in this location. The installation of the proposed “No Stopping” lines would stop vehicles parking on the angle on both sides of Defoe Place and allow the owner of the unit at 1-34 Shakespeare Road unimpeded access to their property. It would also permit enforcement action to be taken against the owner of any vehicle that persisted in parking in this location. The installation of the “No Stopping “ lines at the end of Defoe place on Shakespeare Road would allow the users of prams and mobility vehicles the intended access to cross Shakespeare Road.

FINANCIAL IMPLICATIONS

6. \$150.

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

7. The installation of road markings is within the LTCCP Street and transport operational budgets.

LEGAL CONSIDERATIONS

8. The Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

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

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the Council’s community outcomes-safety.

24. Cont'd

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

11. This contributes to improve the level of service and safety.

ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. It was not deemed necessary to consult with residents concerning the installation of the proposed "No Stopping lines" because no legal on street parking space is being removed. As previously mentioned it was never intended or envisioned that vehicles would park in this location. The resident fronting this portion of Defoe Place made the request for the "No Stopping Lines so is in favour of the proposal.

STAFF RECOMMENDATION

That the Board approve

- (a) That the stopping of vehicles be prohibited at any time on the East side of Defoe Place commencing at a point 3.3 metres south of the intersection of Shakespeare Road and extending for a distance of 13.5 metres in a southerly direction.
- (b) That the stopping of vehicles be prohibited at any time on the West side of Defoe Place commencing at a point 3.3 metres south of the intersection of Shakespeare Road and extending for a distance of 13.5 metres in a southerly direction.
- (c) That the stopping of vehicles be prohibited at any time on the southern side of Shakespeare Road commencing at its intersection with Defoe Place and extending in a westerly direction for a distance of six metres.
- (d) That the stopping of vehicles be prohibited at any time on the southern side of Shakespeare Road commencing at the intersection with Defoe Place and extending in a easterly direction for a distance of 12 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

25. WORCESTER STREET P5 LOADING ZONE

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Geoff McGregor,

PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards approval to install a Loading Zone, Goods Vehicles Only, restriction on the north side of Worcester Street. (See **attachment**).

EXECUTIVE SUMMARY

2. The Council has received several complaints from Wicks Fish Limited at 389a Worcester Street in relation to the lack of on-street loading facilities in the vicinity of their business. The business is part of a block of shops extending back from the Worcester Street/Stanmore Road intersection by approximately 50 metres on both the northern and southern sides of Worcester Street. Presently there is a 30 minute on-street parking restrictions outside the site and parking associated with the surrounding businesses occurs on the street for most of the day. The majority of the businesses in the area have a historic lack of parking and loading facilities on their sites and thus rely heavily on parking and loading facilities on the street.
3. At present there are no on-street loading facilities in the vicinity of the site and with the increased pressure of on-street parking, goods loading often occurs illegally. A recent round of consultation with all of the shopkeepers within the block of shops on the northern side of Worcester Street has resulted in general agreement that an on-street loading zone would assist in the day to day running of the businesses in the area. This will result in the removal of a short section of no stopping, (7.3 metres) and approximately one parking space, (8.2 metres). This is regarded as the best way forward in terms of providing suitable loading facilities for the businesses in the area.

FINANCIAL IMPLICATIONS

4. The estimated cost of this work is \$500.

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

5. The installation of parking signs and road markings is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

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

7. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety and Community.

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

9. As above.

ALIGNMENT WITH STRATEGIES

10. The recommendations align with the Council's Parking Strategy 2007.

25. Cont'd

Do the recommendations align with the Council's strategies?

11. As above.

CONSULTATION FULFILMENT

12. Consultation has been carried out with the surrounding businesses and general support has been forthcoming. It was not deemed necessary to consult with the local residents group as the proposed Loading Zone is entirely within a commercial area and local residents are unlikely to be effected by its installation.

STAFF RECOMMENDATION

That the Board approve:

- (a) That a loading Zone, Goods Vehicles Only, be installed on the north side of Worcester Street starting from a point 31 metres west of the Stanmore Road and Worcester Street intersection and extending for a distance of 15 metres in a westerly direction.
- (b) That seven metres of Broken Yellow lines be removed from the North side of Worcester Street, starting from a point 31 metres west of the Stanmore Road and Worcester Street intersection and extending for a distance of seven metres in a westerly direction.
- (c) That eight metres of the present P30 parking restriction be removed from the north side of Worcester Street, starting from a point 38 metres west of the Stanmore Road and Worcester Street intersection and extending for a distance of eight metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

26. PROPOSED RIGHT OF WAY NAMING

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

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board’s approval to one new right of way name. (See **attachment**)

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 name against the Council’s road name database to ensure it will not be confused with names currently in use.

283-293E WOODHAM ROAD

There is an existing right of way situated in Woodham Road that was created in the early 1970’s. At this time the right of way served two residential properties and the tennis club. In 2004, the use of the right of way increased to eleven allotments. Later that year, approval was given to the addition Elderly Persons Housing on three of the allotments, increasing the usage currently to sixteen dwellings gaining access via the right of way.

There are limited property numbers available to allocate to the new dwellings, they are currently numbered as follows: 283; 283A, B and C; 285; 285A, B, C and D; 287; 287B; 293A, B, C, D and E. It is not clear why the available numbers 289 and 291 Woodham Road were not used, however their use would not have significantly lessened the problems being experienced by the residents.

The residents have complained that the lack of property numbers available has created problems for them with misdirected mail, deliveries unable to find them and visitors experiencing difficulty. As well as being a right of way, the access also serves a residential complex. Council’s policy is to restrict the use of “.....Lane” for private rights of way and the use of “.....Court or Courts” for residential complexes. This access can therefore be suffixed as either “Lane”, “Court” or “Courts”. The residents and users of the right of way have requested the name “**Woodham Courts**” be used, feeling this would clearly identify their location, as well as providing each dwelling with a unique property number.

FINANCIAL IMPLICATIONS

4. 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?

5. Not applicable.

LEGAL CONSIDERATIONS

6. Council has a statutory obligation to approve names.

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

7. Yes. There are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Not applicable.

26. Cont'd

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

9. Not applicable.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

Do the recommendations align with the Council's strategies?

11. Not applicable.

CONSULTATION FULFILMENT

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

STAFF RECOMMENDATION

That the Board approve the name "**Woodham Courts**" for the right of way at 283-293E Woodham Road.

CHAIRPERSON'S RECOMMENDATION

For discussion.

