



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

14 DECEMBER 2005

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

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

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1. APOLOGIES

2. CONFIRMATION OF REPORT

The report of the ordinary meeting (both open and public excluded sections) held on Wednesday 23 November 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting (both open and public excluded sections) held on Wednesday 23 November 2005 be confirmed.

3. CORRESPONDENCE

3.1 JOHN BRITTEN RESERVE CONCEPT PLAN

The attached petition has been received, signed by residents whose properties adjoin or are in close proximity to John Britten Reserve.

3.2 CRAMNER SQUARE – PROPOSED 10 MINUTE PARKING RESTRICTION

The attached e-mail has been received from Geoff Cain, Bursar, Cathedral Grammar School outlining the schools support for the Cramner Square proposed 10 minute parking restriction proposal.

4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

4.1 2005/06 PROJECT AND DISCRETIONARY FUND

The attached schedule shows the allocations in the Board's Discretionary and Project Funds, since 1 July 2005.

4.2 AQUATICS FACILITIES PLAN – BOARD SUBMISSION.

Submissions for the Aquatics Facilities Plan, which is currently out for feedback from identified stakeholders, close on 31 December 2005. It is recommended that the Board give delegated authority to the Emergency Committee to approve the Board's submission.

4.3 COUNCIL CONSIDERATION OF THE BOARD'S REPORT OF ITS MEETING HELD ON 26 OCTOBER 2005

At the Council meeting of 1 December 2005 the Board's recommendation in respect of the reserve contributions for the Brownlee Reserve Concept Plan was declared lost. It was also resolved on the motion of the Mayor, seconded by Councillor Withers *"that the Chairman of the Board be requested to make arrangements pursuant to Standing Order 2.18.17 for the Board to consider its decision in respect of the mended development concept plan for Brownlee Reserve"*.

5. QUESTIONS FROM MEMBERS

6. DEPUTATIONS BY APPOINTMENT

6.1 MARION RICKERBY

Marion Rickerby, Community Development Worker, Linwood Resource Centre is retiring on the 16 December 2005. Marion would like to update the Board on the Resource Centre.

6.2 REVIEW OF THE CHRISTCHURCH PUBLIC PASSENGER TRANSPORT STRATEGY

Robert Woods, Transport Planner, Public Passenger Transport and Matthew Noon, Environment Canterbury will be in attendance to discuss the abovementioned review. A background memorandum is attached.

6.3 JOHN BRITTEN RESERVE CONCEPT PLAN - RESULTS OF COMMUNITY CONSULTATION

Derek McCullough, on behalf of the John Britten Reserve Trust would like to address the Board regarding the John Britten Reserve Concept Plan.

6.4 CRAMNER SQUARE – PROPOSED 10 MINUTES PARKING RESTRICTION

Bruce Bellis, on behalf of I.C.O.N and Tony Merritt a resident of Chester Street West would like to address the Board regarding the Cramner Square Proposed 10 Minutes parking restriction.

7. KIMIHIA YOUTH SKILLS TRUST - KIMIHIA ADVENTURE PROGRAMME (KAP) - APPLICATION FOR FUNDING

General Manager responsible:	General Manager Community Services
Officer responsible:	Community and Recreation Manager
Author:	Claire Milne, Community Development Adviser, DDI 941-6605

PURPOSE OF REPORT

1. The purpose of this report is to provide information relating to an urgent application for funding for the Kimihia Youth Skills Trust (Kimihia Adventure programme [KAP]) from the Hagley/Ferrymead Community Board 2005/06 Discretionary Funds.

EXECUTIVE SUMMARY

2. The Kimihia Youth Skills Trust (Kimihia Adventure programme [KAP]) is requesting urgent funding support from the Community Board. This funding will assist in covering a predicted shortfall of funds (totalling \$23,313) for operational costs for the programme for the 2006 calendar year.
3. The Kimihia Adventure Programme was established under the Kimihia Youth Skills Trust in 2000. Operating from a house in Worchester Street, Linwood, KAP is an effective Alternative Education facility, which provides a safe alternative education programme for 'at risk youth' from the wider Linwood community.
4. KAP is a recognised alternative education facility, and as such, receives partial financial support from the Ministry of Education (MoE). Aranui High School acts as the consortium school for East Christchurch, and as such, retains a 10% fee (for administration) from MoE funding allocated to the KAP programme.
5. MoE funding allocated to the KAP programme for 2006 is worked to equate to a maximum roll of 12 students. With funding retained by the consortium school this leaves a shortfall for the programme for the 2006 year.

This has generated a high degree of concern for the Kimihia Youth Skills Trust concerning the ability of the programme to operate in 2006, particularly as the Linwood College Board of

Trustees have indicated the need for assurance that best effort has been made to access funding to meet this operational shortfall before the commencement of the 2006 school year.

The Kimihia Youth Skills Trust are currently negotiating with the MoE to allow one (1) extra student enrolment into the programme for 2006, which will take the maximum roll to 13 students. This decision will not be confirmed until early 2006, and if agreed, will ensure that the programme remains viable. However, additional funding would still be required.

The structure of alternative education programmes in Christchurch is currently under review, and programmes will come together under one consortium manager in 2006. Decisions on roll size and funding allocations for 2007 will be made under this new system, and it is envisaged that this streamlined structure will ensure that programmes will operate in a more financially stable and viable climate.

The Community Development Advisor will continue to work with the Kimihia Adventure programme and Kimihia Youth Skills trust to ensure that funding and support avenues are fully explored for wrap around programmes associated with this initiative.

6. It is well documented that Linwood has a high proportion of 'at risk' youth. Discussion with a number of key youth agencies in preparation for writing this report (further detailed in the background section of this report) indicates that the Kimihia Adventure Programme has been successful in assisting a number of troubled youth to develop learning and accountability habits that have effected changes in attitudes and behaviours, leading to further education and/or employment. Refer to attachment 1.
7. The Kimihia Adventure Programme see the need for this programme to extend beyond the classroom and into the community. Staff work at developing close links with parents/caregivers, church and other youth and relevant community agencies to provide extra support for students outside of the classroom. In order to achieve these aims it is necessary for the Trust to access funding (other than that afforded by the MoE) for operational expenses. By provision of a facility specific to the needs of these young people funding may be accessed for: the continued

employment of a wrap around social worker, the implementation of support programmes outside of educational requirements, and enabling the programme to work with parents, caregivers and other significant people.

8. The Kimihia Adventure Programme have 13 students enrolled and completing the 2005 year and 12 students enrolled in the programme for 2006.

FINANCIAL AND LEGAL CONSIDERATIONS

9. There are no legal considerations to be considered.
10. While financial records examined indicated a Trust deficit of \$23,459 at the end of 2003, it shows recovery of that deficit to a \$10,858 surplus at the end of 2004. Examination of the summary cashbook predicts that the Trust will have worked to retain this surplus as at 31/12/2005.
11. Funding information received from the Trust states that Ministry of Education funding for the programme is as follows:

12 places @ \$11,100 each	133,200
Less 10% taken by the consortium school	13,320
	120,001
Less GST	13,333
MoE Money available	106,668

The projected budget of the Kimihia Adventure Programme for 2006 shows an expected expenditure of \$129,980 giving a deficit of \$23,313. Staffing, classroom materials, professional development, equipment, and reprographics total \$104,000, leaving a balance of \$2000 for operational expenses such as rent, power, telephone and internet, mileage and transport, security, cleaning and maintenance, food and activities (totalling \$25,980).

12. This funding does not include income or expenditure for any of the activities and/or staffing of the wrap around activity and social worker programmes, which are an integral part of this alternative education programme. Funding for these activities and support services are sourced through a number of charitable trusts, and it is evident from examination of the financial records of the Trust that great effort is made to access this financial support. The 2005 summary cashbook indicated funding received from the following Charitable Trusts:

Funding Body	Amount
The Community Trust	\$20,000.00
NZ Community Trust	\$1,000.00
Pub Charity	\$1,598.00
Ferrier Trust	\$675.00
Southern Trust	\$4,000.00

Funding Body	Amount
Bendigo Valley	\$1,500.00
Eureka Trust	\$7,018.00
The Trust's Char Found	\$1,647.75
Maurice Carter Trust	\$1,000.00
Blogg Charitable Trust	\$600.00

13. Investigation of the CCC Community Funding Database revealed that the Kimihia programme has received \$25,000 funding over the last four years for social worker salaries and various programme costs and expenses.

Funding Stream	Year	Amount	Purpose
Community Board Discretionary Funding	2003/04	\$2,000	Purchase of van
Major Grants Funding	2004/05	\$20,000	Social worker Salary
Community Development Scheme	2003/04	\$1,000	Purchase of tramping packs
	2004/05	\$2,000	Youth social sport and rec. wrap-around programmes

14. There is currently a balance of \$30,122 in the Hagley/Ferrymead Community Board 2005/06 Discretionary fund.

STAFF RECOMMENDATIONS

It is recommended that the Board agree to allocate \$11,500 from its 2005/06 Discretionary Fund to the for the purpose of supporting a predicted shortfall in the Kimihia Youth Skills Trust (Kimihiia Adventure

programme [KAP]) operational expenses thus enabling the continued operation of an alternative education programme for the youth of the wider Linwood area.

CHAIRPERSON'S RECOMMENDATION

That the Board allocate \$11,500 from its 2005/06 Discretionary Fund.

BACKGROUND ON THE KIMIHIA YOUTH SKILLS TRUST (KIMIHIA ADVENTURE PROGRAMME [KAP])

15. The Kimihia Adventure Programme was established under the Kimihia Youth Skills Trust in 2000. Operating from a house in Worchester Street, Linwood KAP is an effective Alternative Education facility, which provides a safe alternative education programme for 'at risk' from the wider Linwood community. KAP is a recognised alternative education facility, and as such, receives partial financial support from the Ministry of Education (MoE). Aranui High School acts as the consortium school for East Christchurch, and as such retains 10% of the MoE funding allocated to the KAP programme for administration.

16. The main goals of the Kimihia adventure programme are:

- To motivate students to participate in learning experiences.
- To provide our students with sound educational basics.
- To foster and develop self belief and confidence in our students that goes beyond the classroom.
- To help our students develop essential survival skills (life skills) preparing them for life beyond school.

One of the main teaching strategies of the Kimihia Adventure Programme is the use of adventure and experiences in learning. The programme aims to provide relevant experiences that will engage and motivate students by providing real opportunities to develop essential life skills like trust, communication and co-operation. The programme further aims to offer students healthy, realistic recreational opportunities that will bring enjoyment and a sense of well being which can be continued beyond the programme.

17. Kimihia work with students who have been alienated from the mainstream education system. These students have often 'switched off' from school and lack the motivation and support required to succeed. Some of the common characteristics of the target group are:

- Absenteeism
- Apathy
- Fear of trying/low self esteem
- Behavioural problems/ anger management issues
- Contact with the Youth Justice System

18. Kimihia Adventure Programme transition successes are evident in information provided in a transition report provided. Refer to attachment 1.

For the purpose of this report a number of agencies directly involved in the support of at risk youth and /or young offenders in the Linwood area were contacted.

