



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 12 DECEMBER 2007

AT 3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE,
180 SMITH STREET, LINWOOD

Community Board: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson, Brenda Lowe-Johnson.

Community Board Adviser

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 14 NOVEMBER 2007 AND 28 NOVEMBER 2007**

The report of the Hagley/Ferrymead Community Board's inaugural meeting of 14 November 2007, and the report of the Board's Extraordinary meeting of 28 November are **attached**.

HAGLEY/FERRYMEAD COMMUNITY BOARD
14 NOVEMBER 2007

A meeting of the Hagley/Ferrymead Community Board (including the installation of members) was held on 14 November 2007 at 3pm

Unconfirmed

PRESENT: Bob Todd (Chairperson), John Freeman, Yani Johanson, David Cox, Tim Carter, Brenda Lowe-Johnson and Rod Cameron

APOLOGIES: Nil

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. WELCOME

The Democracy Services Manager, Lisa Goodman, representing the Chief Executive, welcomed all present and outlined the process for the meeting.

2. GENERAL EXPLANATION ON LEGAL MATTERS

The Board **received** a report by the Legal Services Manager on the provisions of the following legislation:

- (a) Local Government Official Information and Meetings Act 1987
- (b) Local Authorities (Members' Interests) Act 1968
- (c) Sections 99, 105, and 105A of the Crimes Act 1961
- (d) Secret Commissions Act 1910
- (e) Securities Act 1978.

3. REPORT OF THE ELECTORAL OFFICER

A report from the Electoral Officer setting out the results of the elections held on 13 October 2007 was **received**.

Mention was made of low voter participation generally and particularly in the Hagley/Ferrymead ward. The Board **decided** to suggest to the Council that a working party be established to look at issues around increasing voter participation and enrolment.

The above resolution was declared **carried** in division no. 1, the voting being as follows:

For (5): John Freeman, Yani Johanson, Bob Todd, Brenda Lowe-Johnson and Rod Cameron

Against (2): David Cox and Tim Carter

4. APPOINTMENT OF COUNCILLORS AS COMMUNITY BOARD MEMBERS

The Board **received** information advising that at its installation meeting on 24 October 2007, the Council had resolved to appoint Councillors David Cox and Yani Johanson to the Hagley/Ferrymead Community Board for the 2007/10 term.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

5. ORAL DECLARATION BY MEMBERS ATTESTED IN THE PRESENCE OF DEMOCRACY SERVICES MANAGER REPRESENTING THE CHIEF EXECUTIVE

Members completed their oral declarations in the presence of the Democracy Services Manager, representing the Chief Executive.

6. ELECTION OF CHAIRPERSON

The Board **resolved** that System A be adopted as the method of voting.

Nominations were called for the position of Chairperson.

Bob Todd was nominated by Rod Cameron, seconded by David Cox.

Bob Todd was elected Chairperson of the Hagley/Ferrymead Community Board for the 2007/10 term.

7. ORAL DECLARATION BY THE CHAIRPERSON ATTESTED IN THE PRESENCE OF THE DEMOCRACY SERVICES MANAGER, REPRESENTING THE CHIEF EXECUTIVE

Bob Todd took the oral declaration as Chairperson in the presence of the Democracy Services Manager, representing the Chief Executive. Bob Todd assumed the Chair for the remainder of the meeting.

The Chairperson thanked the Board for their vote of confidence, welcomed visitors and congratulated members on their election.

8. ELECTION OF DEPUTY CHAIRPERSON

Nominations were called for the position of Deputy Chairperson.

Rod Cameron was nominated by John Freeman, seconded by Rod Cameron

Tim Carter was nominated by David Cox, seconded by Rod Cameron

Brenda Lowe-Johnson was nominated by Yani Johanson, seconded by Brenda Lowe-Johnson.

Bob Todd put the option to the meeting that the position of Deputy Chair be rotated during the current triennium. The meeting adjourned briefly to allow members to discuss this proposal.