27. ALDWINS ROAD SPEED LIMIT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Brian Neill/Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF THE REPORT

1. The purpose of this report is to provide information that will enable the Board and the Council to decide upon the retention or otherwise of the existing 60 km/h speed limit along Aldwins Road between Ferry Road and Linwood Avenue. The report will also provide options to improve road safety along Aldwins Road at Linwood College. These options include a discussion on a 40 km/h School Zone as requested.

EXECUTIVE SUMMARY

2. The speed limit along Aldwins Road was increased from 50 km/h to 60 km/h on 1 February 2004. The 60 km/h speed limit complies with the guidelines for arterial route speed limits pursuant to the Land Transport Rule – Setting of Speed Limits 2003.
3. Actual 85th %ile (59 km/h) and mean speeds (53.6 km/h) along the section of Aldwins Road south of Bass Street are lower than those recorded in Ensors and Buckleys Roads which form part of an arterial link from SH 74 Brougham Street to Pages Road. An operating speed of between 50 and 60 km/h is common on most urban multi-lane arterial roads in Christchurch regardless of whether the speed limit is 50 or 60 km/h. The operating speed of Aldwins Road south of Bass Street is at the lower end of the scale.
4. 40 km/h School Zones are very effective but haven't yet been used in conjunction with pedestrian signals. They have been installed where students have to make the decision to stop the moving traffic at a School patrol crossing point or there are limited facilities.
5. The speed camera site outside the Parkwood Rest Home opposite Linwood College is a valuable deterrent. The speed camera site should be retained.
6. Crashes within 200 metres of the pedestrian signals outside Linwood College have been analysed. Speed was not cited as a factor in any of these events. A total of 15 crashes are recorded in the five year period 2001 to 2007, only six of which occurred during school time. Pedestrian behaviour contributed to three out of the six collisions.
7. Many people, including students from Linwood College, choose to cross the four lane roadway within 100 metres of the pedestrian signals. The installation of pedestrian barriers in the section of median along the College frontage would stop people crossing the roadway within the 100 metres 'danger zone' either side of the pedestrian signals.
8. Activating mechanisms for the pedestrian signals can be made more user friendly and motorists could be provided with additional indicators to ensure that they know when the signals are about to change to red.
9. The construction of a pedestrian barrier and a passive device for activating the pedestrian signals would provide the best solution for improving safety along this section of Aldwins Road.

Attachments

10. The following attachments are appended to this report:
 - (a) **Attachment 1:** Table 1 – Aldwins Road vehicle speed data and notes;
 - (b) **Attachment 2:** Weekly mean and 85th %ile speed survey graphs;
 - (c) **Attachment 3:** Table 2 – Mean and 85th %ile operating speeds and notes and Table 3 – Aldwins Road pedestrian survey at Linwood College and notes;
 - (d) **Attachment 4:** Table 4 – Hierarchy of treatments for pedestrian crossing points.

27. Cont'd

11. **Attachments 1 and 2** provide information on vehicle speeds along Aldwins Road in the vicinity of Linwood College.
12. **Attachment 3** provides information on speed limits in New Zealand extracted from the Land Transport Rule: Setting of Speed Limits 2003, and details of a pedestrian survey in Aldwins Road at Linwood College with accompanying notes.
13. **Attachment 4** provides a commentary on the hierarchy of treatments used to improve pedestrian safety on roads. Examples include relevant traffic control devices used at schools in Christchurch and a new initiative, (flashing yellow warning lights) under trial in Christchurch and Auckland.

FINANCIAL IMPLICATIONS

14. Depending on the options chosen, it is estimated that the first order costs for the work involved to improve traffic safety in Aldwins Road would be:
 - (a) Option 1: Status quo – do nothing. This option fails to address the safety issues along the section of Aldwins Road at Linwood College.
 - (b) Option 2: Reducing the speed limit from 60 km/h down to 50 km/h will incur costs in the order of \$6,000 for new speed limit signs. Existing operational budgets would be used to cover these costs.
 - (c) Option 3: Introducing a 40 km/h School Zone along the section of Aldwins Road between Matlock Street and Marcroft Street will incur costs in the order of \$38,000. Additional costs may be incurred for either repositioning existing speed limit signs or replacing them with new 50 km/h signs as in Option 2. Priority funding for a 40 km/h School Zone would be considered along with similar zones, outside other schools in the city.
 - (d) Option 4: Constructing a pedestrian barrier in the Aldwins Road median along the Linwood College frontage either side of the pedestrian signals would cost approximately \$24,000. Changes to the signals and the installation of passive pedestrian detectors would cost approximately \$15,000. Priority funding for this work (\$39,000) would be considered alongside other subsidised safety improvement works in the city.
 - (e) Option 4a: Option 4, with flashing yellow warning lights similar to those on the pedestrian crossings in Tuam Street outside Civic Offices and in Hereford Street adjacent to Westpac Lane (but being actuated by the signals) would add approximately \$15,000 and raise the cost of this option to \$54,000. Priority funding for this work (\$54,000) would be considered alongside other subsidised safety improvement works in the city.
 - (f) Option 5: Improved activating mechanism for detecting the presence of pedestrians to make the signals more user-friendly. This is estimated to cost \$15,000 and would be considered alongside other subsidised safety improvement works in the city.

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

15. The cost to purchase and install traffic signs is within the LTCCP Transport and Greenspace operational budgets. New projects would need to be generated to install a 40 km/h School Zone or to construct a pedestrian barrier in the Aldwins Road median along the Linwood College frontage either side of the pedestrian signals, alter the detection systems at the signal controlled pedestrian crossing and/or install flashing yellow warning lights on the approaches to the crossing.

LEGAL CONSIDERATIONS

16. Legal considerations for Options 2 and 3 include changes to the Council's Speed Limit Bylaw. The installation of flashing yellow warning lights on the approaches to the pedestrian crossing (Option 4a) would require Land Transport New Zealand sanctioning by way of a traffic control devices trial. All other work could be carried out by the Council following consultation with stakeholders including the New Zealand Police.

27. Cont'd

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

17. The issue is traffic safety that the Council is duty bound to address. As a road controlling authority, the Council has responsibilities concerning the management of traffic and the installation and maintenance of traffic control devices including speed limits and pedestrian signals.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. All options align with Transport and Greenspace activities by contributing to the Council's Community Outcomes – Safety and Community.

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

19. The recommendations contribute to improve the level of service for safety and access.

ALIGNMENT WITH STRATEGIES

20. Align with the *Christchurch Road Safety Strategy* and *Safer Christchurch Strategy*.

Do the recommendations align with the Council's strategies?