- (a) Andy Parr, [District Truancy Officer] expressed that low self esteem, resulting in a fear of labelling and alienation, is a key factor keeping young people away from mainstream education. In his opinion the Kimihia Adventure Programme has a proven record in assisting in a change process for 'at risk youth'. Kimihia is a last resort for a number of young people as every other education alternative has been tried. This programme acts as a bridge for a number of youth attending as the only alternative available is to sit at home until they are 16. Whilst this programme is not successful in re-integrating young people into the mainstream, he has seen those that he has referred to the programme 'turn around, doing things and feeling that they have a worthwhile future, self worth and confidence'. The Kimihia Adventure Programme is based locally and so also affords young people a sense of belonging. In Mr Parr's opinion the closure of this programme would definitely be a loss to the Linwood and wider community.
- (b) Craig Roberts, [Senior Constable Youth Aid, NZ Police] expressed full support for the Kimihia Adventure Programme. Youth Aid work closely with such programmes as Kimihia if and as appropriate within their role. Acceptance into the Kimihia programme has been a life turning experience for one young person recently supported into the programme. Attendance and wrap around support is keeping this young person off the streets and progress is being made toward change. Officers involved in truancy operations in this area note a decrease in burglaries during the hours of such operations.

- (c) Stefan Harris, [Linwood Community Constable, NZ Police] is fully supportive of the work of the Kimihia Adventure Programme. A number of young people attending the programme are at risk of straying into a life of crime. There are a number of success stories of interventions with young people attending the programme. For the young people attending the programme there is nowhere else to go as all other interventions and alternatives have been tried. The Kimihia programme gives these young people a reason to get out of bed in the morning, it gives them some direction in life and for some of these youth Kimihia have acted as a bridge between the young person and the police and enabled intervention and support away from serious situations.
19. The staff of the Kimihia Adventure Programme are members of the Inner City South East Youth Worker (I.C.S.E.Y) liaison group (a network of youth workers from across the Hagley/Ferrymead ward) and work with other youth agencies and organisations and the Community Development Advisor and Recreation Advisor to ensure collaborative sustainable support for 'at risk youth' in the wider Linwood area.
20. Support for this initiative aligns with the following:
- (a) LTCCP Outcomes:
- A learning city
 - A city of inclusive and diverse communities
 - A city of Healthy and Active people
 - A safe city
- (b) Community Board Objective
- An empowered and enabled community.
- (c) Consistent with:
- Youth Policy and Strategy,
 - Children's Policy and Strategy
 - Recreation strategy
 - Social Well Being Policy,
 - Community Policy,
 - Youth Policy and Strategy
 - Social Justice, Community Development and Social Issues

OPTIONS

21. The options relating to this request are as follows:
- (a) Grant \$11,500.00 for the purpose of supporting a predicted shortfall in the Kimihia Youth Skills Trust (Kimihia Adventure programme [KAP]) operational expenses thus enabling the continued operation of an alternative education programme for the youth of the wider Linwood area.
- (b) Grant a portion of the amount requested.
- (c) Decline the application.

PREFERRED OPTION

22. Having assessed all options it is recommended that the preferred option, option a) be adopted in support of this application.

8.

General Manager responsible:	General Manager Community Services
Unit Manager responsible:	Community and Recreation Manager
Author:	Diana Saxton, Community Recreation, DDI 941-6628

PURPOSE OF REPORT

1. An application for funding has been received from the Sumner Amateur Swimming Club for \$4,715 to cover pool cleaning costs for the 22 week long summer season and for a new sign to notify users of increased costs. The purpose of this report is for the Boareot is ~~to~~ 3n applico-13.8(r-11)

9. A PROPOSAL LODGED BY DAVIE LOVELL SMITH, ON BEHALF OF LANDAU ESTATE LIMITED FOR THE COUNCIL TO SUPPORT THE LODGEMENT OF A SURVEY PLAN WITH LAND INFORMATION NEW ZEALAND TO CREATE A RIGHT OF WAY AND ACCESS FOR SERVICES OVER COUNCIL RESERVE LOT 14 DP 301914 THAT ADJOINS THEIR PROPERTY.

Officer responsible Michael Aiken, Greenspace Unit Manager, DDI 941 6287	Author Tony Hallams, Policy & Leasing Officer, Greenspace Unit, DDI 941-8320
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PURPOSE OF REPORT

1. The purpose of this report is for the Board to consider an application by Davie Lovell Smith on behalf of Landau Estate Limited for a right of way and associated service easements over Recreation Reserve at Lot 14 DP 301914 to provide physical access through a right of way to an intended adjoining subdivision. The Boards support of the proposal for access is necessary to enable the separate application for subdivision lodged by the applicant with the Councils Environmental Services Unit to proceed.

EXECUTIVE SUMMARY

2. Landau Estates Ltd require an easement over a 10 m strip across Council reserve to provide access and services to an adjoining parcel of land that has been developed by the applicant

FINANCIAL AND LEGAL CONSIDERATIONS

3. The Board has the delegated authority from Council (16 December 2004) to make the decision on behalf of Council whether to grant the easement or not.
4. The reserve described as is a recreational reserve held under the Reserves Act 1977. Part 1 of Section 48 of the Reserves Act 1977 allows for the granting of rights of way and other easements across reserves. Part 2 of this section requires that before granting the easement that the Council publicly advertise the proposal. This was subsequently undertaken over one calendar month, with no objections received to the proposal
5. There will be no cost to the Council if the application is supported The applicant has indicated that should the development of the upper portions of the site proceed the applicant would consider removing the exotic vegetation and landscaping the reserve strip adjoining the site with natives as part of the reserve contribution for the development.

The applicant has also indicated:

"The site is large and subdividable into seven allotments should rights be granted. If rights are not granted over the reserve only two additional allotments are able to be subdivided from the site."

6. The applicant is to pay all legal costs associated with the establishment of the easement, which will include legal and costs associated with lodging the survey plan with Land Information New Zealand.
7. Survey plans of the easement shall be provided by the applicant within three months of the granting of the easement. The applicants legal counsel will also register the easement with Land Information New Zealand as required by the Reserves Act 1977.
8. The approval of the Minister of Conservation will be required, this normally being sought by the Council on behalf of the applicant

BACKGROUND

The applicant has indicated the following:

9. *"Recreation Reserve covered under legal description Lot 14 DP 301914 issued 7 December 2001 cuts access to Lot 2 DP 331391 from Augusta Street and that an exiting right of way existed over the reserve prior to it being vested."*

"Due to the topography of the site and the narrow width of the existing right of way the majority of the site is unable to be provided physical access via the existing right of way. It was for this reason a right of way had been intended to be created over the recreation reserve adjacent to the upper levels of Lot 2 DP 331391, however we have been advised by the previous owner this had been omitted by oversight. Councils subdivision officer Tony Handisides has advised us that access over the reserve for the site has always been anticipated by the Council and he is able to provide additional background should it be required."

Please refer to Tony Handisides memo dated 12 September 2005 under Attachment Two.

10. *"Subdivision consent FER/ 20012.2 was granted by Council on 10 September 2003. This is a subdivision at 87 Augusta Street adjoining the recreation reserve adjacent to the applicant's site. This subdivision is constructing a new access way running alongside the recreation reserve. The applicant has an agreement to make use of this access way to provide physical access to the upper parts of the site providing rights can be obtained over the recreation reserve."*
11. The applicant has indicated that no other options can be considered for access to the intended subdivision due to the steep nature of the site.

STAFF RECOMMENDATIONS

It is recommended that the Board agree to the proposal:

That Landau Estate Limited is granted an easement for a right of way and associated service easements in accordance with Section 48 (1) (a) of the Reserves Act 1977 over approximately 100 m² (the easement strip being approximately 10 wide by 10 m long), of Lot 14 Deposited Plan 301914 as shown in attachment 1, subject to the following conditions:

10. ROAD LEGALISATION, ROAD STOPPING OF UNFORMED ROAD AND OCCUPATION OF ROAD AIRSPACE OUTSIDE 1 WHITEWASH HEAD ROAD

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Weng Kei Chen, Asset Policy Engineer, DDI 941-8655

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council:
 - (a) To commence road stopping procedures in relation to approximately 59m² of unformed legal road outside 1 Whitewash Head Road as shown in the attached plan.
 - (b) To commence the formal process to dedicate the existing formed carriageway presently situated on land owned by the owners of 1 Whitewash Head Road as legal road. This process is consequential to the Court Order 6152280.
 - (c) To permit the owners of 1 Whitewash Head Road to occupy approximately 90m² of legal road as airspace.
 - (d) To require the owners of 1 Whitewash Head Road to enter into a Deed of Licence to permit their continued use of their existing garage situated on that part of their existing land intended to vest in the Council as legal road.

EXECUTIVE SUMMARY

2. The first 20m of Whitewash Head Road from the Scarborough Road intersection is in fact situated on private land owned by the owners of 1 Whitewash Head Road and is not legal road. It appears to have been formed in this way in the early 1900's by the old Sumner Borough Council.
3. Whitewash Head Road landowners and residents have access rights over part of the land secured by various right-of-way easements. However, the formed carriageway does not follow the course of the legal right of way easement and in fact it intrudes significantly into land owned by the owner of 1 Whitewash Head Road, which is not the subject of any easement rights. In short, approximately half of the formed carriageway has been formed on land which is not legal road and which does not have the benefit a legal easement.
4. In addition, the easement rights that do exist do not include any rights of public access. The right-of-way easement merely creates rights of access for the private landowners and residents of Whitewash Head Road and does not extend to members of the public. This issue was raised in the recent High Court proceedings when Mr Brankin applied to the Court for access from Whitewash Head Lane to his property in Flowers Track.
5. The public accesses this part of the carriageway to Nicholson Park and similarly various public utilities have been installed in the carriageway without the benefit of formal easement rights. It is therefore essential that the Council formalise public ownership of this part of Whitewash Head Road.
6. The owners of 1 Whitewash Head Road have been in discussion with Council staff and have agreed to vest ownership of 202m² of their land in the Council as legal road and have requested:
 - (a) That Council enters into a Deed of Licence with them to allow their continued use of their existing single garage which is situated on that part of their land intended to be vested in the Council as legal road.
 - (b) That the 59m² portion of unformed Whitewash Head Road below the property at 1 Whitewash Head Road which they already partially occupy be formally stopped as road and transferred to them.
 - (c) That the Council permits the occupation of road airspace for the proposed new dwelling to be erected on the site.

- (d) That the Council take the necessary steps to arrange for the surrender of the existing defective right-of-way easements over the land to vest in the Council's ownership as legal road.
7. The proposed road stopping of approximately 59m² of unformed legal road and the legalisation of the formed carriageway on 1 Whitewash Head Road have already been canvassed in detail with all the Whitewash Head Road landowners affected. Of the 24 landowners affected as at the date of this report 18 have responded positively to the proposals.
8. Accordingly, it is proposed to use the Public Works Act procedure for the road stopping as the road stopping proposal essentially is of the nature of an exchange of unformed road for a formed road with continuity of the present position. The public access along the frontage has not been compromised.
9. The owner is already occupying part of the road to be stopped. The existing dwelling's foundation entry porch, pond, gateway and fence are already encroaching on road land.
10. The owners of 1 Whitewash Head Road propose to build on the site a dwelling with four floors. At the ground floor level the ensuite and bedrooms will occupy the area identified as "road to be stopped" and the remaining three floors contain some elements of encroachment onto the unformed road airspace.
11. The details of the proposed encroachments onto the unformed legal road airspace along the northern frontage of the property are as follows:
- (a) First floor - the area of encroachment is approximately 90m² consisting of portions of entry porch, balcony, dining/living and terrace space.
 - (b) Second floor - the area of encroachment is approximately 46m² consisting of portions of bathroom, balcony, sunroom and terrace space. Part of the proposed ramp to the garage will also occupy 21m² of the unformed legal road.
 - (c) Third floor - the area of encroachment is approximately 21m² consisting of portions of roof, terrace and chimney space.
12. It is unlikely a road will ever be constructed along the property's frontage and in any event the proposed airspace encroachments would have an insignificant effect on the road scene.
13. The proposed granting of permission to use of airspace above the unformed legal road will not compromise the access presently available to the general public along the existing pathway erected below 1 Whitewash Head Road due to the steep terrain. The existing formed pathway is 5.0m away from the proposed dwelling and 7.0m below.

