



Christchurch City Council

BURWOOD/PEGASUS COMMUNITY BOARD AGENDA NO 220

5 OCTOBER 2005

5.00 PM

IN THE BOARDROOM,
CNR BERESFORD AND UNION STREETS
NEW BRIGHTON

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1. APOLOGIES

Don Rowlands

2. CONFIRMATION OF REPORT

The report of the ordinary meeting of the Burwood/Pegasus Community Board held on Wednesday 21 September 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 21 September 2005 be confirmed.

3. PETITIONS

4. DEPUTATIONS BY APPOINTMENT

OWLES TERRACE SITE TESTING

Ms Jane Quigley will be in attendance to speak about the Council's Owles Terrace site.

5. CORRESPONDENCE

SPECIAL AMENITY STATUS FOR MARINE PARADE

The attached letter was received from Jan Kenny, on behalf of the Pegasus Sustainable Development Society Inc., regarding the process for establishing Special Amenity Status for Marine Parade.

CHAIRPERSON'S RECOMMENDATION

That the letter be referred to the General Manager Regulation and Democracy Services for a response back to the Board and the Pegasus Sustainable Development Society Inc. about the process and timeframes for establishing special amenity status.

6. RESIDENTS' ASSOCIATIONS

Time is allocated at Board meetings for Residents' Association representatives to address the Board on local matters.

A representative from the South New Brighton Residents' Association, will be in attendance to outline the group's activities. Each residents' group is invited to do this in rotation.

7. JANE CARTWRIGHT - COMMUNITY OUTCOMES

Jane Cartwright, Research and Policy Development Manager will be in attendance to discuss the Community Outcomes.

8. OWLES TERRACE SITE TESTING

General Manager responsible:	General Manager Corporate Services
Officer responsible:	Corporate Support Manager
Author:	Felix Dawson, Property Project Consultant, DDI 941-8477

PURPOSE OF REPORT

1. The purpose of this report is to provide an information summary to the Board of testing at the Council property in Owles Terrace. It also provides an update of the timeframe for moving forward with development of the site and reconfirms the original process for tendering the site.

EXECUTIVE SUMMARY

2. In August 2004 the Council resolved to follow the process recommended by staff for assessing the feasibility of disposing of part of the Council site at Owles Terrace. The first stage in the process involved further testing of contaminants on the site. The testing is completed and has provided the following conclusions:
 - (a) Confirmation of earlier advice that residential use of part of the site should not be precluded.
 - (b) Structural modification of the river bank to allow introduction of water to the site is not feasible.
 - (c) Groundwater contamination exists but at acceptable levels.
3. In accordance with resolution 1 of the 2004 Council report it is proposed to tender a portion of the site (as shown on the attached map) for sale. This will enable analysis of whether to dispose of that part and develop the rest for reserve or whether to keep the whole site for reserve purposes.

FINANCIAL AND LEGAL CONSIDERATIONS

4. Greenspace have only limited budget allowance for development of the Reserve area. The Property Consultancy Team have a revenue provision of \$500,000 for disposal of property not required by Council. Depending on any return received from Owles Terrace and progress of sale for other properties it is possible that part of the proceeds from sale of Owles Terrace will be applied to development of the Reserve.
5. The Community Board does not have delegated authority to make a decision in this matter, such a decision needs to be made by the full Council. The Board does however, have recommendatory powers to Council.

STAFF RECOMMENDATIONS

- (a) That the Council reconfirm the resolutions of 13 August 2004 relating to the process for tender of part of the site for sale.
- (b) That the site for tender be as shown in the plan attached.

CHAIRPERSON'S RECOMMENDATIONS

For discussion.

BACKGROUND ON OWLES TERRACE - SITE TESTING

- 5. On 13 August 2004 the Council adopted the following resolutions:
 - 1. *That the Council endorse option four in principle subject to further analysis of costs benefits and risks following completion of the above process.*
 - 2. *That the Council endorse the process above established for the purpose of making a decision on whether to proceed with option three or four.*
 - 3. *That the Council endorse the following principles to be incorporated into the Tender document.*
 - (a) *That remediation is to be undertaken at a level required to meet the requirements of the subdivision consent, with best endeavours to exceed minimum standards where possible. The Council will not transfer ownership of the site until remediation has been appropriately completed. Probable financial contribution by Council to the cost of site remediation.*
 - (b) *That the site layout and building designs incorporate principles of high quality urban design and sustainable building methods.*
 - (c) *That a preliminary park design would be provided. The final design could be modified to co-ordinate with the housing development proposal.*
 - 4. *That a further report be presented to the Council and Burwood/Pegasus Community Board in December 2004 once the investigations were complete.*
- 6. Site investigations are now complete and this report is provided pursuant to recommendation four above.