21. The recommendations align with the *Christchurch Road Safety and Safer Christchurch Strategies*.

CONSULTATION FULFILMENT

22. No consultation has been carried out on the options proposed. Consultation with Linwood College, Parkwood Rest Home, the local community and New Zealand Police and, most likely, Land Transport New Zealand needs to be carried out once the Council has decided upon the options that should be canvassed with the community. The request for a report on the speed limit along Aldwins Road and improvements to safety outside Linwood College originated from the Hagley/Ferrymead Community Board.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Not pursue Option 1 and Option 2.
- (b) Initiate discussions with key stakeholders to ascertain views on the Council proceeding with Options 3, 4, 4a and 5.
- (c) Consider the preferred option which should be costed, budgeted and consulted upon with the wider community.
- (d) Provide funding for the preferred option at the earliest possible opportunity.

CHAIRPERSON'S RECOMMENDATION

For discussion.

27. Cont'd

BACKGROUND (THE ISSUES)

Speed Limit

23. Speed has been cited as the main contributing factor to crashes that have occurred in Aldwins Road. The speed limit along Aldwins Road was increased from 50 km/h to 60 km/h on 1 February 2004. The 60 km/h speed limit complies with the guidelines for arterial route speed limits pursuant to the Land Transport Rule – Setting of Speed Limits 2003.
24. In some circumstances it may also be appropriate to set a 50 km/h speed limit on four lane arterial roads such as Aldwins Road.
25. The minimum recommended length for an arterial route speed limit of 60 km/hr is one kilometre. However, on a longer route such as the Ensors Road, Aldwins Road, Buckleys Road link from SH 74 Brougham Street to Pages Road, short sections of development where there are schools and rest homes can be accommodated within a higher speed limit than would normally be the case.
26. The section of Aldwins Road between Ferry Road and Harrow Street has been treated in this manner. Pedestrian activity is high at school times but relatively low at other times of the day and weekends.
27. Because of intensive pedestrian activity a 50 km/h speed limit has been retained along the sections of Aldwins Road and Buckleys Road between a point 100 metres south-west of Linwood Avenue and Russell Street through a shopping centre and bus interchange.
28. Actual 85th %ile (59 km/h) and mean speeds (53.6 km/h) along the section of Aldwins Road south of Bass Street are lower than those recorded in Ensors and Buckleys Roads. Mean speeds have risen (51.2 to 53.6 km/h) since the 60 km/h speed limit was installed in 2004. An operating speed of between 50 and 60 km/h is common on most urban multi-lane arterial roads in Christchurch regardless of whether the speed limit is 50 or 60 km/h. The operating speed of Aldwins Road south of Bass Street is at the lower end of the scale.
29. Reinstating the former 50 km/h speed limit along Aldwins Road may affect the 85th %ile and mean speeds. However, the operating speed would be unlikely to influence the safety record of this road. The differential either side of the mean speed would widen with some motorists unwilling to discipline themselves to drive at or close to the speed limit. More motorists would be likely to travel at speeds at the higher end of the scale making it more difficult for people crossing the road to judge the speed of approaching traffic. This can be a difficult enough task now. With two lanes of approaching traffic there is often a difference in the speed of vehicles in each lane.
30. During School hours vehicle speeds are moderated as a function of road network capacity. Refer to **Attachment 2**.

Speed Camera

31. The speed camera site outside the Parkwood Rest Home opposite Linwood College is a valuable deterrent and, although few motorists are cited for speeding offences each month, the speed camera should be retained. Outside normal business hours in particular, motorists can be seen to check their approach speed and slow before accelerating again once they have passed through the site.
32. Data from the speed camera site for May 2007 reveals that the camera was deployed for a total of 11.85 hours. During this period the speed of 12,664 vehicles was checked and 12 photographs taken. In June 2007 the camera was deployed for 9.82 hours. The speed of 596 vehicles was checked and two photographs were taken. According to the records kept during these two months, 67% of drivers were travelling at speeds up to 60 km/h, 32% between 61 and 70 km/h and 1% over 70 km/h.

27. Cont'd**Crash Record**

33. Crashes within 200 metres of the pedestrian signals outside Linwood College have been analysed. Speed was not cited as a factor in any of these events. A total of 15 crashes are recorded in the five year period 2001 to 2007, only six of which occurred during school time.

Crash ID	Location	Movement	Comment
2222159	1 Edmond Street	AA (Changing lane)	
2221662	300 s Ferry Road	FE (Rear End at traffic lights)	Location in dispute. Records show kids running onto road chasing ball outside Linwood Collage. Front driver able to stop, driver behind following too close.
2472425	50 s Harrow	FE (Rear End at traffic lights)	
2422403	100 s Harrow	NB (pedestrian Crossing)	"Running heedless of traffic, failed to use pedestrian crossing when one within 20 m"
2522626	100 s Harrow	NB (pedestrian Crossing)	"Running heedless of traffic, failed to use pedestrian crossing when one within 20 m"
2574006	1 Marcroft Street	FA (Rear end)	

34. Pedestrian behaviour contributed to three out of the six collisions. Of these crashes, only two have involved pedestrians, one (2221662) involved children running onto road chasing a ball.
35. The only commonality is children entering road uncontrolled.

Signal controlled pedestrian crossing

36. Many people, including students from Linwood College, choose to cross the four lane roadway within 100 metres of the pedestrian signals. After school, some students can be observed changing their minds after gaining a foothold on the median and returning to the side of the road they started out from. During a survey, one group of four students were observed to 'hold counsel' on the median pushing and shoving each other and moving back and forth across the two lane carriageway outside the College. This type of behaviour can intimidate or confuse drivers particularly if they are travelling along Aldwins Road when the vehicle phase at the adjacent pedestrian signals is green giving them right of way over pedestrians.
37. Before school and at quieter periods of the day, many people, including students, after selecting a gap in traffic, either cross within 100 metres of the pedestrian signals or on the crossing but without the 'Cross' signal. These people are reluctant to wait for the signal to cross and take the chance of crossing the roadway between gaps in approaching traffic. Some may not want to bother motorists with having to stop to give way to them and do not press the button to activate the pedestrian 'Cross' signal. Both practises are hazardous not only for the pedestrian but also for motorists approaching the crossing point. Police records state "Running heedless of traffic, failed to use pedestrian crossing when within 20 metres".
38. Pedestrian barriers in the section of median along the College frontage would stop people crossing the roadway within 100 metres of the pedestrian signals. Passive detection units to trigger the signals on the approaches to the crossing would leave people with little choice but to wait for the signals to change in their favour before crossing the roadway. Improved pedestrian behaviour would result and motorists would better understand the need to slow and yield right of way to people crossing the roadway. This work is recommended as it would serve to discipline pedestrians and make for a safer environment for all road users.