FINANCIAL AND LEGAL CONSIDERATIONS

14. The initiation of the required road stopping procedures under the Public Works Act 1981 and the approval of the use of the unformed road airspace will require the Council's decision.
15. The cost for the road legalisation and road stopping is likely to be \$30,000 and funding is provided for.

OPTIONS

16. Leaving the status quo unchanged - this option will not resolve the important public access right issues up Whitewash Head Road nor correct the legal problem of the existing carriageway not following the path of the legal right-of-way easements.
17. Taking the private land upon which the first 20m of Whitewash Head Road is erected for a public work (i.e. legal road) under the Public Works Act - this would require the use of the Public Works Act procedures to compulsorily acquire the rights of the owner of 1 Whitewash Head Road and the holders of the rights-of-way easements. The negotiated outcomes achieved by Council staff and the affected parties as proposed and recommended by this report would avoid the need to embark on this type of lengthy, expensive and potentially acrimonious procedure.
18. Preferred option - the proposal as recommended by this report will achieve the outcomes identified by Council staff as being necessary and will allow the owner of 1 Whitewash Head to

develop a new dwelling on what is a very difficult site. In addition the proposed stopping of part of the unformed legal road and disposal of that land will reduce costs to the Council and allow for a more efficient management of the surplus road land.

STAFF RECOMMENDATIONS

That the Board recommend to the Council:

- (a) To commence road stopping procedure under the Public Works Act 1981 for an area of approximately 59m² of unformed legal road below the property at 1 Whitewash Head Road as indicated on attached plans.
- (b) To commence and undertake the necessary road legalisation procedures to legalise the current position of the carriageway currently situated on private land at 1 Whitewash Head Road.
- (c) To permit the owners of 1 Whitewash Head Road to occupy approximately 35m² of unformed legal road airspace (excluding the unformed legal road area proposed to be stopped and transferred to the owners of 1 Whitewash Head Road).
- (d) To require the owner of 1 Whitewash Head Road to enter into the Deed of Licence to allow them to continue using their existing garage erected upon that part of their land intended to vest in the Council as legal road.
- (e) All existing built structures on unformed legal road be removed e.g. pond and fence.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. AVALON STREET KERB AND CHANNEL RENEWAL (WHITMORE STREET TO MCLEOD STREET)

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Lee Kelly, Senior Capital Programme Consultation Leader, DDI 941-8355

PURPOSE OF REPORT

STAFF RECOMMENDATIONS

1. (a) It is recommended that the Board approve the Avalon Street (Whitmore Street to McLeod

BACKGROUND ON THE AVALON STREET (WHITMORE STREET TO MCLEOD STREET) KERB AND CHANNEL RENEWAL PROJECT

11. Initial consultation regarding the kerb and channel renewal project in Avalon Street started in September/October 2004. Submissions received supported the proposal but residents requested that the Council implement some form of traffic calming in the street at the same time to address the issue of the “boy/girl racers” and the generally high speeds along Avalon Street.
12. Three options were developed after the initial consultation to incorporate the Council’s objectives for the project and the suggestions from residents and property owners.

OPTIONS

Option 1

13. This option proposes a 13 metre wide carriageway at the Avalon Street/Whitmore Street end of this section of Avalon Street to acknowledge the commercial requirements. The carriageway then reduces to a 7 metre width adjacent to 31 and 32 Avalon Street to a point just west of the Avalon Street/McLeod Street intersection. At this point the carriageway would be narrowed further to 7 metres wide. The majority of the existing kerb and flat channels at McLeod Street and west of 32 Avalon Street is to remain except where the new kerbs mate in with the existing kerbs. Pedestrian crossing locations are repositioned at the Avalon Street/McLeod Street intersection and on street parking would be banned within the intersection of Avalon Street and McLeod Street.

This option was further developed to become the recommended option.

Option 2

14. This option is similar to option 1; the carriageway width at the Avalon Street/McLeod Street intersection remains at 7 metres to reinforce the “residential threshold”. However, the kerb alignment on the north side is a straight extension of the kerb line from McLeod Street. The results in this section of Avalon Street being offset towards the south side, while keeping the 9 metre wide carriageway width. This would result in very wide grass berms on the north side and narrow grass berms on the south side.

This option was rejected by staff as it was agreed that pedestrians may feel vulnerable and confined with the narrow grass berms next to the footpath. In addition, the grass berms on the north side were considered to be too wide for community acceptance.

Option 3

15. This option proposes a 6 metre wide carriageway along Avalon Street and also at the threshold residential zone. The carriageway at the intersection of Avalon Street and McLeod Street would be 7 metres wide. The footpath would be located adjacent to the property boundary’s and the pedestrian crossing locations repositioned at the Avalon Street/McLeod Street intersection. This option proposes that indented parking bays be installed behind the newly aligned kerbs and the intersection of Avalon Street and Whitmore Street narrowed to provide additional room for landscaping. The “splitter” island on Avalon Street on the approach to Whitmore Street is “trimmed” back to allow easier egress and exits for petrol tankers to the Challenge Service Station.

The project team agreed that this option would be too expensive compared with the other options because of the requirement to install parking bays behind the kerb of the newly realigned 7 metre wide carriageway. Keeping the carriageway width at 9 metres allowed for parallel on street parking.

Recommended Option

16. An amended Option 1 is the recommended option. This option best meets the Council’s aims and objectives for Avalon Street and the additional suggestions from residents and the community were able to be easily incorporated.

The residents and communities additions to option 1 are:

- To “trim” back the eastern end of the existing traffic island on Avalon Street on the approach to Whitmore Street to make it easier for petrol tankers to enter and exit the Challenge Service Station.
- To install a “Give Way” control on Avalon Street at its intersection with Whitmore Street to improve safety at the intersection.
- To replace the proposed grass berms adjacent to 31, 32 and 36 Avalon Street and replace it with trees and landscaping on the north side adjacent to 31 Avalon Street, and landscaping on the south side adjacent to 32 and 36 Avalon Street.
- To replace the “sweet gum” variety of tree proposed as the street tree to the “flowering cherry” variety and to ensure that the landscaping is of the “exotic” flowering variety rather than natives.

12. SULLIVAN AVENUE KERB AND CHANNEL RENEWAL PROJECT

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Kirsty Ferguson, Consultation Leader (Streets Capital Programme), DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction of the kerb and channel renewal along the length of Sullivan Avenue between Ensors Road and Richardson Terrace.

EXECUTIVE SUMMARY

2. Following a deputation by the residents of Sullivan Avenue in March 2004, the Council brought the kerb and channel renewal project for Sullivan Avenue forward on the Roading Capital Works programme.
3. The principal aim of this project is to renew the existing kerb and dish channel with a new kerb and flat channel along both sides of the entire length of Sullivan Avenue between Ensors Road and Richardson Terrace. Amenity improvements associated with the project include upgrading of street lighting, new berms, associated tree planting and landscaping.
4. The preferred option includes the narrowing of the existing road width from 14 metres to 10 metres along Sullivan Avenue between Ensors Road and Whittington Avenue, and from 14 metres to 9 metres along Sullivan Avenue between Whittington Avenue and Richardson Terrace. The road narrowing is centralised within the existing road reserve to maintain the "avenue" effect of the street.
5. Other facets of the project that were open for feedback from the community included parking options within the road reserve, pedestrian and cyclist facilities, vehicle access ways, tree planting plans and landscaping, and traffic calming measures.
6. The owners and occupiers of Sullivan Avenue, and adjacent streets (Whittington Avenue, Judge Street, and Tabart Street) were consulted via a public meeting in July 2005, which was followed up with a publicity pamphlet and the "Have Your Say" section of the CCC website in September 2005. There were ten responses received in total of which eight were supportive of the preferred option and two were in opposition to the preferred option.
7. The preferred option is shown in the scheme plan attached (Attachment 1). The objectives of the improvements to Sullivan Avenue included:
 - Replacement of the existing kerb and dish channel with kerb and flat channel.
 - To maintain or reduce traffic speeds.
 - To reduce opportunities for "hoon" driver behaviour.
 - To maintain or improve the safety of all road users.
 - To provide landscape enhancement wherever possible in conjunction with the kerb and channel renewal.
 - To review the lighting and upgrade as necessary.
 - To ensure the design does not exacerbate the demand for on-street parking in front of the residential properties.
 - To reduce the width of the carriageway.
 - To complete construction of the works during the 2006/2007/2008 financial years.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The kerb and channel renewal work along the length of Sullivan Avenue is programmed in the Transport and City Street Unit's capital programme, for implementation in the 2006/07 financial year. The cost estimate for this project is \$1,662,491.
9. There is one notable tree at 110 Sullivan Avenue. There are no heritage or historic buildings, places or objects identified in the Proposed City Plan or on Webmap2, in the area of the proposed works. The road width of 10 metres between Ensors Road and Whittington Avenue, and 9 metres between Whittington Avenue and Richardson Terrace complies with the provisions of the Proposed City Plan for roadway widths, and therefore no resource consent is required. There are no legal implications for this project.
10. Community Board resolutions are required to approve the "No Parking" restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve the Sullivan Avenue Kerb and Channel Renewal project, as illustrated in Attachment 1, to proceed to final design, tender and construction.
2. Approve the following traffic restrictions:

Removal of Existing “No Stopping”

- (a) That the no stopping restriction on Sullivan Avenue at intersection with Ensors Road be removed.

New “No stopping”

- (b) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing at its intersection with Ensors Road and extending in a south easterly direction for a distance of 10.5 metres.
- (c) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing at its intersection with Ensors Road and extending in a south easterly direction for a distance of 10 metres.
- (d) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing at the common boundary of 23 and 25 Sullivan Avenue and extending in a south easterly direction for a distance of 21 metres.
- (e) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing at the common boundary of 23 and 25 Sullivan Avenue and extending in a south easterly direction for a distance of 21 metres.
- (f) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing at a point 16 metres from the common boundary of 43 and 47 Sullivan Avenue and extending in a south easterly direction for a distance of 41 metres.
- (g) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing at its intersection with Whittington Avenue and extending in a north westerly direction for a distance of 21.5 metres.
- (h) That the stopping of vehicles be prohibited at any time on the southeast side of Sullivan Avenue commencing at its intersection with Whittington Avenue and extending in a south easterly direction for a distance of 13.5 metres.
- (i) That the stopping of vehicles be prohibited at any time on the northwest side of Whittington Avenue commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 16 metres.
- (j) That the stopping of vehicles be prohibited at any time on the southeast side of Whittington Avenue commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 12 metres.
- (k) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing at a point 5 metres from the common boundary of 67 and 69 Sullivan Avenue and extending in a south easterly direction for a distance of 13 metres.
- (l) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing at a point 1.5 metres from the common boundary of 67 and 69 Sullivan Avenue and extending in a south easterly direction for a distance of 18 metres.
- (m) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing at its intersection with Keswick Street and extending in a north westerly direction for a distance of 15.5 metres.