The Board **resolved** that the Deputy Chairperson of the Hagley/Ferrymead Community Board be rotated between the following three Board members, who shall each hold the Deputy Chairperson position for an equal period during the current triennium, in the following order:

First period : Brenda Lowe-Johnson.

Second period: Rod Cameron.

Third period: Tim Carter.

9. FIRST ORDINARY MEETING OF THE BOARD

The Board **resolved** that the first ordinary meeting of the Board be held on Wednesday 12 December 2007 at 3pm, in the Board Room, Linwood Service Centre.

10. NEW ZEALAND COMMUNITY BOARDS' EXECUTIVE COMMITTEE ELECTIONS – CALL FOR NOMINATIONS

The Board **resolved**:

- (a) That the Board Chairperson and Deputy Chairperson be authorised to consider the opportunity provided for joining with other Board(s) in nominating and/or seconding suitable member candidates for election to the positions of Zone 5 Representative, and Deputy, for the New Zealand Community Board's Executive Committee.
- (b) That this item be further discussed at the Board meeting on 12 December 2007.

11. BOARD MEMBER REMUNERATION

The Council submission to the Remuneration Authority was raised. Members **agreed** to meet informally at 9am on Monday 19 November 2007 in the Boardroom, Linwood Service Centre, to prepare a submission to the Remuneration Authority, to be subsequently ratified at the Board meeting of 12 December 2007.

The meeting concluded at 3.50 pm.

CONFIRMED THIS THE 12TH DAY OF DECEMBER 2007

**BOB TODD
CHAIRPERSON**

12. 12 .2007

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CLAUSE 2 ATTACHMENT 2

**HAGLEY/FERRYMEAD COMMUNITY BOARD
28 NOVEMBER 2007**

**An extraordinary meeting of the Hagley/Ferrymead Community Board
was held on 28 November 2007 at 9.30 am**

Unconfirmed

PRESENT: Bob Todd (Chairperson), John Freeman, Yani Johanson, David Cox,
Tim Carter, Brenda Lowe-Johnson and Rod Cameron

APOLOGIES: Nil

The Board reports that:

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

1. BARNETT PARK - EASEMENT

The Board considered a report from City Environment requesting approval to grant an easement in gross in favour of Orion NZ Limited in order to formalise the occupation of a portion of Barnett Park by an existing underground 11KVA cable. The land is held under the Reserves Act 1977.

The Board **resolved** to approve an easement in Gross in favour of Orion New Zealand Limited to convey electric power over Reserve 4979 contained in Certificate of Title 328620 as shown on the submitted plan forming part of Barnett Park and further, that the consent of the Department of Conservation be sought.

The meeting concluded at 10.15 am.

CONFIRMED THIS 12TH DAY OF DECEMBER 2007

**BOB TODD
CHAIRPERSON**

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

 The Tramway Historical Society Inc

7. **BRIEFINGS**

8. GODLEY HEAD HERITAGE TRUST – FUNDING APPLICATION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager, Transport and Greenspace
Author:	Derek Roozen, Parks and Waterways Planner

PURPOSE OF REPORT

1. The purpose of this report is to provide the Board with information relevant to the Godley Head Heritage Trust's application for funding for \$2,000 for a concrete pad at Godley Head.