40 km/h School Zones

39. 40 km/h School Zones are very effective but haven't yet been used in conjunction with pedestrian signals. On Main North Road, a four-lane road at Belfast School, school patrols operate on Kea crossings, one on the eastern side and one on the western side. A 40 km/hr Speed Zone could be investigated further for Linwood College, leaving the pedestrian signals and speed camera in place. However if there were any benefits in such an option, then Linwood College would have to be ranked with all other schools in Christchurch.

27. Cont'd

Traffic Volumes and Speeds

40. Traffic volumes are high but less than those recorded on many other Major Arterial Roads in the city. Weekday evening peaks (4 to 6pm) are busiest. However, weekday morning peak flows (8 to 9am) are matched by similar hourly flows between 11am and 4pm. The speed of vehicles passing Linwood College in the Morning School-Time is significantly lower than the rest of the day and in the Afternoon School-Time is lower than the average speed. See **Attachment 2**.

Date	Station	7 Day ADT	Peak hour flow
July 2005	Aldwins Road south of Bass Street	22,123	2,173 (Wednesday 4 – 5pm)
July 2005	Aldwins Road south of Marlborough Street	26,492	2,644 (Wednesday 4 – 5pm)

THE OBJECTIVE

41. To improve road safety along Aldwins Road in the vicinity of Linwood College and determine whether the existing 60 km/h speed limit is appropriate. A 40 km/hr School Zone was one suggested option.

THE OPTIONS**Option 1:**

42. Maintain the Status Quo - Do Nothing.

Option 2:

43. Reducing the speed limit from 60 km/h down to 50 km/h along Aldwins Road between Ferry Road and Linwood Avenue.

Option 3:

44. Introducing a 40 km/hr School Zone along the section of Aldwins Road between Matlock Street and Marcroft Street.

Option 4:

45. Constructing a pedestrian barrier in the Aldwins Road median along the Linwood College frontage either side of the pedestrian signals and introducing a passive device for actuating the signals.

Option 4a

46. Option 4 but with flashing yellow warning lights similar to those on the pedestrian crossings in Tuam Street outside Civic Offices and in Hereford Street adjacent to Westpac Lane (but being actuated by the signals).

Option 5

47. Improved activating mechanisms for detecting the presence of a pedestrian to make the signals more user-friendly.

DISCUSSION

48. The 'do nothing' option would fail to address safety issues along the section of Aldwins Road at Linwood College.

27. Cont'd

49. The former 50 km/h speed limit along Aldwins Road should not be reinstated. The operating speed is unlikely to change and would be unlikely to influence the safety record of this road. If the speed limit was lowered, the differential either side of the mean speed would widen with many motorists unwilling to discipline themselves to drive at or close to the new speed limit. Many would be likely to be travelling at speeds at the higher end of the scale.
50. 40 km/h School Zones are very effective but haven't yet been used in conjunction with pedestrian signals. This option could be investigated further. However with signals controlling traffic and giving pedestrians the right of way, a 40 km/hr School Zone is not seen as a good investment. There are 165 schools in Christchurch, of which 22 have 40 km/hr School Zones. The remaining 143 have been ranked for 40 km/hr. To install a 40 km/hr at Linwood College where there is a signal controlled crossing would prevent higher ranking schools from having a 40 km/hr School Zone installed.
51. The speed camera site outside the Parkwood Rest Home opposite Linwood College is a valuable deterrent and should be retained.
52. Crashes within 200 metres of the pedestrian signals outside Linwood College have been analysed. Speed was not cited as a factor in any of these events. Pedestrians running onto the road has been cited as the cause of three of the six crashes.
53. Many people, (see survey figure **Attachment 3**) including students from Linwood College, choose to cross the four lane roadway within 100 metres of the pedestrian signals. Pedestrian barriers in the section of median along the College frontage would stop people crossing the roadway within the 100 metres 'danger zone' either side of the pedestrian signals. Constructing a pedestrian barrier in the Aldwins Road median along the Linwood College frontage either side of the pedestrian signals would cost approximately \$24,000. This is seen as the preferred option.
54. Activating mechanisms for the pedestrian signals can be made more user friendly and motorists could be provided with additional indicators to ensure that they know when the signals are about to change to red. Passive detection units to trigger the signals on the approaches to the crossing should be installed as part of any improvement works. Changes to the signals and the installation of passive pedestrian detectors would cost a further \$15,000.

THE PREFERRED OPTION

55. Option 4. This option would provide the greatest benefit for road safety.
56. Option 5 could also be undertaken in conjunction with Option 4.

28. BARBADOES STREET PROPOSED “NO STOPPING” LINES

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Paul Burden (Barry Cook, Network Operations and Traffic Systems Team Leader)

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install “No Stopping” lines on the east side of Barbadoes Street immediately south of the intersection with Bealey Avenue. (See **attachment**)

EXECUTIVE SUMMARY

2. The Council has received complaints from cyclists regarding safety problems on Barbadoes Street. Concerns have been raised regarding the lack of road space available when travelling in a southerly direction on Barbadoes Street immediately south of Bealey Avenue.
3. Observations have shown that cyclists travelling south on Barbadoes Street are experiencing a lack of available space when vehicles are parked on the east side of the road within fifteen metres of the intersection.
4. Presently Barbadoes Street north of Bealey Avenue has a cycle lane and users riding south are presented with the situation of vehicles being parked close to the intersection when they cross over Bealey Avenue. The result of this is that cyclists are being forced out onto the road coming into competition with vehicles. The cycle lane continues on Barbadoes Street south of the Bealey Avenue intersection but this presence of vehicles parked within the first fifteen metres is presenting a potential danger to cyclists.
5. To improve road safety and visibility for cyclists, it is proposed that a length of broken yellow “no stopping” line be installed along Barbadoes Street removing approximately two car parking spaces. This is considered to be the most cost effective and practical solution to the problem.

FINANCIAL IMPLICATIONS

6. The estimated cost of this work is \$150.

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

7. The installation of road markings is within the LTCCP Street and transport operational budgets

LEGAL CONSIDERATIONS

8. The Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

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

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the Council’s community outcomes-safety.