Contamination Testing Programme

- 7. A detailed soil report was recommended in the 2004 report for the purpose of enabling assessment of:
 - (a) The viability of disposal of a portion of the site.
 - (b) Options for development of the reserve.
 - (c) Assessment of groundwater leachate.
- 8. Site testing was undertaken by MWH Ltd at the end of September 2004. A draft version of the soil testing report was received on 30 November 2004. It was provided in draft for staff discussion primarily for consideration of the significance of groundwater contamination shown to exist on the site. The report was forwarded to ECan for comment on the contamination levels specifically for comment on the future requirement for discharge consents and also the necessity to undertake a river monitoring programme. ECan advised that a discharge consent would not be required and that river monitoring would also not be required unless diversion works are carried out on the river bank.
- 9. Despite the advice in regard to river monitoring, staff decided to test river water samples on the basis that Council would be consulting with the public on the development of the reserve and that the public would want a high level of confidence that the disused landfill was not generating

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a sufficient amount of leachate capable of contaminating the Avon River. Water samples were taken during high tide and low tide from in front of the site in addition to two upstream and one downstream control samples. Final test results have been received and we are advised that several contaminants displayed elevated concentrations above ANZECC guidelines, but as they are no higher than the normal background levels in the Avon River it is questionable as to whether they are from leachate generated by the disused landfill. The issue is further complicated by the regular discharge from the waste water treatment plant into the estuary. It can be concluded therefore that the site in its current state poses no environmental risk.

Testing Summary

10. The testing has provided the following information:

- (a) Earlier advice has been confirmed that residential use should not be precluded by the site issues relating to stability and contamination.
- (b) Structural modification of the river bank allowing the introduction of river water to the site would create significant uncertainties relating to ongoing affects and has been strongly discouraged by MWH Ltd. This view has been echoed in the ECan approach to

Timeframe

		2006
1.	Tender development site	mid February- end March
2.	Assess tenders	April
3.	Options report on feasibility of sale- Council decision	May
4.	Detailed reserve design and development following public consultation to take place after decision is made on sale of part of the site	June - August

OPTIONS

16. Tender a portion of the site for sale as decided in the report of 2004.
17. Do not test the market by tender of part of the site and develop the whole site as Reserve. Earlier analysis has shown:
 - (a) That there is no lack of green space in this part of Christchurch so the need for the whole site as Reserve does not exist.
 - (b) Greenspace do not have sufficient budget for development of the Reserve and sale of part of the site may provide funds for this purpose.

PREFERRED OPTION

18. A proper decision on the feasibility on sale of part of the site cannot be made until a tender process has been completed, therefore option one is preferred.

9. SALTAIRE STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Michelle Flanagan, Streets Capital Programme, DDI 941-8665

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek the Board's approval for a number of resolutions for traffic restrictions (No Stopping) associated with the Saltaire Street kerb and channel renewal; and
 - (b) Update the Board on consultation with the Saltaire Street residents in respect of traffic calming measures (the central raised platform) and the landscaping.

EXECUTIVE SUMMARY

2. Saltaire Street is a local road in North New Brighton that is scheduled for kerb and channel renewal in the 2004/2005 financial year. Saltaire Street was selected to be a Living Streets Project and a Community Based Collaboration Process was used for consulting with the community on the project.
3. On 16 March 2005 a report was presented to the Burwood/Pegasus Community Board seeking approval to progress to final design, tender and construction for Saltaire Street. The Community Board resolved at the meeting that the concept plan for Saltaire Street be approved for final design tender and construction provided that the central island be replaced with a raised platform, and the residents either side of the platform be consulted, and the landscaping plan for the street be referred to the Board and the community for discussion.
4. In July 2005 the Consultation Leader contacted the residents immediately adjacent to the proposed central platform. All but one resident support the introduction of the platform. On 27 July 2005 a residents meeting was held to discuss the landscaping. Agreement was reached with the residents at this meeting regarding the provision of street trees and low level landscaping. Two residents were also contacted after this meeting regarding the installation of street trees.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total cost for this project is \$338,000 inclusive of all consultation, design and project management.
6. The Saltaire Street kerb and channel was programmed for construction in the 2004/2005 year. The annual budget for Street Renewal is approximately \$15 million. Design costs were provided for in the 2004/2005 budget and the 2005/2006 draft budget provides sufficient funding to construct this project.
7. Without the approval of the resolutions for traffic restrictions, the amended restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

- (a) Approve the following new traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Saltaire Street commencing at its intersection with Bower Avenue and extending 25 metres in a easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Saltaire Street commencing at its intersection with Bower Avenue and extending 30 metres in a easterly direction.

