

23. COMMUNITY FOCUS COMMITTEE

The Community Focus Committee met on Wednesday 21 June 2000 and reports as follows:

23.1 COMMUNITY DEVELOPMENT POLICY STRATEGY

Mary Richardson, Policy Analyst, advised the Committee that the Community Development and Social Wellbeing and Community Development Policy was adopted by the Council in 1996 but is now being reviewed and split into two separate policies, the Social Wellbeing Policy and the Community Development Policy.

Ms Richardson outlined how all the various seemingly conflicting policies actually overlap and mesh together.

The Social Wellbeing Policy will be monitored to ascertain how well Council Units were achieving the Council's objectives and where there were gaps in implementation.

Following her presentation, Ms Richardson answered questions from Board members.

Ms Richardson emphasised that policies cannot be implemented in isolation – consideration has to be given to the impact of policies on the community and the people affected.

Discussion followed this presentation.

Some concerns were expressed in these discussions about the relative roles of government and councils, especially in social areas. There was a suggestion that the Council should be more outspoken in its concern that some social issues were not being adequately addressed by the government. Advocacy to government was seen as an important council role.

Feedback given by members of the committee was noted by Ms Richardson during the discussions.

Ms Richardson was thanked for her very comprehensive presentation.

23.2 PARKING STRATEGY – PUBLIC CONSULTATION

Mike Calvert, Transportation Planning Engineer, outlined what the Council was seeking to achieve in its Carparking Strategy. This was summed up in the rhetorical question – A City of Parks or a City of Car Parks?

The objective of the proposed Parking Strategy is to generate a city-wide parking framework, which the Council does not have at present. Present parking decisions are being made on a piece-meal basis.

The proposed Strategies will provide policies to prioritise use of road space and will interact with other Strategies, including public transport. Mr Calvert pointed out that we are running out of road space but, with high density housing, the city is running out of trees and landscaping as well.

Mr Calvert invited the Board and Board members to put in a submission on the discussion document on parking issues and advised that, although the official closing date had passed, such a submission could be accepted by the Environmental Policy and Planning Unit until the end of July.

The Committee **agreed** to put forward the following submission points for approval by the Community Board:

- (a) Parking meters should be removed from the central city. They are inequitable and penalise central city retailers by giving suburban malls a competitive advantage. The Community Board would suggest that parking meters be removed from a specific area of the central city for a trial period. The Board would suggest that this trial be conducted in High Street and that the meters be removed and replaced by time limits on parking which should be strictly enforced.
- (b) The Community Board has concerns over the design of the underground parking facilities which form part of a new block of flats in Sumner. It is understood that the residents of these flats are discouraged from using the parking space in their housing block by the awkwardness of access to these spaces and instead prefer to park their cars in the street.

The Board acknowledges that this is a planning matter and believes that garages provided as part of high density housing complexes need to be sufficiently accessible to encourage residents to use the parking spaces provided.

- (c) More landscaping strips in suburban mall car parks are very desirable. Suburban mall carparking areas need to be properly landscaped as at present the huge “asphalt blocks” reduce the amenity of the area they are located in.
- (d) There should be incentives to discourage employees of central city businesses from taking their motor cars into town to work and parking these cars in the city all day. This incentive could be the provision of public transport coupons to their staff by employers rather than the provision of parking areas.
- (e) More innovative ways and new ways of encouraging more people on to public transport should be explored. A more frequent service with smaller vehicles might well help in this process.

More short working buses are also needed so that the buses from the outer suburbs are less full by the time they reach the inner end of their routes. The Board has a concern that passengers waiting to go to work on the inner section of bus routes – such as Linwood and Woolston – are left behind because the bus is already overloaded with passengers from the outer end of the route. This results in passengers being late for work or needing to catch an earlier bus in order to ensure that they reach work on time. An alternative strategy might be the implementation of staggered work starting and finishing times.

- (f) The Board has a concern that empty inner city sections are currently being used for de facto carparking pending redevelopment. This use often appears to be quite long-term. The Board believes that where sections lie empty and are used as carparking areas over a long period, landscaping should be required.

23.3 REVIEW OF BASIS OF 2001 LOCAL BODY ELECTIONS: COMMUNITY BOUNDARIES AND COMMUNITY BOARD MEMBERSHIP

The Committee considered a comprehensive report on possible Ward boundary changes and on the review of the number of elected members of Community Boards.