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

11. This contributes to improve the level of service and safety.

28. Cont'd

ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Consultation has been completed with the resident at 274 Bealey Avenue (on corner with Barbadoes Street) and their approval has been forthcoming. The residents are considered to be the only party affected by any proposed alteration.

STAFF RECOMMENDATION

That the Board approve that the stopping of vehicles be prohibited at any time on the east side of Barbadoes Street commencing at the intersection of Bealey Avenue and extending for a distance of 15 metres in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

29. HEREFORD STREET PROPOSED LOADING ZONE

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Paul Burden/Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install three sections of Loading Zone located on the north side of Hereford Street between Colombo Street and Oxford Terrace outside the Ibis Hotel. (See **attachment**).

EXECUTIVE SUMMARY

2. The Council has requested the formalisation of the Loading Zone restrictions currently in place outside of the Ibis Hotel in Hereford Street.
3. This section of Hereford Street is directly outside of the Ibis Hotel and used as both a pick up/drop off point for patrons and by service vehicles delivering goods. This section of Hereford Street is a busy inner city area providing limited opportunities for available parking due to the high demand by people parking their vehicles and visiting the many retail businesses in the immediate area. A Loading Zone parking restriction is considered to be the most appropriate and consistent method of parking management in this situation. The proposal will affect six car parking spaces along Hereford Street between Colombo Street and Oxford Terrace.

FINANCIAL IMPLICATIONS

4. The work has already been completed.

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

5. The installation of parking signs and road markings is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

6. The land Transport Rules provide for the installation of parking restrictions.

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

7. As noted in paragraph 7.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with the Streets and transport activities by contributing to the Council’s Community outcomes-Community.

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

9. This contributes to improve the level of service for parking.

ALIGNMENT WITH STRATEGIES

10. The recommendations align with the Council’s Parking Strategy 2003.

Do the recommendations align with the Council’s strategies?

11. As noted in paragraph 11.

29. Cont'd

CONSULTATION FULFILMENT

12. The tenants of this property occupied by the Ibis Hotel were consulted and satisfied with the proposed alteration. The Ibis Hotel is considered to be the only party affected by any proposed alteration.

STAFF RECOMMENDATION

That the Board approve:

- (a) That the parking of vehicles be restricted to "Goods Vehicles Only" for a maximum of five minutes in the following location:
- (b) The north side of Hereford Street, between Colombo Street and Oxford Terrace commencing at a point 51 metres west of the Colombo Street intersection, and extending 11.5 metres in a westerly direction.
- (c) That the parking of vehicles be restricted to a maximum of five minutes "At Any Time" in the following locations:
- (d) The north side of Hereford Street, between Colombo Street and Oxford Terrace commencing at a point 62.5 metres west of the Colombo Street intersection, and extending 11.5 metres in a westerly direction.
- (e) The north side of Hereford Street, between Colombo Street and Oxford Terrace commencing at a point 89 metres west of the Colombo Street intersection, and extending 13 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

30. MOORHOUSE AVENUE – PROPOSED NO PARKING 10PM-5AM

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Andy Waugh/Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards approval to install a 'No Stopping 10pm-5am' parking restriction in two sections under the Moorhouse Avenue bridge at the Colombo Street intersection.

EXECUTIVE SUMMARY

2. The Council has received a request to install a No Stopping restriction in two sections under the bridge located at the intersection of Moorhouse Avenue and Colombo Street. Currently the area allows unrestricted parking at all times of the day and night.
3. It has been requested to install time restricted parking to address the issue of 'boy racers' occupying the area under the bridge between the hours of 10pm and 5am. Observations have shown that damage is being enacted upon the Harvey Norman building located adjacent to the south west corner of the intersection and the source of the vandalism is being traced to the location of 'boy racers' parked under the Moorhouse Avenue bridge.
4. It is proposed to install a 'No Stopping' parking restriction between the hours of 10pm and 5am in the expectation of dispersing the 'boy racers' from the area in an attempt to reduce the current levels of vandalism.
5. There is no Residents' Association in this area as the area is commercial. It is unknown if there is of any business group covering this area.
6. The most cost effective and practical solution to this issue is to install a 'No Stopping' parking restriction between the hours of 10pm and 5am in the two car parking areas under the Moorhouse Avenue Overbridge. It is noted that Cass Street and parts of Colombo Street in Sydenham have the same 'No Stopping' restrictions to help curb vandalism.

FINANCIAL IMPLICATIONS

7. The estimated cost of this work is \$1000.

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

8. The installation of parking signs and road markings is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety and Community

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

12. As above.

30. Cont'd

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Council's Parking Strategy 2007.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. There is no Residents' Association in this area as the area is commercial. It is unknown if there is of any business group covering this area. However businesses in the area have requested 'No Stopping' under the Overbridge to help curb vandalism.

STAFF RECOMMENDATION

That the Board approve:

- (a) That the stopping of vehicles be prohibited between the hours of 10pm and 5am commencing at a point 36.5 metres from the Colombo Street intersection and extending in a westerly direction for a distance of 76.5 metres being under the Moorhouse Avenue bridge marked Section A on **attachment 1**.
- (b) That the stopping of vehicles be prohibited between the hours of 10pm and 5am commencing at a point 35.5 metres from the Colombo Street intersection and extending in a easterly direction for a distance of 46 metres being under the Moorhouse Avenue bridge marked Section B on **attachment 1**.

CHAIRPERSON'S RECOMMENDATION

For discussion.

31. RICHMOND HILL ROAD – PROPOSED ‘NO STOPPING’ RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Jeff Owen, Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install various sections of broken yellow “no stopping” lines on Richmond Hill Road and at the intersection of Nayland Street and Richmond Hill Road. The report will also address various concerns on Traffic Management and Pedestrian issues as outlined in the Richmond Hill Residents’ Group submission to the Community Plan 2006.