EXECUTIVE SUMMARY

2. The Godley Head Heritage Trust's application is to the Board's discretionary fund for funding of \$2,000 to meet half the cost of doubling the size of an existing concrete pad that adjoins service access doors installed in the side of the ex-military Quartermasters Store/Regimental Headquarters building at Godley Head. The extension of the concrete pad has been identified by the Trust as being required to enable it to display to the public the 3.7 inch heavy anti-aircraft gun, which it is restoring, on open days at Godley Head. The Trust says that total cost quoted for this work is \$4,000 and that it has already received funding of \$2,000 towards meeting this from the Maurice Carter Trust.
3. The Godley Head Heritage Trust received funding on 3 September 2007 from the Council's metropolitan fund for its development of display facilities within the Quartermasters Store/Regimental Headquarters building.
4. The Godley Head land, and the ex-military buildings and structures on it, are under the administration of the Department of Conservation. In 2005, the Department issued a ten year lease to the Godley Head Heritage Trust for it to occupy the above-mentioned building at Godley Head. The Trust is working towards setting up a heritage centre at the site to educate and inform visitors about the World War Two coastal defence history of the area. Display of the gun is stated by the Trust to be an integral part of this.
5. At a meeting of the Environmental Diversity Portfolio Group on 9 May 2007 to hear an update on the Awaroa/Godley Head Coastal Park draft development concept, the Department of Conservation advised that it has funding in place to address asbestos issues and meet development/maintenance needs, including for car parks, tracks and historic sites, at Godley Head.
6. The Awaroa/Godley Head Coastal Park draft development concept was a joint Christchurch City Council/Department of Conservation planning initiative publicly consulted on late in 2003. This document proposed to "Support the Godley Head Heritage Trust in the preservation and maintenance of, and education about, the historic values" of the Godley Head area.
7. A scoping study of options for visitor facilities at Godley Head was commissioned by the Christchurch City Council and the Department of Conservation in 2005. This highlights, amongst others, the issues of there being limited promotional information available at Godley Head to attract visitors and that the ex-military buildings need to be able to be used to provide enhanced visitor services. A recommendation of the report is for options to be investigated for an information centre to coordinate the activities/attractions and promotions at Godley Head.
8. Although the draft development concept has not been formally adopted by the Christchurch City Council or the Department of Conservation, and it was not supported in the Council's Long-Term Council Community Plan 2006-16, the Department indicates support for it. The Council supports existing commitments in relation to some aspects of shared management of the Godley Head area, such as outlined in the Memorandum of Understanding for the Port Hill Reserves signed by both organisations in 2004.
9. In conclusion, there is support for further consideration of measures to maintain and enhance the values of the Godley Head area. The Environmental Diversity Portfolio Group, at its meeting on 9 May 2007, noted the following next steps:

8. Cont'd

- To bring proposals for capital and operational expenditure to be considered for inclusion in the Long-Term Council Community Plan to a Council seminar.
- For a list of issues common to both the Department of Conservation and the Christchurch City Council for the Godley Head area to be identified, with work then undertaken towards the preparation of an integrated management/development plan for the area.

10. The expansion of the concrete pad is a relatively minor utilitarian improvement in the infrastructure of the building that the Godley Head Heritage Trust leases from the Department of Conservation for development of a heritage centre at Godley Head. Its use, though, will contribute to enhancing the visitor experience at Godley Head by allowing the anti-aircraft gun to display on public open days.

FINANCIAL IMPLICATIONS

11. There are no financial implications for any Board or Christchurch City Council budget in the event the application is approved, as the funding requested would be a one-off payment from the Board's discretionary fund.

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

12. The recommendations of this report are for it to be received by the Board as information to assist the Board in its consideration of the Godley Head Heritage Trust's application for funding. The Board's use of its discretionary fund is in alignment with the Council's Long-Term Council Community Plan 2006-16.

LEGAL CONSIDERATIONS

13. Other than the requirement that any provided funds are used only for the purpose stated in the application and that all necessary resource and owner consents are obtained prior to commencement of construction, there are no legal considerations.

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

14. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The proposed development pertains to a Department of Conservation administered asset and land that are not addressed in the Council's Long-Term Council Community Plan or Activity Management Plans.

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

16. N/A.

ALIGNMENT WITH STRATEGIES

17. The proposed development will add to the assets at Godley Head that provide for visitor experience, including opportunities for outdoor recreation and learning about the history of the area. The joint Christchurch City Council/Department of Conservation Awaroa/Godley Head Coastal Park draft development concept promoted the enhancement of such experiences in the Godley Head area. The provision of visitor experiences, including in the Godley Head area, are addressed in the Council's Port Hills Recreation Strategy 2004.