- (n) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing at its intersection with Keswick Street and extending in a south easterly direction for a distance of 13 metres.
- (o) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing from the common boundary of 88 and 90 Sullivan Avenue and extending in a south easterly direction for a distance of 34 metres.
- (p) That the stopping of vehicles be prohibited at any time on the northwest side of Keswick Street commencing at its intersection with Sullivan Avenue and extending in a north easterly direction for a distance of 12.5 metres.
- (q) That the stopping of vehicles be prohibited at any time on the southeast side of Keswick Street commencing at its intersection with Sullivan Avenue and extending in a north easterly direction for a distance of 11 metres.
- (r) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing from the common boundary of 107 and 109 Sullivan Avenue and extending in a south easterly direction for a distance of 31 metres.
- (s) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing at its intersection with Judge Street and extending in a north westerly direction for a distance of 11 metres.
- (t) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing at its intersection with Judge Street and extending in a south easterly direction for a distance of 10 metres.
- (u) That the stopping of vehicles be prohibited at any time on the northwest side of Judge Street commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 8 metres.
- (v) That the stopping of vehicles be prohibited at any time on the southeast side of Judge Street commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 9 metres.
- (w) That the stopping of vehicles be prohibited at any time on the northeast side of Sullivan Avenue commencing at its intersection with Richardson Terrace and extending in a north westerly direction for a distance of 14 metres.
- (x) That the stopping of vehicles be prohibited at any time on the southwest side of Sullivan Avenue commencing at its intersection with Richardson Terrace and extending in a north westerly direction for a distance of 17 metres.
- (y) That the stopping of vehicles be prohibited at any time on the northwest side of Richardson Terrace commencing at its intersection with Sullivan Avenue and extending in a north easterly direction for a distance of 10 metres.
- (z) That the stopping of vehicles be prohibited at any time on the northwest side of Richardson Terrace commencing at its intersection with Sullivan and extending in a south westerly direction for a distance of 15.5 metres.

CHAIRPERSON'S RECOMMENDATIONS

That the staff recommendation be adopted and staff be commended for the consultation process undertaken.

SECTION TWO - BACKGROUND ON SULLIVAN AVENUE KERB AND CHANNEL RENEWAL PROJECT

11. Sullivan Avenue is located in the Ferrymead Ward, and falls within the jurisdiction of the Board. The surrounding area is mostly residential with the Christchurch Polytechnic occupying a large block of land at the Ensors Road end of the street.
12. Sullivan Avenue is classified as a Local Road in the Proposed City Plan, with a traffic volume varying from 1,750 vehicles per day (vpd) at the Ensors Road end, to 650 vpd west of Richardson Terrace. Ensors Road is a four-lane, median divided arterial road and Richardson Terrace is a local road with traffic calming that runs alongside the Heathcote River.
13. Sullivan Avenue is approximately 910 metres long with several side streets - Whittington Avenue, Keswick Street, and Judge Street. It is a residential street that is zoned as Living 2 in the Proposed City Plan. The Polytechnic campus is considered a traffic generator along the southern side of Sullivan Avenue for the first 250 metres from the Ensors Road end.
14. At the Board meeting held on 31 March 2004, a deputation by the residents of Sullivan Avenue was made regarding issues in Sullivan Avenue and the surrounding streets. A petition, written submissions and other documentation were submitted in support of the deputation. A meeting had been held between the (then) Living Streets Advocate and the residents on 23 February 2004.
15. The key issues of concern raised by the residents at this time were:
 - Irresponsible driver behaviour, such as high speeds, burnouts, and street racing;
 - The poor condition of the road surface, including kerbs, channels and footpaths;
 - Recurring problems with blocked drains causing flooding;
 - Street parking for Polytechnic students;
 - Poor street lighting; and
 - Safety issues at the Ensors Road/Sullivan Avenue intersection.
16. The residents submitted their strong desire to work with the Council to resolve these issues through a living streets consultation process. At this stage, the Board sought a report addressing the issues raised, and outlining the process for creating a living street.
17. A report was submitted to the Environment and Traffic Committee on 20 April 2004, and it was recommended that the proposed street renewal work for Sullivan Avenue be brought forward to the 2006/07 financial year.
18. This project was thus initiated by the Council, as part of its kerb and channel renewal programme. The Council has allocated \$1,393,246 for the renewal of the kerb and dish channels along both sides of Sullivan Avenue between Ensors Road and Richardson Terrace.
19. An initial issues survey was undertaken by the Council in February 2005, which resulted in the major issues of traffic speed, landscaping, through traffic, personal security, pedestrian safety, cycle safety and parking being identified as major issues of concern to the 82 residents who responded. Other issues of concern included flooding and drainage problems, poor street lighting, vehicles (particularly heavy vehicles) U-turning at the Ensors Road/Sullivan Avenue intersection, poor footpath and road surfaces (including camber), hoon driver behaviour (e.g. burnouts etc), and parking of Polytechnic students.
20. As a result of the survey responses, and a traffic volume and speed survey undertaken in February 2005. A public meeting with residents of Sullivan Avenue, Whittington Avenue, Tabart Street and Judge Street was held in July 2005. The purpose of this meeting was to present and discuss three options developed by the Council and obtain feedback from the residents to reach a consensus on a preferred option for consultation.
21. The public meeting was attended by approximately 40 people, who, after much positive discussion and comment reached a consensus in favour of Option 1, with some additional modifications. One interesting point raised at the public meeting revolved around the naming of Sullivan Avenue, which the residents were keen to see recognised in some way.
22. Sullivan Avenue was named after Mr Daniel Giles Sullivan (1882-1947), who was a French polisher, trade unionist, journalist, and politician. He served on the Christchurch City Council

(1915-1923 and 1925-1931), and was elected mayor in 1931. He reluctantly stepped down as mayor when he was elected to national office as part of the first Labour government, and served in government from 1935-1947, including acting as prime minister for some months in 1942 and 1944. It is proposed to include a plaque at a point along the street to ensure the history associated with the street is promoted.

23. The Land Transport New Zealand Crash Analysis System (CAS) shows that there have been eight crashes recorded in the Sullivan Avenue area for the 5-year period between 1 July 1999 and 30 June 2004. Of these eight crashes, one was minor and the remaining seven were non-injury.
24. Further consultation was undertaken with the owners and occupiers of Sullivan Avenue, and the owners and occupiers of the adjacent streets (Whittington Avenue, Tabart Street and Judge Street), as well as key stakeholders. The feedback received from the 10 respondents was considered carefully in conjunction with all previous feedback received in finalising the design of the scheme plan, which is shown as Attachment 1.
25. None of the respondents were opposed to the kerb and channel renewal, and upgrade of street lighting. Issues raised included placement of overhead wires in relation to tree planting, traffic speed from Richardson Terrace into Sullivan Avenue, spacing of traffic management treatments, road width at mid-block narrowing, seating for pedestrians, tree placement, raised rather than flush thresholds at key intersections. Where possible, the concerns raised have been addressed in the design of the preferred option. A summary of the submissions made and an evaluation of the issues raised is attached at Attachment 2.
26. The main features of the preferred option include a raised threshold at the intersection of Sullivan Avenue with Ensors Road. The Give Way control at this intersection will remain. The carriageway between Ensors Road and Whittington Avenue narrows from 14 metres to 10 metres. The kerb alignment along Sullivan Avenue is centred between the road reserves. There is a mid-block, two-way road narrowing adjacent to the Polytechnic entrance. The right turn bay on Ensors Road is remarked with a solid line.
27. There is a raised platform at the intersection of Sullivan Avenue with Whittington Avenue, and the intersection is narrowed to 7 metres wide with kerb build-outs. The Whittington Avenue approach is realigned at right angles with Sullivan Avenue. The carriageway for the rest of Sullivan Avenue is 9 metres wide. There is a mid-block, one-way road narrowing with a cycle bypass between Whittington Avenue and Keswick Street.
28. The intersections of Sullivan Avenue with Keswick Street and Judge Street are narrowed to 7 metres wide with kerb build-outs. The west corner of the intersection with Richardson Terrace will be tightened by reducing the kerb radius. The proposed kerbs will mate in with existing kerb build-outs at the intersection of Sullivan Avenue with Richardson Terrace. There are cut-down kerbs for pedestrians crossing Sullivan Avenue at the intersections with Ensors Road, Whittington Avenue, Keswick Street, Judge Street and Richardson Terrace.
29. There is a raised threshold at the intersection of Sullivan Avenue with Richardson Terrace.

OPTIONS

30. Four options were developed for comparison during the concept design process, of which three were presented for discussion at the public meeting held in July 2005. The main differences between the four options developed were restricted to the design of the section of Sullivan Avenue between Whittington Avenue and Richardson Terrace.
31. **Option 1** has a Type C flush threshold at the intersection of Sullivan Avenue with Ensors Road. The Give Way control at this intersection will remain, however, the carriageway between Ensors Road and Whittington Avenue is narrowed to 10 metres. The kerb alignment along Sullivan Avenue is centred between the road reserves. A mid-block two-way road narrowing will be installed adjacent to the Polytechnic entrance and opposite 25 Sullivan Avenue. The right turn bay on Ensors Road will be remarked with a solid line.
32. The intersection of Sullivan Avenue with Whittington Avenue is narrowed to 7 metres with kerb build-outs on Whittington Avenue, and on the northern side of the intersection. The Whittington Avenue approach is realigned at right angles with Sullivan Avenue.

33. The carriageway for the remainder of Sullivan Avenue is 9 metres in width, with a mid-block one-way road narrowing between Whittington Avenue and Keswick Street. The intersection of Sullivan Avenue with Keswick Street is narrowed to 7 metres with kerb build-outs on Keswick Street and on the southern side of the intersection. The intersection of Sullivan Avenue with Judge Street is also narrowed to 7 metres in width, with kerb build-outs on Judge Street and on the northern side of the intersection. The proposed kerbs will mate in with the existing kerb build-outs at the intersection of Sullivan Avenue with Richardson Terrace.
34. Motorists' line of sight down the street is only offset at the intersections and mid-block road narrowings. There are cut-down kerbs for pedestrians crossing the intersection of Sullivan Avenue with Ensors Road, Whittington Avenue, Keswick Street and Judge Street. Parking is banned at the thresholds, mid-block narrowings and in the vicinity of the intersections of Sullivan Avenue with Whittington Avenue, Keswick Street, Judge Street, and Richardson Terrace.
35. This option will involve the removal of 90 metres of existing kerb and flat channel due to the narrowed carriageway at the intersections to mate in with the existing kerb and flat channel. There will be no parking in the vicinity of the intersections.
36. **Option 2** has the same kerb alignment and road treatments as Option 1 along Sullivan Avenue between Ensors Road and Whittington Avenue.
37. The intersection of Sullivan Avenue with Whittington Avenue has its priority changed to divert traffic into Whittington Avenue, thus reducing the through traffic and traffic speeds on Sullivan Avenue. The kerb alignment along the rest of Sullivan Avenue is offset to the southern side of the street, where the new kerb on the southern side is renewed on the existing kerb alignment as Option 4.
38. This option will involve the removal of 110 metres of existing kerb and flat channel due to the narrowed carriageway at the intersections to mate in with the existing kerb and flat channel. There is no parking in the vicinity of the intersections.
39. The project team did not like the change in priority at the Sullivan Avenue/Whittington Avenue intersection where traffic from Sullivan Avenue would be diverted into Whittington Avenue and the adjoining Tabart Street and Judge Street. While this may reduce through traffic on Sullivan Avenue, the change in priority may encourage more "hoon" driving behaviour into this circuit of streets, and then back onto Sullivan Avenue.
40. **Option 3** has the same kerb alignment and road treatments as Option 1 between Ensors Road and Whittington Avenue. The intersection of Sullivan Avenue with Whittington Avenue is the same as Option 1 as well, and the remainder of the length has a 9 metre meandering carriageway.
41. The intersection of Sullivan Avenue with Keswick Street is narrowed to 7 metres with kerb build-outs on Keswick Street and on the southern side of the intersection. The intersection of Sullivan Avenue with Judge Street is also narrowed to 7 metres with kerb build-outs on Judge Street and on the northern side of the intersection. The proposed kerbs will mate in with the existing kerb build-outs at the intersection of Sullivan Avenue with Richardson Terrace.
42. The motorists' line of sight down the street is restricted, as it is offset continuously along the length of Sullivan Avenue, at the intersections and at the angled mid-block road narrowing. There are cut-down kerbs for pedestrians crossing the intersections of Sullivan Avenue with Ensors Road, Whittington Avenue, Keswick Street and Judge Street. Parking is banned at the thresholds, mid-block road narrowing, and in the vicinity of the intersections of Sullivan Avenue with Whittington Avenue, Keswick Street, Judge Street and Richardson Terrace.
43. This option would see the removal of 95 metres of existing kerb and flat channel due to the narrowed carriageway at the intersections, and to enable the proposed kerb to mate in with the existing kerb and flat channel. There is no parking in the vicinity of the intersections with this option.
44. **Option 4** has the same kerb alignment and road treatments as Option 3 between Ensors Road and the mid-block road narrowing outside 69 Sullivan Avenue. There is a mid-block "one way" road narrowing between Whittington Avenue and Keswick Street.
45. The intersection of Sullivan Avenue with Keswick Street is narrowed to 7 metres with kerb build-outs on Keswick Street and on the northern side of the intersection. The intersection of

Sullivan Avenue with Judge Street is also narrowed to 7 metres with kerb build-outs on Judge Street and on the southern side of the intersection. The proposed kerbs will mate in with the existing kerb build-outs at the intersection of Sullivan Avenue with Richardson Terrace.