EXECUTIVE SUMMARY

2. In last years submissions to the Councils Community Plan the Richmond Hill Residents Group raised various concerns over safety for users and residents of Richmond Hill Road. Concerns have been raised regarding visibility at bends, lack of delineation for motorists, footpath obstructions and speed of motorists to name a few. Their submission to the Community Plan is attached (see **attachment 1**).
3. The main areas of concern are:
 - Signage and road markings
 - Speed of motorists
 - Footpaths
 - Visibility
 - Road repair
 - Under grounding of overhead services
4. This report addresses Traffic Management and pedestrian issues on Richmond Hill Road from Nayland Street to Sanscrit Place. Maintenance issues are being dealt with by staff from the Transport and Greenspace Unit, City Environment.
5. Extensive consultation has been carried out with the Richmond Hill Residents’ Group and residents of the affected area. Two on site meetings have been undertaken along with various walk overs to identify and fully understand the concerns. A comprehensive letter and consultation document was delivered to each affected property outlining the concerns and addressing each concern where possible. (See **attachment 3**)
6. It is proposed to install or extend various sections of ‘No Stopping’ lines and install edgelines and centrelines at various locations for guidance. (See **attachment 2**)
7. It is also proposed to install numerous permanent warning and advisory signs to advise motorists of the roads physical environment and the possible presence of pedestrians on the roadway. (See **attachment 2**)
8. The footpath between the two hairpin bends is regularly parked on. An on site meeting held with residents who have property access off this section of roadway concluded unless the roadway was widened the need for parking two wheels on the footpath would remain. An option to mark parking boxes adjacent to the kerb and ban parking on the opposite side of the road was floated but no support was forth coming. It was agreed that the status quo would remain except for a short length of no stopping around the bend adjacent to a power pole.
9. The feedback received from the consultation however requested that the footpath be kept clear of parked vehicles. This came from a resident that lives further up Richmond Hill Road. His main concern was that the footpath should be able to be used for foot traffic. At present throughout this section of the footpath, power poles are located in the footpath meaning, pedestrians are not able to walk the full length without having to move out onto the roadway. This issue should be revisited if and when a decision is made to relocation the existing power poles.

31. Cont'd

10. The most cost effective and practical solution to address the safety concerns relating to traffic is to install or extend the existing no stopping along with edge and centre lines as outlined in this report. Permanent warning signage will be installed to advise motorist of the possible presence of pedestrians on the roadway.

FINANCIAL IMPLICATIONS

11. An estimated cost for the installation of the road markings and signs is \$9000.

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

12. The installation of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

13. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety.

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

16. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with the stakeholders and the Richmond Hill Residents' Group.

STAFF RECOMMENDATION

That the Board approve:

- (a) The installation of the signs and road markings proposed on the attached plan be supported.
- (b) The stopping of vehicles be prohibited at any time on the north side of Nayland Street commencing at a point 14 metres west of the Richmond Hill Road intersection and extending in an easterly direction for a distance of 28.5 metres.
- (c) The stopping of vehicles be prohibited at any time on the south side of Nayland Street commencing at the Richmond Hill Road intersection and extending in an easterly direction for a distance of 16.5 metres.

31. Cont'd

- (d) The stopping of vehicles be prohibited at any time on the south side of Nayland Street commencing at the Richmond Hill Road intersection and extending in a westerly direction for a distance of 20.5 metres.
- (e) The stopping of vehicles be prohibited at any time on the west side of Richmond Hill Road commencing at the Nayland Street intersection and extending in a southerly direction for a distance of 10 metres.
- (f) The stopping of vehicles be prohibited at any time on the east side of Richmond Hill Road commencing at the Nayland Street intersection and extending in a southerly direction for a distance of 17 metres.
- (g) The stopping of vehicles be prohibited at any time on the west side of Richmond Hill Road commencing at a point nine metres south of the common boundary of number 7 and 9 Richmond Hill Road and extending in a southerly direction for a distance of 140 metres.
- (h) The stopping of vehicles be prohibited at any time on the south side of Richmond Hill Road commencing at a point 16 metres west of the common boundary of number 61 and 65 Richmond Hill Road and extending in a westerly direction for a distance of 29 metres.
- (i) The stopping of vehicles be prohibited at any time on the north side of Richmond Hill Road commencing at a point 16 metres west of the common boundary of number 61 and 65 Richmond Hill Road and extending in a westerly direction for a distance of 48 metres.
- (j) The stopping of vehicles be prohibited at any time on the north side of Richmond Hill Road commencing at a point 31.5 metres west of the common boundary of number 60 and 62 Richmond Hill Road and extending in a westerly direction for a distance of 16 metres.
- (k) The stopping of vehicles be prohibited at any time on the east side of Richmond Hill Road commencing at a point four metres north of the common boundary of number 80 and 82 Richmond Hill Road and extending in a northerly direction for a distance of 40 metres.
- (l) The stopping of vehicles be prohibited at any time on the west side of Richmond Hill Road commencing at a point eight metres south of the common boundary of number 80 and 82 Richmond Hill Road and extending in a northerly direction for a distance of 34 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

31. Cont'd

BACKGROUND ON RICHMOND HILL ROAD

20. The Richmond Hill Residents Group made a submission to the Councils Community Plan in 2006 requesting that the council consider various improvements to the road. The concerns can be split into two categories being condition of the existing roading infrastructure and improvements for safety reasons. These are outlined in their submission, which is **attached**.
21. The road condition issues are being dealt with under standard maintenance processes.
22. Along with their concerns, the group has outlined their recommendations for improvement to the various issues. These include a site-by-site solution to each problem as they see it. This report will deal with the traffic management and pedestrian issues in their submission.
23. Richmond Hill Road begins at the tee intersection with Nayland Street in Sumner. It runs uphill towards the south for 1.45 km to its end. Two hairpin bends exist at 360 and 630 metres from the roads beginning. The section from Nayland Street to the base of the hill has a bowling club on the east side and residential on the west side. The road then splits into two. The lower road has residential on the east while the upper road has paddocks to the west. There is a well formed footpath on the east side of the upper road. From the first hairpin to the second hairpin bend the road narrows to approximately five metres wide. There is property access on both sides of the road through this section. A sealed footpath is provided between the hairpin bends. Its width varies over this length. The overhead power service poles are positioned predominately within the footpath. The second hairpin is the tighter of the two. Uphill from here the footpath stops but the roadway widens slightly to 5.5 metres until the footpath starts again. There are numerous locations in this section where a footpath is provided and then disappears again. This is possibly due to more recent subdivisional work. The most recent development has been constructed at a far better standard, being wider and having a good quality footpath. This is over the last 300 metres or so. At present, a further subdivision is being developed at the top of Richmond Hill Road. Some new homes have been built but most sections are undeveloped at this stage. Numerous small residential cul-de-sacs lead off the roadway above the second hairpin. The current traffic volume is 850 vehicles per day near Nayland Street with 320 vehicles per day in the upper section.
24. The concerns of the Richmond Hill Residents' Group relate to the section of roadway from Nayland Street to Sanscrit Place about 1.2 km in length.