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- (iii) That the stopping of vehicles be prohibited at any time on the north side of Saltaire Street commencing at its intersection with Marriotts Road and extending 20 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Saltaire Street commencing at its intersection with Marriotts Road and extending 28 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendations be adopted.

BACKGROUND ON SALTAIRE STREET KERB AND CHANNEL RENEWAL

8. Saltaire Street is a short local road linking Marriotts Road and Bower Avenue in North New Brighton. As well as having kerb, channels and footpaths in need of renewal, Saltaire Street also has a history of concerns over excessive vehicle speed and 'short-cutting' traffic.
9. Saltaire Street was selected to be a Living Streets Project and a Community Based Collaboration Process was used for consulting with the community on the project. Consultation has been ongoing since August 2003 and has involved public meetings, workshops and publicity pamphlets.
10. On 2 February 2005 a report was presented to the Community Board seeking approval for the concept plan for Saltaire Street to proceed to final design, tender and construction. At this meeting the Board resolved:
 - (a) That the concept plan for Saltaire Street be approved for final design, tender and construction.
 - (b) That the concept and landscape plan and design be referred to the Burwood/Pegasus Community Board and community for discussion before final approval.
11. A resident of Saltaire Street made a deputation to the Council meeting held on 17 February 2005. The resident advised that all the residents of Saltaire Street had indicated opposition to the final design as approved by the Burwood/Pegasus Community Board at its meeting on 2 February 2005 on the basis that some residents lost on-street parking and that in their view the plan did not discourage traffic volumes and speeds through the street. The Council did not adopt the Community Board recommendation and moved *"That this item be referred back to the Burwood/Pegasus Community Board for further consultation with street residents and a final decision"*.
12. On 16 March 2005 a further report was made to the Community Board seeking approval for the concept plan for Saltaire Street to proceed to final design, tender and construction. At this meeting the Community Board resolved:
 - (a) That the concept plan for Saltaire Street be approved for final design, tender and construction, subject to officers reporting back for the Board's information only, with a design to replace the proposed traffic island with a raised median.
 - (b) That officers consult only those residents on either side of the proposed raised platform who would be directly affected, prior to reporting back to the Board.
 - (c) That the concept and landscape plan and design be referred to the Board and community for discussion before final approval of the Plan.
13. On 1 June 2005 the consultation Leader visited the residents at 23, 19, 17, 12 and 18 Saltaire Street to discuss the proposed raised platform. All of the residents supported the raised platform instead of the central island. The consultation leader spoke to the owner of 20a Saltaire Street and posted a copy of a concept plan showing the raised platform to the owner who did not oppose the platform. The owner of 20 Saltaire Street was contacted by telephone on 2 June 2005 and did oppose the platform. The owner stated they would prefer speed bumps at either end of the street, as they perceived the platform preventing them getting their vehicle into and out of the property. A letter was sent to the owner of 20 Saltaire Street advising that the location of the platform will not prevent them accessing their property as they will not have to cross it when travelling from the Bower Road end of Saltaire Street, and when access their property from the Marriott's Road end of Saltaire Street a vehicle that can traverse a speed bump will be able to cross the proposed platform.
14. On 27 July 2005 a meeting was held with the residents of Saltaire Street to discuss the proposed landscaping. Eight residents attended the meeting. At the meeting there was strong opposition to the inclusion of street trees along Saltaire Street from some residents. The street trees at the intersection of Saltaire Street and Marriotts Road (as shown on Attachment 1) will remain as they assist in providing traffic calming at the intersection, and the residents at the meeting accepted this. Two residents at the meeting indicated their preference for street trees and as such street trees are proposed outside 25, 27 and 5 Saltaire Street. The consultation leader also contacted the owners of 4 Saltaire Street and 224 Bower Avenue to see if they would like a street tree on the road berm outside their properties. Both owners were happy to

have a street tree and consequently trees are proposed outside these properties. The species of tree was also discussed at the meeting and it was agreed that Magnolia trees would be planted as they are evergreen and do not grow to a large size.