The Committee made the following decisions:

- 1. Proposal that the Boundary between the Ferrymead Ward and the Pegasus Ward shift westwards to take in Cuthberts Green / Cowles Stadium / Waste Water Treatment Plant / Oxidation ponds and the Eastern side of the Avon / Heathcote Estuary (including the Pleasant Point Yacht Club)**

This change was proposed by the Burwood/Pegasus Community Board.

The Committee did **not** support the transfer of these areas to the Pegasus Ward but agreed that the Board would be supportive of a proposal for the transfer of the Pleasant Point Yacht Club to the Pegasus Ward. However the proposal for a westward shift of the ward boundary was not supported as the Committee believed that the Community Board would not wish to divide responsibility for the Estuary.

- 2. Proposal that the Boundary between the Hagley Ward and the Heathcote Ward shift from Brougham Street to the railway line to allow the Sydenham Business District from Antigua Street to Waltham Road to be included in the Heathcote Ward.**

This change was proposed by the Spreydon/Heathcote Community Board.

The Committee agreed that this proposal could be supported but only on condition that the northern boundary of the Hagley Ward moved north into the Richmond area as set out in 3 below.

- 3. Proposal that the Waltham area from the Hastings Street East boundary with the Hagley Ward shift north to Brougham Street to include the block bounded by Waltham Road / Brougham Street / Wilsons Road and Hastings Street East in the Heathcote Ward.**

This adjustment was proposed by the Spreydon/Heathcote Community Board.

The Committee **resolved** that, in the event of any adjustment to the Ward boundaries, the Sydenham and Waltham areas should be transferred together, whatever decision was reached on boundary adjustments.

The Committee **agreed** that the proposed transfer of this part of Waltham from the Hagley Ward to the Heathcote Ward could be supported but only on condition that any loss of population resulting in the Hagley Ward from this adjustment of the Sydenham and Waltham area boundaries northwards must be compensated for by an adjustment of the northern boundary of the Hagley Ward into the Richmond area, which was considered to have a community of interest with the Hagley Ward.

The support for the proposed boundary adjustment was agreed to conditional upon agreement being reached with the Shirley/Papanui Community Board to allow the Richmond area of the Burwood Ward at least as far as Dudley Street, Randal Street and Medway Street as far as River Road to be incorporated into the Hagley Ward so that the Richmond Neighbourhood Cottage area is incorporated into the Hagley Ward.

4. **Proposal that the area of the Heathcote Ward bounded by the railway line, Chapmans Road, Port Hills Road and then following the ward boundary to the Summit Road and then back along the meshblock boundaries to include Avoca Valley Road, Port Hills Road and Curries Road be transferred from the Heathcote Ward to the Ferrymead Ward. This transfer would incorporate meshblocks 2,554,002; 2,554,200; 2,553,702; and 2,553,802.**

This boundary change was proposed by the Spreydon/Heathcote Community Board.

The Committee **agreed** to support this proposal.

5. **Proposal that the area bounded by the Main South Railway Line, Antigua Street, Moorhouse Avenue to the corner of Deans Avenue and then across the railway tracks to join the south boundary be transferred from the Spreydon Ward to the Hagley Ward.**

This boundary change was proposed by the Spreydon/Heathcote Community Board.

The Committee **agreed** to support this proposed Ward boundary change.

6. **Proposal from the Hagley/Ferrymead Submission in 1999**

In its submission to the 1999 review, the Hagley/Ferrymead Community Board recommended a boundary change which would transfer from the Pegasus Ward to the Hagley Ward an area bounded on the east by Pages Road and on the west by Kerrs Road, and Wainoni Road with a boundary passing south of Shortland Street and across Cuthberts Green.

The Committee **agreed** not to pursue this proposed Ward boundary change further.

The Committee **resolved** that the proposed Ward boundary changes agreed upon in discussion be the submissions of the Hagley/Ferrymead Community Board on this matter.

7. Community Board Membership

The Committee **resolved** that the Council be requested to put forward a submission to the government seeking a change in legislation to allow all Councillors to be members of a Community Board.

The Committee **resolved** that the Hagley/Ferrymead Community Board does not support an increase in the number of elected members of Community Boards.

Chairman's

Recommendation:

1. That the information be received.
2. That the proposed submissions on the Council's Parking Strategy, amended if appropriate by any further input desired by Board members, become the submissions of the Hagley/Ferrymead Community Board.
3. That because of the complexity of the ward boundary issues, the Board seek a meeting between Hagley/Ferrymead, Spreydon/Heathcote and Shirley/Papanui and Burwood/Pegasus Community Boards.