Do the recommendations align with the Council's strategies?

18. N/A.

8. Cont'd

CONSULTATION FULFILMENT

19. The Awaroa/Godley Head Coastal Park draft development concept, which included reference to the promotion of historic and cultural values through education and interpretation, was publicly consulted on in 2003. There was predominant submitter support for the draft concept.

STAFF RECOMMENDATION

It is recommended that the Board consider the application for \$2,000 from its 2007/08 Discretionary Fund.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

9. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – OLIVER CLIFFORD

General Manager responsible:	General Manager Community Services
Officer responsible:	Catherine McDonald Unit Manager Community Support
Author:	Claire Milne – Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present an application to the Hagley/Ferrymead Community Board for Youth Development Scheme funding for Oliver Clifford.

EXECUTIVE SUMMARY

2. Oliver Clifford is a 16 year old student, seeking funds to assist in attending The Hague International Model United Nations from 16 January to 4 February 2008.
3. This is the first time the applicant has approached the Community Board for funding support.
4. Oliver has been selected, after a rigorous application and interview process in Wellington in July 2008, as one of 16 students to represent both his school and New Zealand at this delegation.
5. The Delegation will take part in a three week study tour that will include visits to key Regional and International organisations, culminating with the delegates representing their chosen country at The Hague International Model United Nations.
6. The delegation travels to Bangkok, gaining an insight into the developing world, as the Economic and Social Council for Asia and the Pacific (UNESCAP). They will also have the opportunity to visit UN agencies in Paris, Geneva including UNESCO, the museum of the International Committee of the Red Cross and the International Court of Justice in The Hague.
7. The conference in The Hague is a full scale simulation of the working United Nations, with input from 3,500 international students. The New Zealand School's delegation will represent a country other than New Zealand, and work as a team to advance that country's views in a number of different committees.
8. A testimonial from the United Nations Youth Association of New Zealand (accompanying this application) states that during the selection process 'Oliver demonstrated an aptitude for debate and lobbying as well as a genuine interest in international relations and world issues. We are certain that Oliver will make a very real contribution to the New Zealand School's delegation and will also find the experience a valuable and rewarding one'.

9. Cont'd

FINANCIAL IMPLICATIONS

9. The following table provides a breakdown of the funding required and amount requested:

Oliver Clifford	
Expense	Cost (\$)
THIMUN Conference Costs	490
Administration and December Planning Weekend	400
Accommodation	925
Transfers	140
Tours	370
Staff Costs	850
Flights	2550
Taxes	475
Insurance	200
Spending Money	100
Total Cost	\$6500
Amount Raised by Applicant (not including spend monies)	5750
Other Funding Received	2000
Balance to be raised	\$750
Amount Requested from Community Board	\$ 500

10. To date, the applicant's father has guaranteed to cover the shortfall in funding required. Funding contribution has been sought from the Lions club and the Rotary club but to date no response has been received.

The applicant's school has contributed \$2000 toward the cost of the delegation.

11. The applicant has a balance of \$750 to pay in December 2007.
12. This application is eligible under the Council's Youth development scheme guidelines. It aligns with providing support or assistance to an individual aged 12-25 years under the educational and personal capacity building categories. At its 12 October 2005 meeting the Board agreed to consider applications using these guidelines, on a case by case basis from discretionary funding.

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

13. Yes. There is currently a balance of \$1,750 remaining in the Board allocation for Youth Development Funding.

LEGAL CONSIDERATIONS

14. There are no legal issues to be considered.

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

15. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. Yes.

9. Cont'd

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

17. Yes.

Aligns with community outcomes:

- A city of inclusive and diverse communities
- A city of lifelong learning
- A city for recreation, fun and creativity.

Aligns with Hagley Ferrymead Community Board objectives:

2. Maintain an awareness of the diversity of the ward in decision-making.
3. Acknowledge diversity and support measures for a vibrant, inclusive and strong communities.
11. Support/advocate for initiatives that support lifelong learning.