15. At the meeting the installation of low level landscaping on the berm areas adjacent to the raised platform was also discussed. The residents at 18 and 19 Saltaire Street were happy for low level landscaping to be installed in a barked bed.
16. The inclusion of a standard Living Streets sign outlining some of the history of Saltaire Street is also proposed to be installed at the Marriotts Road end of Saltaire Street adjacent to the landscaped area. The consultation leader is putting together some historical information from the street (with the assistance of some of the residents) for inclusion in this sign.
17. As part of the detailed design it was identified that two poles would require relocation. The pole outside 5 and 7 Saltaire Street will be moved back onto the boundary between the two properties. The owners of 5 and 7 Saltaire Street have been contacted regarding the pole moving. One owner does not oppose the pole moving, however the adjacent owner is concerned that cars speeding around the Marriotts Road intersection will now hit the front boundary fence rather than the pole. It is considered that the proposed speed treatment at the intersection will assist in slowing vehicles negotiating this intersection.
18. A pole is also relocating outside 19 and 23 Saltaire Street as it was found to be partially in a driveway accessing number 19. The pole will move to the boundary between 19 and 23 Saltaire Street. Both residents have been advised of the pole movement and have no opposition to this.

OPTIONS

19. Two options for landscaping were presented to the residents of Saltaire Street at the public meeting as follows. Both options included street trees and landscaping at the Marriotts Road end of Saltaire Street.
 - (a) The inclusion of street trees down both sides of Saltaire Street.
 - (b) No street trees on Saltaire Street.

PREFERRED OPTION

20. The preferred landscaping option includes the following elements:
 - Magnolia street trees on the berm areas outside 27, 25, 5 and 4 Saltaire Street and 224 Bower Avenue (5 trees in total).
 - Low level landscaping on the berm area adjacent to the central raised platform outside 19 and 18 Saltaire Street.
 - Six Magnolia trees and low level landscaping at the intersection of Saltaire Street and Marriotts Road.

ASSESSMENT OF OPTIONS

The Preferred Option - including street trees outside 27, 25, 5 and 4 Saltaire Street and 224 Bower Avenue, and low level landscaping on the berm areas adjacent to the central raised platform (refer Attachment 1).

	Benefits (current and future)	Costs (current and future)
Social	Landscaping agreed with residents that attended the public meeting. Those residents that wanted street trees have them outside their properties.	Nil
Cultural	Nil	Nil
Environmental	Saltaire Street is enhanced through the provision of landscaping.	Nil
Economic	Improvement of a Council infrastructure asset.	Capital expenditure.
<p>Extent to which community outcomes are achieved: Primary alignment with community outcome "Christchurch has a vibrant centre, attractive neighbourhoods and well designed transport networks" through the provision of a high quality road network and attractive local road.</p> <p>Impact on Council's capacity and responsibilities: No impact</p> <p>Effects on Maori: It is considered that there are no effects on Maori</p> <p>Consistency with existing Council policies: The kerb and channel renewal is consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the unit's Asset Management plan.</p> <p>Views and preferences of persons affected or likely to have an interest: The landscaping plan was developed in consultation with the residents at the public meeting.</p> <p>Other relevant matters: Nil</p>		

Maintain The Status Quo (If Not Preferred Option)

Option (b) – Maintaining the existing landscaping situation with no street trees or landscaping on Saltaire Street

	Benefits (current and future)	Costs (current and future)
Social	Nil	Nil
Cultural	Nil	Nil
Environmental	Nil	Saltaire Street streetscape is not enhanced.
Economic	No capital expenditure	Nil

Extent to which community outcomes are achieved:

Primary alignment with community outcome *“Christchurch has a vibrant centre, attractive neighbourhoods and well designed transport networks”* through the provision of a high quality road network.

Impact on Council’s capacity and responsibilities: Nil

Effects on Maori: It is considered that there are no effects on Maori.

Consistency with existing Council policies: The kerb and channel renewal is consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the unit’s Asset Management plan.

Views and preferences of persons affected or likely to have an interest: A number of residents were strongly opposed to street trees down the length of Saltaire Street.

Other relevant matters: Nil

Maintain The Status Quo (If Not Preferred Option)

Option (a) – the inclusion of street trees down both sides of Saltaire Street.

	Benefits (current and future)	Costs (current and future)
Social	Nil	A number of residents are opposed to street trees.
Cultural	Nil	Nil
Environmental	Saltaire Street streetscape is further enhanced.	Nil
Economic	Improvement of a Council infrastructure asset.	Capital expenditure.

Extent to which community outcomes are achieved:
Primary alignment with community outcome “*Christchurch has a vibrant centre, attractive neighbourhoods and well designed transport networks*” through the provision of a high quality road network and attractive local road.