46. Motorists' line of sight down the street is only offset at the intersections and at the mid-block road narrowings. There are cut-down kerbs for pedestrians crossing the intersection of Sullivan Avenue with Ensors Road, Whittington Avenue, Keswick Street and Judge Street. Parking is banned at the threshold, mid-block road narrowing and in the vicinity of the intersections of Sullivan Avenue with Whittington Avenue, Keswick Street, Judge Street and Richardson Terrace.
47. This option would see the removal of 95 metres of existing kerb and flat channel due to the narrowed carriageway at the intersections, and to enable the proposed kerb to mate in with the existing kerb and flat channel. There is no parking in the vicinity of the intersections with this option.
48. All four options will require a land use consent from the Council for work near protected trees. There is a notable tree (Rhododendron) at 110 Sullivan Avenue. Any work within 10 metres of the protected tree that involves disturbing soil to a depth of 75mm will require resource consent.
49. At the public meeting held in July 2005, the consensus of the meeting was to progress Option 1 with some additional modifications. A summary of the issues raised and discussed at the public meeting is attached at Attachment 2 (Summary of Consultation).
50. **Option 5** is the maintenance of the status quo.

PREFERRED OPTION

51. The preferred option is based on Option 1, with some modifications as a result of the feedback obtained during the public meeting and via the publicity pamphlet responses. This option involves narrowing the road width from 14 metres to 10 metres between Ensors Road and Whittington Avenue, and from 14 metres to 9 metres between Whittington Avenue and Richardson Terrace.
52. A mid-block road narrowing to 7 metres width is proposed for outside 25 Sullivan Avenue and the CPIT entrance with kerb build-outs. Another mid-block road narrowing to 3.5 metres width is proposed for the purpose of reducing traffic speed and flow to one lane outside 69 and 66/68 Sullivan Avenue. The intersections of Sullivan Avenue with Whittington Avenue, Keswick Street, Judge Street and Richardson Terrace will all be narrowed to 7 metres width with kerb build-outs. Please note the current (attached) plan shows a narrowing distance of 3 metres. This should be 3.5 metres and will be amended in all plans and designs.
53. Street lighting will be upgraded as part of the project and the kerb build-outs will be well lit. The kerb build-outs mid-block and at intersections are evenly spaced along Sullivan Avenue to create regular traffic calming measures, and shorter pedestrian crossing distances at desired crossing points. Holland pavers are proposed at the Sullivan Avenue/Ensors Road threshold, Whittington Avenue/Sullivan Avenue intersection, and Sullivan Avenue/Richardson Terrace threshold.
54. The existing kerb and dish channel will be replaced with kerb and flat channel, which will reduce "local flooding", associated with vehicle crossings. The preferred option has been designed to ensure that drainage in the street is maintained or improved on that which currently exists.
55. Cycle by-pass lanes will be implemented at the mid-block road narrowing to 3.5 metres between Whittington Avenue and Keswick Street to ensure cyclist safety at this one-lane traffic area. Kerb build-outs at the intersections and mid-block road narrowings will reduce the pedestrian crossing distance to increase the safety for all users. Kerb cut-downs will be implemented at Richardson Terrace to assist pedestrians in crossing the street.
56. The intersections of Sullivan Avenue with Ensors Road, Whittington Avenue, and Richardson Terrace will have raised thresholds to further assist in reducing the traffic speed along the street. The preferred option retains most of the existing on-street parking, and better defines the parking spaces between the kerb build-outs. The carriageway will continue to accommodate parallel parking along both sides of the street.

57. The proposed trees (i.e. red maple and Japanese magnolia) and landscape planting consist of low groundcover at intersections that will not exceed 500mm in height. The landscape planting will be completed as part of the detailed design phase.
58. Construction is currently programmed to commence in August 2006, however due to early completion of the planning phase, it is likely to start earlier. Construction will take approximately nine months to complete.

SECTION THREE - ASSESSMENT OF OPTIONS

Option 1 - The Preferred Option

59. The objectives for this project are met by the preferred option, in that the existing kerb and dish channel will be replaced with kerb and flat channel. Traffic speeds and the safety of all road users will be maintained or improved. Landscape enhancement will be provided in conjunction with the kerb and channel renewal wherever possible. Street lighting will be reviewed and upgraded as required, particularly at mid-block road narrowings and intersections. The design does not exacerbate the demand for on-street parking in front of residential properties. The carriageway width is reduced as part of the preferred option.
60. The preferred option will assist in reducing "hoon" behaviour. The narrower carriageway will create a more confined road environment, supported by the narrowings at the intersections, particularly at Whittington Avenue. It is not expected to reduce the behaviour as much as Option 3 (which had a meandering carriageway) which would have created more visual obstruction. However, Option 3 was not supported as the preferred option at the public meeting. The project team is comfortable that there will be sufficient change in road configuration to change driver behaviour with the recommended option.
61. There are no land ownership issues associated with this project, as the works are all contained on Council road reserve.
62. The following consent and legal issues have been considered:
 - Trees - There are no protected trees along the length of Sullivan Avenue. There is one notable tree outside 110 Sullivan Avenue. Resource consent will be required for any works adjacent to this tree.
 - Buildings - There are no heritage or historic buildings, places or objects in the area of the proposed works.
 - Road widths - The existing roadway width of 14 metres will be reduced to 10 metres width between Ensors Road and Whittington Avenue, and 9 metres width between Whittington Avenue and Richardson Terrace. The new road widths comply with the provisions for a Local Road in the Proposed City Plan, so there is no requirement for resource consent.
 - Bylaw Changes - Amendments and/or additions will be required to the Christchurch City Traffic and Parking Bylaw 1991 for parking restrictions.

Options 2 to 4 - Alternative Design Options

63. The four options developed by the Council are outlined above in paragraphs 28 to 47 of this report. Of these options, Options 1, 3 and 4 were put forward to the residents for consultation at a public meeting held in July 2005. Option 2 was not put forward for further consultation at the public meeting, as the change in priority for traffic flow down Whittington Avenue and into the Tabart Street/Judge Street circuit would merely shift the concerns of residents from Sullivan Avenue to these adjoining streets, rather than resolve them.
64. The issues raised in regard to the three options presented at the public meeting in July 2005 are outlined in Attachment 2. Each of the three options presented to the meeting was an acceptable road configuration from the Council's perspective. The general consensus of the meeting was to progress with Option 1 with some modifications. In particular, the residents liked the "avenue

effect" of the street being centred within the road reserve, rather than offset as presented in Options 3 and 4. They also preferred the one-way road narrowing outside 69 Sullivan Avenue rather than the angled two way road narrowing at the mid-block point between Whittington Avenue and Keswick Street as detailed in Option 3.

Option 5 - Maintain the Status Quo

65. The option to maintain the status quo essentially means to do no capital works along this section of Sullivan Avenue. This would retain the road environment in its existing condition.
66. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, particularly the asset management plan.
67. Therefore it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system in the City, whilst providing for all modes of transportation.

13. MOORHOUSE AVENUE - NO RIGHT TURN

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Transport Manager
Author:	Lorraine Wilmshurst, Roading Projects Project Manager, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the banning of the right turn from Moorhouse Avenue into Hagley Avenue.

EXECUTIVE SUMMARY

2. In March 2004 the Sustainable Transport and Utility (STU) Committee approved the installation of the Hagley Avenue Traffic management Project. This work involved cycle lane and median marking, pedestrian crossing islands and parking restriction changes.
3. The overall approved project concept included the removal of the right turn movement from the Moorhouse Avenue east approach into Hagley Avenue.
4. In June 2004 the STU Committee resolved the changes to the road marking for the Hagley Avenue Traffic Management Project. This report covered the road markings, but unfortunately it did not include the banning of the right turn.
5. The Hagley Avenue Traffic Management Project has now been installed and the right hand turn from the Moorhouse Avenue east approach into Hagley Avenue has been marked and signed and is effectively operating. However, because there is not a Council resolution banning this turn, it cannot be legally enforced.

FINANCIAL AND LEGAL CONSIDERATIONS

6. There is no cost to implementing this resolution as the marking and signing are already in place.
7. Without the resolution to ban the right turn from Moorhouse Avenue east approach into Hagley Avenue this traffic movement is not enforceable.

STAFF RECOMMENDATION

It is recommended that the Board approve that the right-turning of vehicles from the Moorhouse Avenue east approach into Hagley Avenue be restricted.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

8. The overall concept for the Hagley Avenue Traffic Management project included the proposal for banning the right turn from Moorhouse Avenue into Hagley Avenue. The restriction was proposed primarily to increase intersection efficiency and effectiveness. There are a very low number of right-turning vehicles by comparison to the straight-through vehicles. Because the right-turners and straight-through vehicles shared a lane, the right-turn vehicles therefore restricted the through-put of straight-through vehicles. The banning of the right-turn eliminates this effective restriction, allowing the overall intersection to operate at a greater efficiency.
9. Further, the right-turn ban offers pedestrian safety improvements to those crossing Hagley Avenue at Moorhouse Avenue. Normally the crossing action would be concurrent with vehicles that were permitted to make the right turn. The banning of the right turn removes any potential conflict. Further, the right-turning vehicles would be turning across two east-bound lanes of Moorhouse Avenue. The turn ban removes any potential conflict here also.
10. The consultation on the Hagley Avenue Traffic Management Project included the banning of the right turn from Moorhouse Avenue east approach into Hagley Avenue. Only three responses mentioned this intersection change directly. The LTSA were supportive of the changes, while two members of the public wanted to retain the right-turn.
11. Overall, the changes proposed to the intersection will result in both safety improvements, and a greater throughput of traffic. A recent existing-roads safety audit recommended the removal of the right-turn (Moorhouse - Lincoln). The reconfiguration of the lanes will allow greater efficiency of the intersection.