DISCUSSION AND PROPOSALS

Nayland Street/Richmond Hill Road Intersection

25. There has been recent reconstruction work completed at the intersection to change the priority so that the western leg of Nayland Street now leads into Richmond Hill Road to make this the main route. A give way sign controls vehicles on the eastern leg of Nayland Street. Concern has been expressed that vehicles are parking too close to the intersection, visibility is blocked by trees and the road markings need repositioning. A mirror has been requested.
26. On site observations and drive throughs confirm the concerns. The existing no stopping restrictions are too short allowing vehicles to park too close to the intersection and the centre line markings need repositioning. It is recommended that this be undertaken.
27. The suggestion of installing a mirror is not supported due to the speed environment and confusion it will cause at this location. Mirrors are reserved for very low speed environments i.e. hairpin bends. The changing of the centreline and extending the existing no stopping lines will resolve most of the concerns at this intersection.

31. Cont'd

Bottom of Richmond Hill to First Hairpin bend

28. The concerns expressed in this section are vehicles travelling too fast, visibility around the curves due to the rock and plants on the uphill bank and overhead service poles restricting the width of the footpath. At 100 metres from Nayland Street the road narrows to six metres wide. There are no property accesses through this section to the first hairpin bend. Vehicles tend to travel at a higher speed possibly due to less side friction. One curve has a rock face immediately adjacent to and behind the inside drainage channel. Combined with this is the vegetation which is growing out over the channel, which restricts visibility. This can be improved by trimming the vegetation back or even removal of the offending plants.
29. The Residents Group has suggested that the rock face be cut back to improve visibility. The downside of improving visibility is that the speed will increase at this location. The best solution to address the concerns is to trim back the vegetation and install a centre line around the curve with no stopping on the inside of the curve.
30. It is known that guidance to drivers on bends and curves is an advantage by telling them where their vehicle should be on the roadway. It is also known that continuous centrelines on local roads increase traffic speed. The installation of centrelines on local roads should be restricted to solving the problem, otherwise speeds will increase unnecessarily.

First Hairpin to Second Hairpin Bend

31. This section of roadway has many driveways to residential properties and therefore has some on-street parking. The roadway is approximately five metres wide making the parking issues more acute. Vehicles are currently parking on the footpath to leave enough space for two way traffic flow. However parking on the footpath can not be condoned.
32. Through this section, no stopping could be installed opposite where vehicle parking takes place. This would leave space for two-way traffic flow and parking adjacent to the footpath but not on the footpath. A parking box could be marked on the roadway to formalise this. There is also various pinch points that need "no stopping" installed, especially at the bend between numbers 58 and 60.
33. A centreline needs to be installed around the first hairpin bend to guide motorists around the bend. The bend is not as tight as the second hairpin and to install a mirror will only increase the speed of vehicles travelling downhill as they cut the corner knowing there are no vehicles coming uphill. This bend is different to the second hairpin where a mirror has already been placed for sometime.

Second Hairpin Bend

34. This bend is the tightest on the road. It has an existing no stopping restriction and a mirror. Both installations appear to be working well. The concerns expressed are that there is no centreline around the bend and there is no safe area for pedestrians to walk.
35. A centreline could be installed around this bend to give guidance to the motorists. Nevertheless, not all vehicles will be able to keep to their own side of the road. This will include trucks and possibly the larger passenger vehicles (SUVs). It is therefore questionable that installing a centreline has benefits to motorists, as it will lead them into a false sense of security.
36. It is therefore proposed to install a white hold line on the roadway above the hairpin bend with appropriate signage to better advise motorists on how to negotiate the bend.
37. It has been suggested to 'mark a crossing for pedestrians' across the road so they can cross the road to walk around the outside of the bend. To install a pedestrian facility the traffic regulations require the site to be evaluated. The draft 'Guidelines for the Selection of Pedestrian Facilities' requires various factors to be assessed. The guide states:
38. *"The process for selecting the most appropriate pedestrian facility revolves around the question of why it is considered desirable to provide specific assistance for pedestrians at a particular location i.e. what is it that the designer seeks to achieve?"*

31. Cont'd

39. Using the guide it becomes very clear it is not desirable to install any form of crossing facility at this location. Vehicle speeds are very low at this point. However, by better management of parking, vehicle positioning and road markings the concerns can be addressed. As mentioned above the installation of the vehicle hold line will also benefit pedestrian crossing movements. It is proposed to remove the car parking space where the pedestrians must wait to cross the road and install a white edge line around the outside of the hairpin bend. This will give guidance for motorists and pedestrians as to where they should be on the roadway.

Second Hairpin Bend to Sanscrit Place

40. This section of roadway has no footpath for most of its length. The road is narrow but widens near Sanscrit Place this due to newer residential development. A good quality footpath is provided from De Thier Lane uphill to the top of the road. The residents' groups concerns are speed of downhill vehicles and the lack of a footpath to link the existing footpaths. The latter has been addressed by the recent construction of an accessway to a development thus providing a footpath and better positioned crossing point for pedestrians.
41. It is suggested that the speed limit be reduced to 30 or 40 km/hr to stop motorists exceeding the speed limit. An on-site speed survey has been conducted by using the floating car method. By following vehicles both up and down hill a general speed can be derived. The speeds ranged from 30 to 35 km/hr increasing to around 50 km/hr down hill on the lower section where there are no property accesses. Experience shows from other roads that vehicles do exceed the speed limit at various times of the day. These drivers are generally from the local area and are familiar with the roading environment. A lower speed limit will not change the speed of vehicles unless regular enforcement is carried out. It is therefore proposed to make motorists drive to the conditions by installing better signage.
42. Signage to advise the motorists of the potential of pedestrians on the roadway can be installed in this environment. The absence of a footpath over much of the narrow sections means that it is recommended to install permanent warning signs in accordance with the Manual of Traffic Signs and Markings (MOTSAM). The appropriate signage in this instance is the 'Pedestrian Warning Sign' (PW-29).

General Signage

43. At present there is no signage along Richmond Hill Road to advise the motorist of any different or adverse feature to the normal of the roadway. Richmond Hill Road is certainly not your average local residential street. It is narrow, steep in places and has numerous bends and curves. Much of the roadway has no footpath. It is appropriate to install warning signs to advise the motorist of these other than normal features. Some of the signage issues have been dealt with in previous sections of this report.
44. It is proposed to install 'pedestrian warning' signs (PW-29) at various locations along the roadway. I believe signage just at the top and bottom of the road is not sufficient as its length requires further reminders.
45. The Residents Group submission requests that a sign be installed at the beginning of the uphill narrow section just past number 11, to indicate the road environment that the motorist is about to encounter. Clifton Terrace, a similar hill road also in Sumner has such a sign. This is shown in **attachment 3**. The proposal is to install the same sign on Richmond Hill Road at the requested location.
46. The second hairpin is a difficult bend. As earlier stated there is no existing signage. When two vehicles meet at this point one vehicle must yield so the vehicles do not hit each other. It is appropriate to install, above the bend for downhill traffic, signage similar to what exists on Clifton Terrace above its hairpin bend. This is shown in **attachment 3**. It is also proposed to install a hold line for motorists to yield at as the sign suggests.