Impact on Council’s capacity and responsibilities: Nil

Effects on Maori: It is considered that there are no effects on Maori.

Consistency with existing Council policies: Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.

Views and preferences of persons affected or likely to have an interest: A number of residents were strongly opposed to street trees down the length of Saltaire Street.

Other relevant matters: Nil

10. BANKS AVENUE TRAFFIC CALMING/BANKS AVENUE KERB & CHANNEL RENEWAL (FROM NORTH PARADE TO JUST EAST OF ACHILLES STREET – NORTH SIDE ONLY)

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

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Burwood/Pegasus Community Board and Shirley/Papanui Community Board for the Banks Avenue traffic calming and kerb and channel renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Council has budgeted for the traffic calming and kerb and channel renewal project for Banks Avenue in the 2005/2006 financial year. The traffic calming element of this project grew out of concerns raised by the Banks Avenue School and the residents of Banks Avenue relating to the speed of motorists along the Avenue during the day and in the evening.
3. In 2003 the Council advised the community that the kerb and channel on the north side of Banks Avenue from North Parade to just east of Achilles Street was due to be replaced with flat kerb and channel.
4. Submissions received from the community supported the proposed work but residents and the local school requested that the Council implement some form of traffic calming at the same time.
5. From the residents perspective their main concern is that the speed of some motorists late at night along Banks Avenue is so high that many drivers have ended up in the Dudley Creek. Residents wanted to see strong traffic calming measures installed as the crash data on Banks Avenue clearly indicates that over the last 20 years the number of crashes in Banks Avenue is high, mainly due to speed.
6. The school's concern also relates to the speed of motorists along Banks Avenue but mainly during the day when children are arriving and leaving school. However, there is also concern for the driving behaviour of some parents when they are dropping off and picking up children that consequently has a negative impact on the safety of children at the school.
7. The proposed work will address the safety concerns of the residents and will also provide a safer environment for the children attending Banks Avenue School. Research that the Council has undertaken on Banks Avenue since 2003 warrants the installation of strong traffic calming measures and has therefore obtained a high priority within the Council's programme.
8. In addition to the engineering work proposed, the Council has also worked to provide residents with a bank maintenance and stream enhancement programme for the Dudley Creek. The Council's proposal for the Dudley Creek will be brought to the Boards as a separate report.
9. There have been two small amendments to the plan presented at consultation. Firstly, the chicane proposed adjacent to 120 Banks Avenue will be shifted approximately 10 metres making it easier for vehicles, exiting the school gate, to turn left into a two way section of carriageway. The second amendment relates to the footpath at the south west corner of the Banks Avenue/ River Road intersection. Both telephoned and written submissions were received that the footpath is too narrow and steep. The project team acknowledges that improvements could and should be made, and are investigating it for effort and cost. It will be incorporated with this project if it is appropriate to do so, otherwise it will be separately reported to the board for future action.

10. The amended plan (refer attachment 2) is the recommended option for Banks Avenue. It is this plan that approval is sought to proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The Banks Avenue traffic calming and kerb and channel renewal project has been estimated at \$313,000. \$161,000 from the kerb and channel budget and \$152,000 from the Neighbourhood Improvement Programme (NIP). Project expenditure will be managed through the routine capital project expenditure processes.

BACKGROUND ON THE BANKS AVENUE TRAFFIC CALMING AND KERB AND CHANNEL RENEWAL PROJECT

12. Initial consultation regarding the kerb and channel renewal project along the north side of Banks Avenue from North Parade to just east of Achilles Street started in July/August 2003. Submissions received supported the proposal but residents and the school community in Banks Avenue requested that the Council implement some form of traffic calming in the Avenue at the same time.
13. In addition to the proposed engineering work the Council has prepared a bank maintenance and stream enhancement programme for the Dudley Creek.
14. Investigations into the crash data on Banks Avenue clearly indicated an escalating problem. As a result traffic calming measures were programmed to be implemented at the same time as the kerb and channel work.