OPTIONS

12. Two options were considered. These are outlined as follows:

Option 1: Maintenance of the right-turn

Option 2: Ban the right-turn

PREFERRED OPTION

13. Option 2 is the preferred option. It increases the capacity of the intersection and creates a safer intersection.
14. The original status quo prior to this project was to have a combined through/right turn lane, a through lane and two left turn lanes from Moorhouse Avenue east approach (westbound). This allowed traffic to right turn across two through lanes of eastbound traffic.
15. The lanes in this configuration resulted in some through traffic being delayed due to the turning traffic and created a safety issue for the turning traffic because of the two lanes of opposing traffic.
16. Restricting the right turn (option 2 above) removes a safety issue from the intersection, and increases the capacity of the intersection.
17. The two through lanes allows more traffic through the intersection during each cycle of the signals. The potential for conflict with the right turning traffic that do not have a dedicated turn movement in the signal cycle, increases the safety of the intersection, and removes a potential conflict with crossing pedestrians.
18. It should further be noted that the right-turn ban is currently marked, signed and operating effectively. This report seeks retrospective resolution to confirm the restriction. If the right-turn ban resolution is declined, it would require the right-turn markings and signage to be reinstated, effectively losing the safety and efficiency gains for the intersection.

14. McCORMACKS BAY ROAD/MAIN ROAD - SAFETY REVIEW

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Barry Cook DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board of the outcome of a review of road safety surrounding the McCormacks Bay Road/Main Road intersection. The purpose is also to seek the support of the Board for the implementation of one of the review recommendations, which involves the installation of red surfacing over part of the existing cycleway.

EXECUTIVE SUMMARY

2. Members will be aware of the concerns that have been expressed by local residents regarding the level of safety, particularly for cyclists, at the intersection of McCormacks Bay Road and Main Road. These concerns have been formally presented to the Mayor in a report prepared by a group of Sumner Bay residents who regularly cycle through the intersection. A recent crash resulting in serious injuries to a cyclist, and occurring at the intersection, was the catalyst for the group initiating an investigation project from which the report has emerged.
3. In response to the matters raised in the report from the residents, the Transport and City Streets Unit commissioned a review of road safety at the intersection and incorporating other intersections in the immediate vicinity. A copy of this report is available from the Transport and City Streets Unit prior to the Board meeting and a number of copies will be tabled at the meeting. (Appendix 1 of the safety review report contains a copy of the initial report prepared by the residents group.)
4. The road safety review concludes that *"although no multiple crash problem appears to exist, public fears for cyclists at the McCormacks Bay Road intersection are of real concern"*. Furthermore *"the main difficulty lies with ensuring that right turners from Main Road into McCormacks Bay Road do so at a sensible speed, observing all levels of road user particularly cyclists in the westbound direction during peak hours when they are likely to be obstructed by other motorists"*. The report suggests a number of short, medium and long term remedial measures to improve road safety in the immediate and wider area.
5. There are two significant road enhancement projects currently in the planning and development stages that will have impacts on traffic movement at and within the vicinity of the area encompassing the road safety study discussed above. The projects; *"Ferry Road/Humphreys Drive Traffic Signals"* will improve the traffic function of the arterial route incorporating improvements to both road safety and efficiency. These improvements include the three-laning of Main Road from the Ferry Road Bridge to McCormacks Bay Road. Many of the medium and long term improvement initiatives identified in the safety review are considered best addressed through the current process being used in the aforementioned major projects. This is particularly so given the likely changes in the traffic environment that will result as a consequence of any capacity related improvements. These projects are currently within the capital works process and members will be consulted as plans are developed.
6. The safety review study identifies a small number of measures that could be implemented in the short term, generally through existing budgets, and independent of any future changes to the traffic environment. The most practicable of these initiatives (which would specifically address the primary cycle safety concern at the intersection) is the installation of red coloured surfacing on the existing cycle lane across the intersections of Main Road with McCormacks Bay Road. This measure would improve the awareness of cyclists for motorists turning at both intersections as detailed in the report conclusion quoted above. The red surfacing has been used in the past where there is significant exposure of cyclists to crossing vehicles and in other areas where cyclists can be particularly vulnerable.
7. There is a strong demand from the community for remedial action to improve cycle safety in this area, particularly at the Main Road/McCormacks Bay intersection. Red surfacing would not generate any disbenefits to residents or other road users, as the cycle lane already exists.

CONCLUSION

8. Any potential alterations and improvements, of a significant nature, to this section of Main Road are best incorporated into the planning, development and consultation associated with the major roading projects for this area.
9. As the proposed red surfacing to the existing cycle way can be funded by existing budgets it can be implemented almost immediately.

FINANCIAL AND LEGAL CONSIDERATIONS

10. Cost

Coloured surfacing is provided for within existing budgets.

11. Legal Considerations

The Land Transport Rules provide for the installation of cycle lanes including surface treatment.

STAFF RECOMMENDATION

For information.

CHAIRPERSON'S RECOMMENDATION

That the information be received.

15. TALFOURD PLACE - NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Barry Cook, DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to endorse a short length (10 metres) of no stopping restriction that currently exists in Talfourd Place(see attachment 1).

EXECUTIVE SUMMARY

2. A short length of broken yellow (No Stopping) line exists on the north side of Talfourd Place between the vehicle crossings to numbers 13 and 15. These markings may have been installed unlawfully by a previous property occupier on the south side to enable easier access for large commercial vehicles. This is likely to have occurred several years ago. Since that time the markings have been maintained as part of the Council's road marking maintenance contract and have an authentic appearance.
3. As the restriction has not been formally ratified, the Transport and City Streets Unit cannot successfully carry out enforcement.
4. Discussions with the current property occupiers directly affected by the existing markings reveal unanimous support to have them retained. The reason for the support for their retention is to both improve visibility exiting the vehicle crossings on the north side and improve access for large commercial vehicles accessing "Irvine International Flour" on the south side.
5. Talfourd Place has a roadway width of just over 10 metres, therefore car parking can restrict the turning manoeuvres into private accessways by large vehicles and a no stopping restriction can be justified on this basis. The lack of visibility for vehicles exiting the private accessways is not normally justification for installing such a restriction. However, given the fact that the lines have existed for some time and they are of benefit to businesses, particular with respect to large commercial vehicle access, it is considered that they should be retained.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Cost

Nil

7. Legal

Land Transport Rule, Road User 2004 Rule 61001
Broken Yellow Lines and Parking Restrictions
Part 6 Stopping and Parking

Land Transport Rule, Traffic Control Devices 2004 Rule 54002
Broken Yellow Lines and Parking Restrictions
Section 12 Stopping, Standing and Parking.

STAFF RECOMMENDATION

It is recommended that the Board agree that the stopping of vehicles be prohibited at all times on the north side of Talfourd Place from a point 71 metres in an easterly direction from the Falsgrave Street intersection and extending 10 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

16. PETERBOROUGH STREET - PARKING METER INSTALLATION (ONE HOUR RESTRICTION)

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Barry Cook, DDI 941-8971

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install parking meters with a maximum length of stay of 60 minutes covering 10 spaces located on Peterborough Street immediately east of Colombo Street (refer attachment 1).

EXECUTIVE SUMMARY

2. There are 10 car parking spaces located on Peterborough Street immediately east of Colombo Street that currently have a 30 minute maximum parking restriction (P30). The current restriction is inconsistent with the other sections of Peterborough Street to the west, which are controlled by parking meters.
3. The section of Peterborough Street where the existing P30 restriction currently applies provides car parking to service the retail and retail service activities both along Colombo Street and within this short section of Peterborough Street itself. Parking meters are considered to be a more appropriate and more consistent method of parking management in this situation. Meters will also allow better management of the parking to better reflect the periods of actual parking demand.
4. The property owners and occupiers of those premises directly affected by the change from P30 to P60 (meters) have been informed of the proposal. The MOA Neighbourhood Committee has no objections to the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

5. Cost

Parking meters are within existing budgets.

Legal

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

STAFF RECOMMENDATIONS

It is recommended that the Board agree that:

- (a) That the existing parking of vehicles for a maximum period of 30 minutes on Peterborough Street be revoked from the following locations:

The north side of Peterborough Street from a point 15 metres east of Colombo Street and extending 30 metres in an easterly direction.

The south side of Peterborough Street from a point 30 metres east of Colombo Street and extending 20 metres in an easterly direction.

- (b) That the parking of vehicles in Peterborough Street be controlled by parking meters and limited to a maximum period of 60 minutes and operative 9.00am to 5.00pm Monday through Thursday, 9.00am to 8.30pm Friday and 9.00am to 1.00pm Saturday in the following locations:

The north side of Peterborough Street from a point 15 metres east of Colombo Street and extending 30 metres in an easterly direction.

The south side of Peterborough Street from a point 30 metres east of Colombo Street and extending 20 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

17. AVONSIDE DRIVE - PROPOSED EXTENSION TO SCHOOL BUS STOP AT AVONSIDE GIRLS HIGH SCHOOL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Barry Cook, DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to extend the existing school bus stop outside Avonside Girls High School(refer attachment 1).

EXECUTIVE SUMMARY

2. Avonside Girls High School experiences a very high demand for buses as many students elect to travel to and from school using this mode. Currently up to nine buses arrive at the school simultaneously just after 3.00pm on school days. The existing bus stop on the school side has capacity for approximately six buses and there is a single stop located opposite the school. It follows that some buses are required to either queue to enter the stop once some buses have departed, or will circle the block waiting for space to become available. The latter is typically what tends to occur as queuing causes significant disruption to the traffic stream on Avonside Drive during an already chaotic period of the day with the traffic activity associated with students and parents.
3. The bus arrival and departure routine operates to a strict schedule with all buses at the school by 3.15pm at the latest and all buses departing simultaneously at 3.25pm. Therefore once the existing bus stop reaches capacity, the remaining buses are circling until space becomes available at 3.25pm. This results in a delayed departure for these buses.
4. The situation can be resolved by extending the length of the bus stop outside the school to create additional capacity for up to four buses. The current bus stop is operative between the hours of 8.30am and 3.30pm Monday to Friday and it is proposed to continue this timeframe over the extended section.
5. The proposed extension does not extend beyond the school frontage and the neighbouring property is owned by the school and accommodates the school caretaker. Any displaced parking due to the extension of the bus stop comprises those vehicles belonging to students not residents. As such it is considered that there are no other affected parties beyond the school. Red Bus the company that provides the majority of bus service to the school supports the proposal.
6. The Avonside Community Group supports the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Cost

Installation of signs and posts is within existing budgets.

8. Legal

The Land Transport Rules provide for the installation of parking restrictions including bus stops.

STAFF RECOMMENDATION

It is recommended that the Board agree that the parking of vehicles is limited to school buses only between the hours of 8.30am and 3.30pm, Monday through Friday, on the eastern side of Avonside Drive from a point 50m south of the intersection of Cowlshaw Street and extending 60m in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

18. TUAM STREET - CHANGE TO PARKING METER OPERATING PERIOD TO INCLUDE SATURDAYS 9.00AM - 1.00PM

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and City Streets Manager
Author:	Geoff McGregor/Barry Cook, DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to extend the operating period of the parking meters in the section of Tuam Street between Colombo and Durham Streets to include the Saturday normal trading period (9.00am to 1.00pm). Refer attachment 1).

EXECUTIVE SUMMARY

2. There are 40 metered car parking spaces located on Tuam Street immediately between Colombo and Durham Streets. The current operating period is inconsistent with other predominantly retail areas in the central city controlled by metered parking.
3. The section of Tuam Street between Colombo and Durham Streets where the existing metered restrictions apply between 9.00am to 5.00pm Monday through Thursday and 9.00am to 8.30pm Friday service retail and retail service activities in the immediate area. An extension to the period where the meters are operative to include Saturdays 9.00am to 1.00pm will allow for improved management of the parking to better reflect the periods of actual parking demand.
4. The property owners and occupiers of those premises directly affected by the change have been informed and were asked to comment on the proposal. Of those who chose to respond, approximately 83% supported the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

5. Cost

The costs of the changes are within existing budgets.