31. Cont'd

Overhead Services Poles

47. Currently the power and telecommunication services are carried overhead on poles and the street lighting is on the same poles. These are on one side of the roadway predominately located within the footpath where one exists. These services begin at Nayland Street and extend uphill to the beginning of the newer development at approximately Cecil Wood Way. Services are underground from here to the top of the hill. The only street furniture at the top end of the road is street lighting standards.
48. The Residents' Group has requested that the Council:
 - *'Removal of power poles and undergrounding of cables as part of the larger Council plan to do this for the whole City. We request that Richmond Hill Road be placed as early as possible in the schedule'*
49. Within the Council's Policy Register there is one statement referring to Undergrounding of Overhead Services:
 - (a) Undergrounding of Overhead Services
 - (i) *That the Council set policy that all Cable TV cables within the City be undergrounded. (Council 1 December 2005).*
50. The Long Term Council Community Plan (LTCCP) sets out the Council's expenditure from 2006 to 2016. Various road reconstruction projects are included in the plan however Richmond Hill Road is not included.
51. Currently there are only funds set aside to underground services on arterial roads when that road is reconstructed. Richmond Hill Road is a local road and therefore does not come into this category. There is no schedule for undergrounding of overhead services for all roads in the City.
52. Acknowledging the Council's Policy there is still the safety concerns raised by the residents group which are valid. The footpath is unusable at various locations due to poles positioned in its centre. The footpath is not generous by any imagination being only approximately one metre wide. Various poles need relocating as suggested in the submission. Some are in hazardous positions for motorists being on the apex of the bend. The main section of concern is from the first to second hairpin bend.
53. It is noted that within the LTCCP (Safety Improvement Works), budget has been set aside for pole relocation. Starting in 2009/10 through to 2014/15 budget is provided to relocate poles from hazardous locations. I believe Richmond Hill Road fits into this criteria hence Richmond Hill Road has been forwarded to this category for prioritisation with other roads within the City to seek funds for pole relocation work.

32. COLOMBO STREET KERB EXTENSION

General Manager responsible:	General Manager City Environment DDI 941-8656
Officer responsible:	Asset and Network Planning Manager
Author:	Peter Atkinson, Transport Planner - Central City

PURPOSE OF REPORT

1. To seek approval to extend an area of footpath for outdoor dining on the west side Colombo Street between Kilmore Street and Peterborough Street and to amend the existing parking restrictions. (See **attachment**)

EXECUTIVE SUMMARY

2. An application has been received from Café Valentino to extend their existing footway dining area on the west side of Colombo Street. The existing area only occupies part of the frontage of their site and they now wish to extend to include the whole frontage. The original provision of this facility has been a success, especially during the warmer months. The existing area provides a street dining experience for many local diners, as well as large number of tourists. The current demand for these outdoor tables is outstripping the current provision.
3. The proprietors propose to extend the area to the north, adjacent to their shop. The proposed area of footpath extension in turn affects half of an existing 'pay and display' vehicle parking space. It is proposed to relocate the affected parking spaces between the existing site and Peterborough Street, thus reducing the extent of the existing no stopping restriction, while at the same time retaining the number of existing pay and display parking spaces.

FINANCIAL IMPLICATIONS

4. The applicant will fully meet the cost of the works associated with the footpath extension works. For the Council, as the proposed extension does not affect the net number of available parking numbers, there is a positive financial benefit by way of income from the additional area of leased footpath.
5. The proposed works and impact of the existing 'no stopping restrictions' will not impact on the operation or safety of the adjacent intersection with Peterborough Street.

LEGAL CONSIDERATIONS

6. The proposed kerb extension effectively redistributes the location of existing 'no stopping' parking restrictions. This power to change the extent of 'no stopping' restriction rests with the Hagley/Ferrymead Community Board.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. The proposed application is in keeping with the Councils objectives of adding interest and vibrancy to the central city, as reflected in the City Council's Central City Re – vitalisation Plan. There are no budget works of this nature proposed in the LTCCP.

ALIGNMENT WITH THE COUNCIL VISION

8. This application is a positive indication of the of Council's vision to provide a vibrant, enjoyable, safe and sustainable heart to Christchurch. The café which opened in 1991 by the same enthusiastic owners has been the recipients of numerous awards including recognition from the Community Board. The business operates premises that are well maintained, advertising free and visually attractive.
9. The applicant has been instrumental in adding to the development of this unique part of the central city. They have demonstrated their commitment to this area with the purchase of the building. This shows a commitment to both enhance a public space and grow the business and commercial areas of the central city

32. Cont'd

CONSULTATION FULFILMENT

10. The applicant has carried out consultation with local business adjacent to their premises and has written support from them.

STAFF RECOMMENDATION

That the Board:

- (a) Extend the footpath adjacent to the premises at 811- 813 Colombo Street.
- (b) That a 'no stopping at all times' parking restriction on the western side of Colombo Street be shortened to between a point opposite the southern kerb-line of Peterborough Street and extending in a southerly direction for a distance of 10 metres.
- (c) That a 'no stopping at all times' parking restriction on the western side of Colombo Street between a point 22 metres measured in a southerly direction from a point opposite the southern kerb-line of Peterborough Street and extending in a southerly direction for a distance of 6 metres.
- (d) That the existing P 60 metered parking restriction on the western side of Colombo Street be relocated to a location 12 metres measured in a southerly direction from a point opposite the southern kerb-line of Peterborough Street and extending in a southerly direction for a distance of 11 metres.
- (e) That the existing parking restriction be deleted.

CHAIRPERSON'S RECOMMENDATION

For discussion.

33. COMMUNITY BOARD ADVISER'S UPDATE

CSR UPDATE (AUGUST 2006 AND AUGUST 2007)

Attached

34. QUESTIONS UNDER STANDING ORDERS 4.1

35. VISIT BY ECAN COUNCILLORS

At 4.30pm Councillors Richard Budd and Elizabeth Cunningham will attend the meeting to discuss matters of mutual interest.