OPTIONS

15. The project team identified four options for the traffic calming of Banks Avenue.
16. The aim was to present the options to the residents and to the Banks Avenue School via its governing body the Board of Trustees (BoT) at a series of public meetings so that they could decide through consensus on what option would be most suitable for implementation.
17. To this end three meetings were arranged at the Banks Avenue School and a fourth meeting arranged on site in Banks Avenue so all the roading options could be discussed, including the pros and cons of each option, along with the plans for the Dudley Creek.
18. The meeting dates were:
 - Tuesday 12 April 2005 7pm - 9pm
 - Saturday 14 May 2005 River Ramble (Dudley Creek)
 - Tuesday 19 July 2005 7pm - 9pm
 - Monday 12 September 2005 7.30pm - 9pm
19. The options discussed in detail were:
 - Speed humps
 - Chicanes
 - Double cul-de-sac with a slow road link
 - Road stopping with one cul-de-sac

Speed Humps:

Speed humps are cost effective, but very noisy for residents. Additional noise and vibration is caused by vehicles decelerating before the speed hump; anything heavy that is carried in the boot or on the back of a truck shifts and then vehicles accelerate away. **For these reasons this option was rejected by the community.**

Chicanes:

- Chicanes slow traffic by forcing vehicles to change direction (horizontal deflection). In addition the landscaping proposed will provide the height (vertical deflection) required. The chicanes proposed for Banks Avenue will also include "one-way" "courtesy slow points, forcing further speed reductions. **For these reasons this option was overwhelmingly supported by the residents and therefore is the recommended option.**

Double cul-de-sac with slow road link:

- For all intents and purposes the road is closed, however, legally it is kept open by installing a slow road link. This option was rejected as Banks Avenue from both the North Parade end and the River Road end to the double cul-de-sac's would not be calmed. Therefore the potential remains for high speeds to still be reached.

Full Road Closure with a cul-de-sac:

- This would require the legal stopping of Banks Avenue with the installation of a cul-de-sac. **This option was rejected for similar reasons as the double cul-de-sac option outlined above.**

20. The meeting on the 12 April 2005 indicated a strong preference for the chicane option. It was explained by staff that between 5 – 7 chicanes would be required to ensure a consistent slower speed environment along the length of the Avenue. In addition, each chicane would include a one-way slow point. The additional advantages of the chicane option was that it also enabled the Council to propose bank stabilisation and stream enhancement work adjacent to each chicane. Thereby "softening" the effect of a strong engineering treatment.
21. The disadvantages of this option included the requirement on residents to negotiate the chicanes each time they left and returned to their property and that some existing on street parks would need to be removed to provide room to install the chicanes.
22. In addition to the discussions at the meeting, held at the school, on the 12 April 2005 residents and the school community via the BoT were provided with submission forms so that further discussion on the options could take place after the meeting and then written submissions could be made to the Council so that a clear indication of the most supported option could be investigated further by staff.
23. It is noted that the school was represented at the meeting by the Principal. The BoT were invited but did not attend.
24. The River Ramble took place on a beautiful autumn day on Saturday 14 May 2005 and was well supported. The ramble lasted for three and a half hours and provided attendees with an on-site opportunity to discuss with staff issues/concerns relating to the proposed location of the chicanes and the proposed bank stabilisation and stream enhancement work.
25. A clear preference was shown for the chicanes and staff were able to advise that this

28. Attendees at the meeting agreed to a formal publicity pamphlet being produced and delivered to residents, the school community and to the wider community. It was noted that the BOT, while invited as the governing body of the school, did not attend. However, one BOT member did.
29. It was restated at this meeting as it was at the two previous meetings that the cooperation of the residents and the school community was required to ensure a successful outcome and that any perceived inconvenience, in terms of reduced on-street parking, should be considered in the bigger picture of securing an improved roading environment for children and the wider community.
30. It was acknowledged that:
 - Residents may be inconvenienced by the chicanes on a daily basis
 - That there would be a reduction in on-street parks available to school traffic, and that initially congestion in the street could increase. However, with encouragement from the school and the Council for fewer parents to drive along the Avenue, instead opting for accessing the school via other entrances and/or parking further away and walking the last 100 metres or so, would significantly improve the safety of children arriving and leaving the school each day.
31. During the formal consultation process, and very late in the process, the BoT raised objections to the proposal via a letter sent home to the parents/caregivers of children attending the school.
32. The letter to parents, from the BoT, included a submission form and a covering page. The covering page was titled: "**Changes to Banks Avenue Roading will Disrupt**". The submission form listed eight concerns of the BoT for the proposed changes. Parents/caregivers were encouraged to sign the form on behalf of the school and send into the Council. The project team provided the school with an additional two weeks to undertake this.
33. In total 83 written submissions were received. This included 44 signed submissions on behalf of the BoT. Banks Avenue has nearly 700 pupils attending the school. The total number of parents is unknown. The remaining 39 were overwhelmingly in favour of the proposal and it is noted that these submissions, with the exception of five, were from submitters who are not residents of Banks Avenue.
34. In addition, the majority of Banks Avenue residents expressed their preference for the proposed traffic calming at the three public meetings. Residents of Banks Avenue were therefore unhappy at the schools decision not to support the traffic calming proposal and further that the school encouraged parents not to support the proposal. Rather than wait to the Board meetings to address this major issue it was decided that another meeting should be arranged so that residents could meet directly with the BoT of the school.
35. The meeting was organised for Monday 12 September 2005 in the staff room of the Banks Avenue School attended by seven residents of the street, representing the street committee, the BoT, the chair of each Community Board and two Council staff members.
36. Essentially the meeting was to provide a further opportunity for the BoT to present directly to the residents the BoT's concern of the proposal. It was deemed important that both groups hear directly what each others concerns were, so that a way forward could be determined.
37. The outcome of this meeting was an agreement from the BoT to support the Council's proposal for traffic calming along the Avenue, thereby also providing support for the residents of the street. A minor adjustment to the proposed chicane (moving it west 7 – 10 metres) adjacent to 120 Banks Avenue and requested by the BoT at an earlier meeting with the Consultation Leader and already agreed to by the Project Team, was confirmed.