Legal

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

STAFF RECOMMENDATION

It is recommended that the Board recommend to the Council that the existing parking meter controlled spaces in Tuam Street between Colombo and Durham Streets be operative 9.00am to 5.00pm Monday through Thursday, 9.00am to 8.30pm Friday and 9.00am to 1.00pm Saturday.

CHAIRPERSON'S RECOMMENDATION

For discussion.

19. PROPOSAL BY COLCANNON LIMITED TO CREATE AN EASEMENT ACROSS COUNCIL RESERVE TO ENABLE A STORM WATER DRAIN AND SWALE TO BE PLACED TO SERVE A NEW SUBDIVISION AT 14 BROAD STREET AND 103 BAMFORD STREET

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Unit Manager
Author:	Tony Hallams, Policy and Leasing Officer, DDI 941-8701

PURPOSE OF REPORT

1. The purpose of this report is for the Board to consider the approval of a right to convey storm water and the installation of a 375mm diameter storm water discharge pipe, swale, and bridge on the Heathcote River Reserve, to enable treated storm water to be drained from the proposed industrial estate through the Council reserve to the Heathcote River. The proposal is necessary to enable the applicant to complete an application to Environment Canterbury for discharge consent to discharge storm water to the Heathcote River.

EXECUTIVE SUMMARY

2. Approval of the Proposal by Colcannon Limited is necessary to enable the applicant to complete an application to Environment Canterbury for consent to discharge storm water to the Heathcote River associated with the intended construction of the industrial estate at 14 Broad Street and 103 Bamford Street.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The Board has the delegated authority from Council (8 November 2001) to make the decision on behalf of Council whether to grant the easement or not.
4. Heathcote River Reserve is a Local Purpose Esplanade Reserve subject to the Reserves Act 1977. The applicant is seeking an easement over 40m² of the reserve to allow the placement of a 375mm storm water pipe underground, the creating of a secondary flow path (swale) 2 metres approx in width to cope with storm water flow from the dry pond in extreme storm events, and the placing of a bridge 3.6 metres in length over the intended swale to ensure to ensure reasonable public access to the reserve. Council officers are of the view that the proposed easement route will have little impact on the reserve, and the intended landscaping will enhance it.
5. Part 1 of Section 48 of the Reserves Act 1977 allows for the granting of rights of way and other easements across reserves. Under Section 48(2) of the Act the Council is in accordance with Section 119 of the Act required to invite public submissions on the proposal and consider any objections received. The Council advertised the proposal over one calendar month and three objections were received, all objections being withdrawn after discussions with the objectors. The Avon-Heathcote Estuary Ihutai Trust has been written to, outlining the proposal. Mr Guy Carnaby on behalf of the applicant has indicated he has been in contact with the Trust who has not objected to the proposal. If the Board approves the proposal the Council will endeavour to obtain the consent of the Department of Conservation on behalf of the applicant.
6. The applicant shall pay all costs associated with the establishment of the easement, which will include Council officer's time spent preparing reports, attending Council meetings, preparing legal documentation, together with the fees of outside agencies required to complete the process, which will include the Minister of Conservation's approval fee.
7. Survey plans of the easement shall be provided within three months of granting of the easement, so the easement can be registered as required by the Reserves Act 1977.

STAFF RECOMMENDATIONS

That the Board under delegated authority from Council resolve to grant an easement to Colcannon Limited, as provided for in Section 48(f) of the Reserves Act 1977, over approximately 40m² (the easement being approximately 2 metres wide by 20 metres long), of Section 1 Survey Plan 19891, an esplanade reserve, as shown in the attachment subject to the following conditions:

1. That the applicant lodges a survey plan of the proposed easement with Land Information New Zealand within three months of the granting of the easement.
2. The approval of the Minister of Conservation is obtained the granting of the easement.

3. That the applicant obtains all resource and building consents before work commences on the site.
4. That the applicant negotiates a suitable compensation package with the Council, which is subject to an independent valuation, the cost to be borne by the applicant, for the privilege of utilising the Council land as an easement.
5. That before work commences on the site the applicant is responsible for locating any existing services in the reserve, if any, ensuring that they are not damaged by contractors during construction.
6. The easement construction area being maintained by the applicant and their contractors in a safe and tidy condition at all times.
7. A bond of \$2,000 is to be paid by the applicant to the Christchurch City Council via the Parks and Waterways Advocate Linwood Service Centre, before work commences on the site. This bond, less any expenses incurred by the Council, is to be refunded to the payee upon the completion of the work, and lodgement of the survey plan as built with the Greenspace Unit Policy and Leasing Administrator.
8. The applicant is responsible for maintaining and replacement as necessary the storm water drain and bridge.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

8. The Christchurch City Council's Greenspace Unit has received an application from Colcannon Limited for an easement to install a storm water pipe, swale and bridge on the Heathcote River Reserve (Registered in the Canterbury District as Local Esplanade Reserve, Legal Description Section 1 Survey Plan 19891) to enable treated storm water to be drained from the proposed industrial estate through the Council Reserve to the Heathcote River. A site description, engineering drawing, and landscape plan with a drawing of the intended bridge is attached. The applicant intends that a dry infiltration first flush treatment basin will remove contaminants from any collected storm water prior to it being drained through the reserve to the river. The intended swale will serve as a secondary storm water flow path in extreme storm water events. The applicant has indicated the intended bridge on Council reserve will be built in such a way to take account of potential storm events and not diminish the public's right of access on the reserve. The proposal is necessary to enable the applicant to complete an application to Environment Canterbury for discharge consent to discharge storm water to the Heathcote River.

The applicant has considered the following options:

(A) Discharge of storm water to the street side channelling at Bamford Street and Broad Street.

This arrangement would be impracticable as the street side channelling would not cope with the volume of water received and the piped systems that each channel discharges to also do not have the capacity to accept the additional volumes.

(B) Pre treatment of storm water in a wet pond prior to discharge through Council reserve prior to being discharged to the Heathcote River.

This type of system while achieving the required level of treatment has the potential to become stagnant and encourage mosquito breeding especially in the summer.

(C) Pre treatment of storm water prior to discharge through a dry pond and then to the Heathcote River.

This would enable the treatment of the first 20mm of runoff and achieve a 75% removal of contaminants. This basin would utilise a filtration bed above field tile lines, which would then discharge to a 375mm pipe to be laid to the river.

PREFERRED OPTION BY THE COUNCIL

9. The Council has negotiated with the applicant, and agreement has been reached that in the event of the Board supporting Colcannons proposal to create an easement across Council reserve that the **applicants Option (C)**, the pre treatment of storm water and discharge to a dry pond on the applicants site, prior to discharge across Council reserve through a new outfall to the river, will enable a treated discharge to be established that achieves the best environmental outcome available for the development.
10. It is important that works are consistent with Council's policies. Before any tenders are let or work commences on site, discussions are to be held with the Parks and Waterways Area Advocate (Hagley/Ferrymead Ward) and the Greenspace Unit to ascertain the Council's requirements though the construction phase of laying the pipe, and constructing the swale and placing the bridge within the easement. .
11. It is considered that there will be no detrimental long-term environmental effects as an outcome of the proposal because of the small area of land sought by the applicant, and the relatively minor nature of the works. The proposal will not adversely effect the future utilisation and development of the reserve. The required pre treatment of the water and required environmental outcomes will be addressed by the applicant with a separate application for discharge consent being completed with Environment Canterbury.
12. The applicant has agreed to pay all costs associated with the establishment of the easement, which will include Council officers' time spent preparing reports, attending council meetings, preparing legal documentation, together with the fees of outside agencies required to complete the process. These will include the Minister of Conservation's approval fee, survey fees, and the Land Information New Zealand documentation fees.
13. The applicant will be required to maintain and replace as necessary the intended storm water drain and any intended building structure across the swale.
14. The Council will ensure the swale area is mowed as necessary as part of the Heathcote River Reserve maintenance programme.

ASSESSMENT OF OPTIONS

The Applicants Preferred Option

	Benefits (current and future)	Costs (current and future)
Social	Nil	Nil
Cultural	Nil	Nil
Environmental	Nil	Only to the applicant
Economic	Nil	Only to the applicant
Extent to which community outcomes are achieved: Nil		
Impact on Council's capacity and responsibilities: Nil		
Effects on Maori: Non-specific		
Consistency with existing Council policies: Yes		
Views and preferences of persons affected or likely to have an interest: Community consultation has been undertaken and the concerns of the objectors has been discussed. Three objections (the total received) have been withdrawn.		
Other relevant matters:		

Maintain The Status Quo (If Not Preferred Option)

	Benefits (current and future)	Costs (current and future)
Social	N/A	N/A
Cultural	N/A	N/A
Environmental	Nil	Flooding and pollution costs
Economic	Nil	Nil
Extent to which community outcomes are achieved: Nil		
Impact on Council's capacity and responsibilities: Considerable, to address any flooding problems		
Effects on Maori: Non-specific to Maori		
Consistency with existing Council policies: Inconsistent		
Views and preferences of persons affected or likely to have an interest: Community consultation has already been undertaken.		
Other relevant matters:		

20. CRANMER SQUARE - PROPOSED 10 MINUTE PARKING RESTRICTION

7. Cost

Signage is within existing budgets.

8. Legal

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

CONCLUSION

9. There is a safety concern associated with the lack of short term parking for caregivers dropping off children at the Junior and Pre-School in Cranmer Square. The demand for short term parking cannot be adequately or practicably met on the Cathedral Grammar site. The installation of a P10 parking restriction on Cranmer Square, covering five parking spaces immediately outside the school and operative only during the periods of peak demand is considered a cost effective, strategically aligned and practicable solution. All affected parties have been fully consulted with. Although this proposal is a compromise from the first proposal to the Board, the residents are still not in favour of it.