ALIGNMENT WITH STRATEGIES

18. Yes.

Do the recommendations align with the Council's strategies?

19. Aligns with the Strengthening Communities Strategy.

CONSULTATION FULFILMENT

20. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board agree to allocate \$500 from its 2007/08 Youth Development Fund to Oliver Clifford, toward expenses associated with his representation at The Hague International Model United Nations in January 2008.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted

10. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY FUND – SUMNER RESIDENTS’ ASSOCIATION

General Manager responsible:	General Manager, Community Services 941 8986
Officer responsible:	Clare Quirke, Acting Community Engagement Manager
Author:	Karen Wason, Community Engagement Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present a funding request from the Sumner Residents’ Association (SRA) for a year’s funding for (1) retention of their postal box number and (2) the registration of its website under its own domain name.

EXECUTIVE SUMMARY

2. The SRA is an active residents group representing approximately 2,000 residents and currently has 40 financial members. Members pay an annual fee of \$10.00. At the end of the financial year ending 30 June 2007 their funds totalled \$750.00. Funds are used for hall hire, their post office box (P O Box 17-608), and stationery such as paper, envelopes and stamps. Other funds are held from time to time but these relate to specific campaigns and submissions and are kept separate from members’ fees.
3. Communication with residents has generally been through their monthly meetings and an annual newsletter. They also have web pages on the Sumner Health Centre’s website (<http://www.sumnerhealth.co.nz/residents.html>). The web pages include some basic information about the Association including contact people and their phone numbers, upcoming meeting agendas, and information about recent key submissions.
4. Christchurch City Council provides resident associations with funds for photocopying of newsletters. Given that SRA has only had one newsletter distributed per year the utilisation of this service by SRA has been relatively low, compared with some resident groups, with only 2,800 A4 copies made in 2007, 24 copies in 2006 and 2,000 in 2005. SRA intends to increase the number of newsletters to their residents to three from 2008.
5. SRA would like to continue with their P O Box number as it provides continuity of incoming postal communication particularly when the officers of the Association change. SRA has advised that the annual cost of maintaining a postal box is \$125.00 per annum. SRA also wants to extract their web pages from those of the Sumner Health Centre so that they have a stand-alone website. The latter requires registration of a domain name at a cost of \$61.87 per annum. This price has been confirmed from the Domainz website. The person who currently manages the Sumner Health Centre website will continue to cover other related website costs and maintain the site. SRA does not plan any significant expansion of their web pages although they have indicated that creating a link to the Christchurch City Council website would be easily achieved. The licence cost of \$61.87 is for one year only which SRA regards as a time period long enough to assess whether having its own website is advantageous to its members and other interested parties.
6. Current Resident Group Policy does not include funding for postal boxes or website costs. The Resident Group Policy is, however, currently under review and proposals include the ability for resident groups to be able to apply for funding for communication via electronic means including internet connections and other website charges. These funding options are not, however, expected to be available for 2008.
7. SRA can, like other community groups, apply for community development funding. Applications for such funding closed on the 15 July 2007, the date being brought forward given the elections, and so access to this year’s round of funding applications is closed for this financial year. Community Development Funding is currently undergoing changes due to the adoption of the Strengthening Communities Strategy and the schemes will likely be different for 2008. Resident groups will be advised once details are known.
8. Council supports communication within and between resident groups (current policy). The request from SRA seems reasonable given its focus on improving communication with its residents. Furthermore, given the increasing use of communication via electronic technologies this may become a useful model for other resident groups looking to expand the means by which they communicate with their members and others.

10. Cont'd

FINANCIAL IMPLICATIONS

9. SRA seeks a total of \$186.87 from the Hagley/Ferrymead Community Board discretionary fund for a one year period to go toward their communication with their residents. This is made up of \$125.00 for their postal box for one year, and \$61.87 for a one year licence for a domain name for its own website.