PREFERRED OPTION

38. The recommended option is to install five one-way chicanes in Banks Avenue. The chicanes will generally be 4.5 metres in width, thereby providing room for one vehicle (3m) and one cycle (1.5m) to travel through the chicane side by side, if required.
39. The one exception to the 4.5 metres width is the chicane proposed adjacent to 120 Banks Avenue. This chicane will be 4.6 metres in width and will now be placed 7 – 10 metres west along the Avenue.

40. The existing speed platform on Banks Avenue at its intersection with North Parade will be retained along with the existing speed platform on Banks Avenue at its intersection with River Road. The existing speed hump adjacent to 81 Banks Avenue and utilised as a school "kea" crossing point will be retained, however, the speed hump will be widened and the markings altered so that it looks a little less like a formal pedestrian crossing (which it isn't).
41. It is also proposed to replace the remaining old dish guttering along the north side of Banks Avenue from North Parade to just east of Achilles Street, with kerb and flat channel.

STAFF RECOMMENDATIONS

It is recommended that the Burwood/Pegasus and Shirley/Papanui Community Boards:

1. Approve the Banks Avenue traffic calming and kerb and channel renewal project as shown in attachment 2, proceeding to final design, tender and construction.
2. Approve the following traffic restrictions.

Banks Avenue parking restrictions:

That all existing parking restrictions on Banks Avenue be rescinded.

- (a) That the stopping of vehicles be prohibited at any time on the north side Banks Avenue commencing at a point 83 metres east of its intersection with North Parade and extending in an easterly direction for a distance of 55 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 88 metres east of its intersection with North Parade and extending in an easterly direction for a distance of 33 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at its intersection with the west side of Achilles Street and extending in a westerly direction for a distance of 18 metres.
- (d) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at its intersection with the east side of Achilles Street and extending in an easterly direction for a distance of 10 metres.
- (e) That the stopping of vehicles be prohibited at any time on both sides of Achilles Street commencing at its intersection with the north side of Banks Avenue and extending in a northerly direction for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at a point 36 metres from its intersection with the east side of Achilles Street and extending in an easterly direction for a distance of 28 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 44 metres from its intersection with the east side of Achilles Street and extending in an easterly direction for a distance of 22 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at a point 102 metres south east from its intersection with the east side of Coopers Road and extending in a south easterly direction for a distance of 37 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south west side of Banks Avenue commencing at a point 107 metres south east from its intersection with the east side Coopers Road and extending in a south easterly directly for a distance of 40 metres.
- (j) That the stopping of vehicles be prohibited at any time on the north east side of Banks Avenue commencing at a point 290 metres west from its intersection with the west side of River Road and extending in an easterly direction for a distance of 50 metres.
- (k) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 278 metres west from its intersection with the west side of River Road and extending in an easterly direction for a distance of 60 metres.

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- (l) That the stopping of vehicles be prohibited at any time on the north west side of Banks Avenue commencing at a point 96 metres west from its intersection with the west side of River Road and extending in an easterly direction for a distance of 52 metres.
- (m) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at its intersection with the west side of River Road and extending in a westerly direction for a distance of 125 metres.

CHAIRPERSON'S RECOMMENDATIONS

1. That the abovementioned recommendations be adopted.
2. That the Board thank Lee Kelly, Senior Capital Programme Consultation Leader, for her excellent work on this project.