STAFF RECOMMENDATIONS

It is recommended that the Board agree that:

- (a) The existing parking restriction of 10 minutes maximum, 8.00am to 9.30am and 2.00pm to 4.00pm, School days, on the north side of Chester Street West commencing at a point 12 metres in a westerly direction from the Cranmer Square (West) intersection and extending in a westerly direction for a distance of 25 metres be revoked.
- (b) The parking of vehicles be restricted to a maximum of 10 minutes, from 8.00am to 9.30am and 2.00pm to 4.00pm, School days, on the west side of Cranmer Square (West) commencing at a point 37 metres in a northerly direction from the Chester Street West intersection and extending in a northerly direction for a distance of 25 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

10. Cathedral Grammar School comprises a Pre-school (3 to 5 year olds), a Junior School (5 to 7 year olds), a Girls Preparatory School (7 to 13 year olds) and a Boys Preparatory School. Many of the students arrive by motor vehicle. While the Boys Prep School is reasonably well serviced for “drop off and “pick up” parking within Chester Street West, the Preschool, Girls Prep School and Junior School, due to their location, tend to attract vehicle activity at the Cranmer Square entrance. The on street parking in this vicinity is currently unrestricted and occupied by commuters working in the greater area from as early as 6.30am and is substantially full by 7.30am. Therefore there is little potential for parents or caregivers to find an on street car park. It follows that parents and caregivers will enter the school grounds and attempt to park, will double park or park in inappropriate locations. There is insufficient capacity for short term parking on site which results in a chaotic and potentially dangerous situation arising.
11. There are safety concerns with encouraging this demand to be wholly accommodated within the school grounds. These concerns are associated with mixing vehicles manoeuvring with pedestrian activity. This is typically why many primary schools discourage or prohibit parents and caregivers to drive onto school grounds unless there are purpose built facilities for accommodating such activity. Cathedral Grammar operates a “drive through” system for the Junior School, Pre School and Girls Preparatory School. The “drive through” facility operates with cars entering from Cranmer Square and exiting onto Kilmore Street. This works adequately for “drop off” and “pick up” provided drivers do not leave their vehicles and do not remain parked for extended periods. This is generally unsuitable for the requirements of the Pre-School and the Junior School.
12. The demand for short term parking generated by parents and caregivers dropping off and picking up children attending the Pre-School and Junior school cannot be practicably contained on site. Many younger primary school children and all preschool children need to be accompanied by their parent or caregiver into the classroom. Parents and caregivers will generally require 5 to 10 minutes to conduct the tasks necessary to either leave the children or pick up the children. While some provision for set down parking is required by the City Plan, this is seldom sufficient to contain such activities wholly within the site. As such the majority of activity associated with delivering and picking up children from pre-schools and primary schools occurs on the road. This is acknowledged in the Council’s Parking Strategy which seeks to *“recognise and specifically consider the provision and management of on-street parking adjoining educational institutions”* through the method *“apply selective time restrictions to the on-street parking on the road frontages of the institutions”*. Furthermore *“short stay parking for site visitors”* has a higher priority than *“commuter parking”* in the context of *“kerbside parking priority”* as stated in the Strategy.
13. The Community Engagement Adviser together with other appropriate staff have met on site with school representatives and residents on a number of occasions. Suggested solutions like increased enforcement and the school providing staff to educate caregivers have been implemented. These measures have seen improvement, but will not solve the safety issues. The current proposal is a compromise the school has offered. However, the Residents have not accepted this compromise as it is their view that the school has too much short term parking and the problem should be solved solely by the school. Although the school has implemented its own measures, it is very aware that caregivers will still chose to do what they please.
14. This proposal is a compromise from what was originally submitted to the Board. Other methods have been tried and will continue to be used. This proposal complies with Council’s Strategies. There are no adverse affects on residents as it creates parking, which would otherwise be occupied all day by commuters.

21. JOHN BRITTEN RESERVE CONCEPT PLAN - RESULTS OF COMMUNITY CONSULTATION

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	Paul Devlin, Port Hills Area Head Ranger, DDI 941-7570 Kathryn Howard, Parks and Waterways Area Advocate Hagley/Ferrymead, DDI 941-6614

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board of the results of the community consultation undertaken on the draft concept plan for John Britten Reserve and seek the Board's approval of the revised concept plan(refer attachment 1), amended following the community consultation.

EXECUTIVE SUMMARY

2. At its meeting on 23 February 2005, the Board considered a report on the draft landscape plan for John Britten Reserve and resolved:

"That the landscape plan, as presented to the Board be released for public submissions and that the results be reported back to the Board"

3. The draft concept plan was distributed to local residents and interested stakeholders, including at the Mt Pleasant Community Centre and Ratepayers Association meeting and was available from local libraries and service centres. Information was provided in local newspapers, on a noticeboard on site and via the Council website, including visual and audio recordings of the proposed Aeolian harp. An open day was held on site which around a dozen people attended and at the home of the Aeolian harp creator, which attracted around 20 people.
4. 49 submissions were received on the draft concept plan. Feedback was encouraged in the areas of conservation management; tracks, car parks and picnic areas; Memorial to John Britten: Aeolian harp; Weirs Lookout: Plane table and the Upper Major Hornbrook Road linkage and these issues are discussed separately below.

5. Conservation Management

There was overwhelming support for the conservation management practices proposed, with one person objecting to the part removal of the macrocarpa shelter belt. The amount of dead and dying trees that will have to be removed has been reassessed at approximately 50% of the current shelter belt and has been amended on the revised concept plan. There were a number of offers to assist with any community planting days held.

6. Tracks

There was support for the tracks proposed, particularly the links they will provide to other parks and walkways in the Eastern Port Hills. There was almost completely even support and opposition for the tracks being shared use for walking and cycling. It would be likely that a much more extensive track would be needed for the shared use track to be sustainable in the long term and after considering that cyclists would have to join the road below John Britten Reserve anyway, it is now proposed to only designate the track parallel to Summit Road shared use and retain the two tracks down John Britten Reserve for walking only. The track parallel to Summit Road links with other cycling tracks in the area.

The main track to Weirs Lookout is to be called the Kenton Track (John Britten's middle name).

A rough track sidles along the side of Scotts Valley Reserve to link Major Hornbrook Reserve and John Britten Reserve, but many walkers take a short cut across private land instead. Depending on the future subdivision of this land between the two reserves, and decisions on the Major Hornbrook Road realignment, it may be desirable to obtain additional reserve land and a better walkway connection along the connecting flat saddle. But acquiring this land for an off road car park is no longer proposed, particularly as cars have been burnt here recently until earth mounds were built to prevent this. This acquisition was supported by some submitters.

7. Car parks and Picnic Areas

There was very strong support for providing a number of small car parks scattered around the park. A couple of submitters considered that the car park by Summit Road/Broadleaf Lane is too small, especially if more people are going to be attracted to Weirs Lookout. It is considered extremely difficult to create more parking here without building onto the flat area of the reserve, which was not supported. Instead access from the Summit Road/Mt Pleasant Road car park would be facilitated via the proposed track from this location. This will be the only enhancement to this car park. A couple of submitters were concerned about the use of car parks at night or wanted additional parking at the end of Major Hornbrook Road or near Longridge Drive (if land was acquired here). With the substantial on road parking available on Upper Major Hornbrook Road, it is not considered necessary to provide more parking on reserve land. Picnic areas were supported as a way of encouraging families to the reserve.

8. Memorial to John Britten: Aeolian Harp

There was mixed support for the installation of an Aeolian Harp as a memorial to John Britten. Approximately 35% of respondents, who also lived near the reserve, were vehemently opposed to the harp, mainly due to the sound it would create. Another 10% did not oppose the installation but were concerned about the effect it would have on close neighbours.

Approximately 33% of respondents supported the harps' installation. Supporters thought it would be a unique attraction for visitors to the Port Hills and become an asset for Christchurch. The remaining 22% did not respond.

Moving the Aeolian Harp further away from residential housing would reduce the aural impact on neighbours to the reserve, but would not address other concerns raised including its visual impact, compatibility with a natural environment, ongoing maintenance and vandalism potential. A landscape assessment commissioned by Christchurch City Council did not support the installation of the Aeolian Harp any higher on the reserve although the John Britten Reserve Trust disputes many findings of that report.

Although some submitters suggest naming the reserve after John Britten is enough of a fitting memorial, an artwork to commemorate him is considered appropriate here. Some form of Interpretation to inform visitors about John Britten and the reserve are also identified as needed in this location. Any interpretation design needs to be mindful of the real threat of vandalism.

The John Britten Reserve Trust have been invited to submit other artworks that would be more acceptable here, but wish to have the Aeolian Harp proposal decided on formally by the Board and Council before they consider whether they want to pursue any other memorial options. The Trust considers promoting artworks in Christchurch is always controversial and that a bold decision is needed. They believe installing a switch preventing the Harp from operating at night would address the submitters concerns.

9. Weirs Lookout: Plane Table

Approximately 14 submitters supported the plane table at Weirs Lookout, another two supported it either here or at Mt Pleasant, two preferred it only at Mt Pleasant and two suggested having one at each location. One submitter thought it should be installed in honour of John Britten. A couple of submitters were concerned about its maintenance and vandalism potential. The plane table was proposed to be installed at ground level, so as not to impact on the natural rock outcrops of Weirs Lookout. One submitter queried this as thought it would be more legible at waist level. It is now proposed to be installed slightly west of Weirs Lookout, on an imported stone at around thigh height.

10. Upper Major Hornbrook Road linkage

Approximately 30% of submitters supported linking Upper Major and Major Hornbrook Road. Some of the reasons for supporting this were that sharp bends would be eliminated, alternative access would be provided in the event of fire or slips, that it would take some pressure of Mt Pleasant Road, that residents in St Andrews Hill could better access John Britten Reserve and that it may allow for future bus routes.

Approximately 13% of submitters were extremely opposed as they thought it would increase traffic volumes, speeds and decrease safety. There were also concerns about the effect on natural values of the reserve and the sheer rock face that would be created. Further consultation was requested.

A couple of submitters suggested that if any land was lost for a road, that additional reserve land should be provided. It is important to note that although called the John Britten Reserve, this land has deliberately not been vested as reserve, until the decision on a road realignment has been made. The Hagley/Ferrymead Community Board earlier supported the realignment of Major Hornbrook Road. Therefore compensatory reserve land is not anticipated.

One submitter stated they did not want the triangle of land created if the road alignment does proceed to be sold. Although this is a possibility it is proposed that this be vested as reserve and not sold.

It is proposed that the development of John Britten Reserve allows for the realignment of Upper Major Hornbrook Road through the reserve if confirmed as necessary through a thorough consultation process led by Council's Transport and City Streets Unit but that any land isolated from the main John Britten Reserve through this process be designated as reserve. This process would also be the appropriate process to determine if a street name change was necessary.

11. Other

Other issues raised by submitters were:

- To include Maori heritage values. Ngai Tahu representatives were advised of the proposal and were invited to comment on the plan.
- To build a playground with swings and a tennis court on the reserve between Clearview and Ridgeview Lanes. This land is proposed to be retained for reserve purposes but not developed in this manner.
- To install rubbish bins. Regional Parks policy is to encourage recycling and visitors to take their own rubbish home.
- To preserve old stone walls. These will be left as they are.
- To build a footpath on Mt Pleasant Road. This is outside the scope of this reserve concept plan but will be forwarded to City Streets and Transport for consideration.

12. The attached concept plan has been revised to take into account the majority of the submissions received on the draft plan and is recommended for approval.

FINANCIAL AND LEGAL CONSIDERATIONS

13. The concept plan will be implemented as funding allows, with work, where possible, implemented by Regional Park Rangers.
14. John Britten Reserve will be proposed to be classified as a scenic reserve.

STAFF RECOMMENDATION

It is recommended that the Board approve the amended concept plan for John Britten Reserve.

CHAIRPERSON'S RECOMMENDATION

For discussion.

22. CHRISTMAS BREAK - EMERGENCY DECISION MAKING

General Manager responsible:	General Manager Regulation and Democracy Services
Officer responsible:	Secretariat Manager
Author:	Emma Davison, Community Secretary, DDI 941-6615

PURPOSE OF REPORT

1. The purpose of this report is to arrange for emergency issues to be dealt with by the Board over the Christmas period.

EXECUTIVE SUMMARY

2. There is a long break between Board meetings over the Christmas period. Therefore, it is recommended that an Emergency Committee with power to act be appointed to deal with any emergency issue that would otherwise go to the Board for decision.

In past years, it has been normal practice for the Board to give delegated authority to the Emergency Committee (that is, a quorum of the Chairperson and at least two members) to make decisions on its behalf.

STAFF RECOMMENDATIONS

1. That the Board establish an Emergency Committee with power to act to make emergency decisions on behalf of the Board for the period following its 14 December 2005 meeting, up until the Board resumes normal business proposed to commence early February 2006; with any such decisions to be made in the presence of the Community Board Principal Adviser.
2. That the Committee comprise the Chairperson plus any two available members of the Board.
3. That any decisions made be reported to the first Board meeting in 2006.
4. That a notice of any Emergency Committee meeting be forwarded to all Board members.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be adopted.