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

10. Hagley/Ferrymead Community Board has discretionary funds for allocation as set out in the LTCCP (page 174).

LEGAL CONSIDERATIONS

11. Nil.

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

12. NA.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. The Council works with community organisations to strengthen them through communication and consultation with the community. People are encouraged to be actively involved with Council activities (LTCCP page 99).

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

14. Yes as above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

15. Supports the Strengthening Communities Strategy.

CONSULTATION FULFILMENT

17. NA.

STAFF RECOMMENDATION

It is recommended that the full amount of the funding request of \$186.87, be approved from the Board's 2007/08 Discretionary Fund to the Sumner Resident's Association for the continuation of their postal box and a licence of its own website domain name for one year as interim measures.

(This gives the Association time to review the value of having their own website. It also gives them time to consider other Council community funding options for the future. Additional funding options may also be available under proposed changes to the Residents' Group Policy.)

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. MOORHOUSE AVENUE – PROPOSED “NO STOPPING” RESTRICTION 10 PM - 5 AM

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a “No Stopping” 10 pm-5 am parking restriction in two sections under the Moorhouse Avenue bridge at the Colombo Street intersection.

EXECUTIVE SUMMARY

2. The Council received a request to install a “No Stopping” restriction in two sections under the bridge located at the intersection of Moorhouse Avenue and Colombo Street. Currently the area allows unrestricted parking at all times of the day and night.
3. It has been requested to install restricted parking at certain times to address the issue of ‘boy racers’ occupying the area under the bridge between the hours of 10 pm and 5 am. Observations have shown that damage is being enacted upon the Harvey Norman building located adjacent to the South West corner of the intersection and the source of the vandalism is being traced to the location of ‘boy racers’ parked under the Moorhouse Avenue bridge.
4. The Board received a report at their meeting on 12 September 2007 requesting the approval of a “No Stopping” restriction from 10 pm to 5 am.
5. This proposal was turned down as it was considered that the “No Stopping” would not solve the problem but would move it on to another location which could create greater issues.
6. The Board resolved that the report of the ordinary meeting of the Board held on Wednesday, 12 September 2007 be confirmed, subject to:
 - Clause 28 (Moorhouse Avenue – Proposed No Parking 10 pm – 5 am) being amended to record:
“That the Board resolved to defer consideration of the staff recommendation until after a meeting of representatives from affected parties, including the community board, business owners, police, boy racers and Council staff, and the preparation by staff of a CEPTED analysis.”
7. A Crime Prevention Through Environmental Design (CEPTED) report is carried out by a landscape architect trained in these matters. This would have to be contracted out at an estimated cost of about \$1,500.
8. As there is no landscaping in this area, it seems hard to justify this expenditure unless the Board wished to fund the work.
9. The Board met on site with business representatives and car enthusiasts on Wednesday 3 October 2007.
10. The information gained from this meeting and subsequent contact with businesses in the area has shown that a quick fix is needed, even if other long term options are pursued.
11. It is proposed to ask the Board to reconsider the installation of a “No Stopping” restriction between the hours of 10 pm and 5 am under the Colombo Street over bridge in an attempt to reduce the levels of vandalism.
12. There is no Residents’ Association in this area as the area is commercial. It is unknown if there is a business group covering this area.
13. The most cost effective, practical and immediate solution to this issue is to install a “No Stopping” parking restriction between the hours of 10 pm and 5 am in the two car parking areas under the Moorhouse Avenue over bridge. It is noted that Cass Street and parts of Colombo Street in Sydenham have the similar “No Stopping” restrictions to help curb vandalism.

11. Cont'd

FINANCIAL IMPLICATIONS

14. The estimated cost of this work is \$1,000.

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

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

LEGAL CONSIDERATIONS

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

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

17. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

19. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

21. As above.

CONSULTATION FULFILMENT

22. There is no Residents' Association in this area as the area is commercial. It is unknown if there is a business group covering this area. However, businesses in the area have requested "No Stopping" under the over bridge to help curb vandalism.