11. YOUTH DEVELOPMENT SCHEME GUIDELINES

General Manager responsible:	General Manager, Community Services
Officer responsible:	Community and Recreation Unit Manager
Author:	Deidre Ryan, Senior Community Development Adviser DD 941-6288

PURPOSE OF REPORT

1. The purpose of this report is to present all Community Boards with proposed guidelines and a suggested timeframe for the implementation of the Youth Development Scheme.

EXECUTIVE SUMMARY

2. The Youth Development Funding Scheme currently operates within Riccarton/Wigram, Spreydon/Heathcote, Shirley/Papanui and Burwood/Pegasus wards. Funds have been both allocated and administered on an inconsistent basis across the various board areas and have historically been directed for purposes ranging from attendance at sporting events to supporting cultural groups.
3. Over the past months there has been interest expressed by both Community Boards and staff to review the funding scheme criteria and to develop some consistencies across the Boards with regards to the allocation and administration of the fund.
4. Community and Recreation Unit staff have prepared draft guidelines for the Youth Development Scheme funding allocations and administration. These draft guidelines and criteria (attached to this report) are intended to provide Boards with a general framework on which to base their considerations for grant allocation from this scheme. In addition, it is suggested that consistency is maintained across all Boards by including applicants' names on reports. A copy of the application / accountability form along with a flow chart detailing the funding administration process is attached.
5. It is suggested that Youth Development Funding scheme applications are considered by each Community Board or the relevant subcommittee on a quarterly basis. This will ensure that the efficient administration of the scheme is achieved by staff. In cases where there is an urgent application, reports on the request will be responded to accordingly.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Participating boards have already allocated funding to the Youth Development Scheme. Fendalton/Waimari and Hagley/Ferrymead may wish to consider participating in the scheme by allocating some of their discretionary funds for this purpose.

STAFF RECOMMENDATIONS

It is recommended that the Board agree to accept the proposed guidelines and implementation timeframe for the Youth Development Scheme.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND TO THE YOUTH DEVELOPMENT SCHEME

7. Up until recently, the Youth Development Scheme has been available for young individuals and groups in the community to access for a range of purposes. While funds have typically been sourced from Board Project Funds for distribution, not all Community Boards have made provision for funding for this scheme. Additionally, funds have been allocated and administered on an inconsistent basis across the various board areas.
8. Over the past months there has been interest expressed by both community boards and management to review the funding scheme criteria and to develop some consistencies across the boards in the allocation and administration of the fund.
9. In response, the Senior Community Development Adviser undertook a collation of all information relating to the funding scheme across all boards. Drawing from commonalities in the information gathered, guidelines for funding criteria, an application and accountability form and an administration process for all of the funds was developed. These are all attached
10. Feedback on the drafts was then sought amongst the Community and Recreation Unit Funding Advisers, Community Development Advisers, the Community Board Principal Adviser and Board Secretary at Beckenham, and the Youth Development Funding Committee along with the Community Engagement Adviser at Shirley/Papanui. Suggested further alterations were made at that stage and the documents are now for consideration by community boards.
11. The proposed guidelines for the criteria and purpose of the Youth Development Scheme are intended to support boards and committees in their decision making process.

OPTIONS

12. In relation to the proposed guidelines for the Youth Development Scheme there are two options available to the Board:

Option (a) that the Board decline the adoption of the proposed guidelines and the implementation and funding criteria for the scheme and maintain the status quo.

Option (b) that the Board adopt the proposed guidelines and the implementation and funding criteria for the scheme.

PREFERRED OPTION

13. The preferred option is Option (b). Adopting the proposed guidelines will ensure that requests for assistance by individuals and groups through this fund are considered consistently across all Boards irrespective of geographical boundaries and that the scheme is managed and administered in the most effective and efficient way.

12. NEIGHBOURHOOD WEEK FUNDING

Report to be circulated.

13. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

13.1 STREETS MAINTENANCE CSR CALLS RECEIVED: JULY –AUGUST 2005

For members' information a list of all calls for service received for the Burwood/Pegasus Ward for the months of July and August 2005 is attached.

13.2 2005/06 PROJECT, DISCRETIONARY AND YOUTH DEVELOPMENT FUNDS UPDATE

The attached schedule shows the allocations in the Board's Project, Discretionary and Youth Development Funds, to 31 August 2005.

13.3 COMMITTEE AND WORKING PARTY MEMBERSHIP

For members' information a list of all Board Committees, Subcommittees and Working Parties is attached.

13.4 NOTICE OF UPCOMING BOARD REPORTS

- Arthur Adcock Reserve

14. NOTICES OF MOTION

15. QUESTIONS