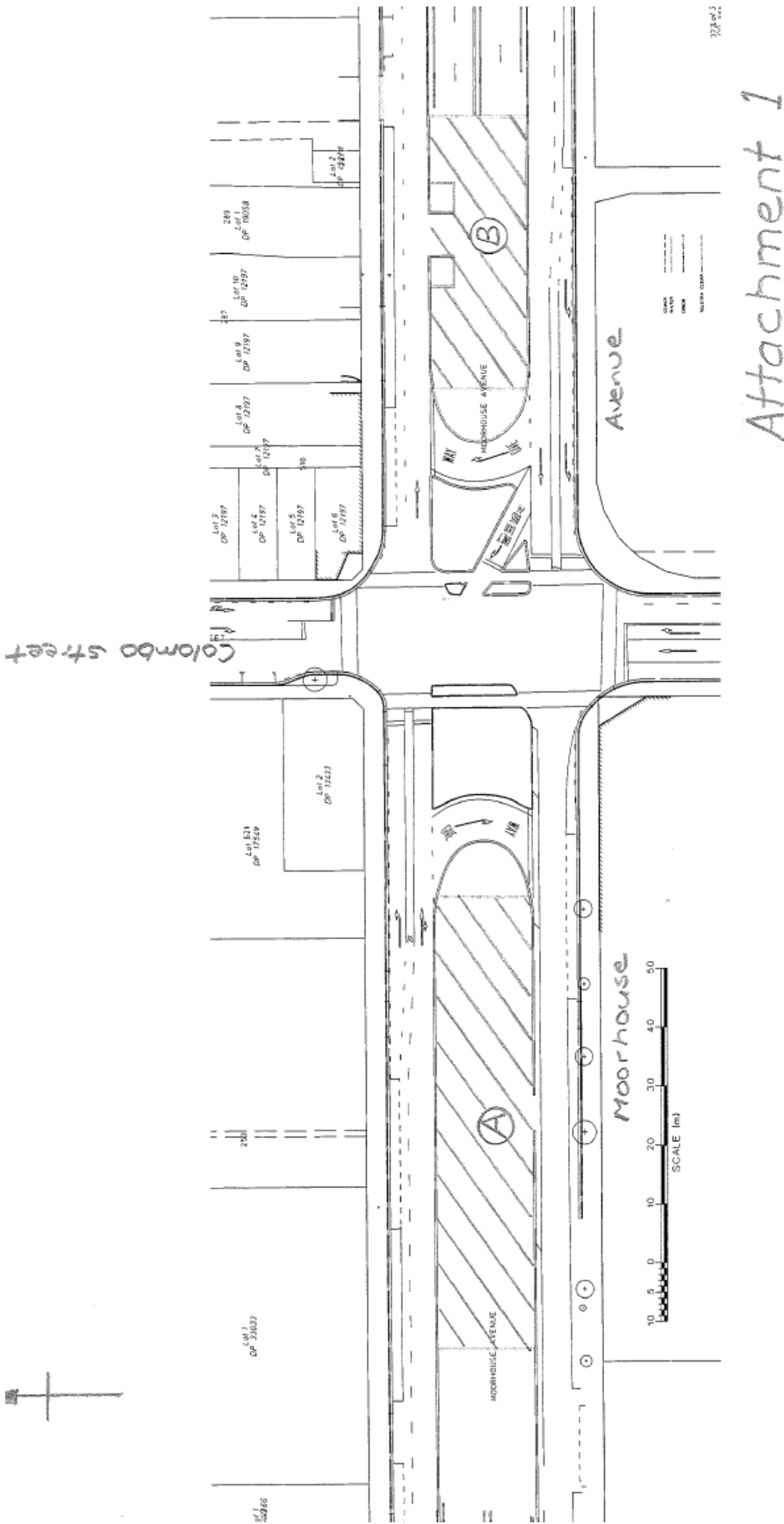
STAFF RECOMMENDATION

That the Board approve:

- (a) That the stopping of vehicles be prohibited between the hours of 10 pm and 5 am commencing at a point 36.5 metres from the Colombo Street intersection and extending in a westerly direction for a distance of 76.5 metres being under the Moorhouse Avenue bridge marked Section A on **attachment 1**.
- (b) That the stopping of vehicles be prohibited between the hours of 10 pm and 5 am commencing at a point 35.5 metres from the Colombo Street intersection and extending in a easterly direction for a distance of 46 metres being under the Moorhouse Avenue bridge marked Section B on attachment 1.
- (c) That the Board consider discretionary funding the \$1,500 for a CEPTED report.

CHAIRPERSON'S RECOMMENDATION

For discussion.



12. ARMAGH STREET (FROM FITZGERALD TO STANMORE) - KERB AND DISH CHANNEL REPLACEMENT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy, Capital Development Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the Armagh Street kerb and dish channel replacement, from Fitzgerald Avenue to Stanmore Road, to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The section of Armagh Street, from Fitzgerald Avenue to Stanmore Road, is programmed for kerb and dish channel replacement along with neighbouring streets, Hanmer Street and Elm Grove. The three streets will be constructed as one project. All three streets are 'local roads'. Armagh Street provides access to this area but is different in character and is composed of multi unit flats, although a section of the street is part of a Special Amenity Area, SAM 21.
3. The main aim of this project is to replace the existing kerb and dish channel with kerb and flat channel in a manner that enhances the general area and retains the special character of SAM 21. Other specific objectives for the project are as follows:
 - Reduce shortcutting traffic using Armagh Street.
 - Alter Armagh Street to develop a character more in keeping with a local road rather than the current width and design which is more reflective of a collector or arterial road.
4. This is to be achieved through a narrower carriageway and two raised platforms that should deter and reduce the short cutting traffic.
5. The proposal was developed in 2005 and consultation carried out. The project was then deferred. Comments gathered during consultation at that time have been incorporated in the preferred option with an amended plan (see **attachment 1**).

FINANCIAL IMPLICATIONS

6. This project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2008/2009 financial year with a budget of \$932,000. The cost estimate for this project is \$918,800.

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

7. Aligns with the Transport and Greenspace Unit's Street Renewal projects of the Capital Works Programme, page 85, LTCCP 2006-2016.

LEGAL CONSIDERATIONS

8. Community Board resolutions are required to approve the new traffic restrictions. There are no other legal implications for this project.

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

9. As above

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the LTCCP Community Outcome – A Safe City, an Attractive and Well Designed City, and the Capital Works Programme – Street Renewal Projects.

12. Cont'd

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

11. Contributes to providing a safe transport system LTCCP Safety Outcome, page 151.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Community consultation was started in August 2004. A survey form seeking issues/comments from the residents was distributed; there was a 17% response rate. For a complete listing of survey results, please refer to the Armagh Street Survey Feedback Summary Report on the file. The Board was advised through seminars (21 October 2005 and 11 July 2007) of the background to the project and the proposed consultation to be undertaken in relation to the concept Plans. Publicity pamphlets for Armagh Street were distributed for consultation in early November 2005 and late July 2007. All those who provided feedback and contact details have been advised the project is being reported to the Board requesting the project be approved for construction.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the Armagh Street (from Fitzgerald Avenue to Stanmore Road) kerb and channel renewal, as detailed in **attachment 2**, to proceed to final design, tender and construction.
- (b) Approve revoking the following current stopping prohibitions:
- (i) That the existing no stopping be revoked from the north side of Armagh Street between Fitzgerald Avenue and Stanmore Road.
 - (ii) That the existing no stopping be revoked from the south side of Armagh Street between Fitzgerald Avenue and Stanmore Road.
- (c) Approve the following new "no stopping" restrictions:

Armagh Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the north side of Armagh Street, commencing at a point 3.5m from the north kerb line of Fitzgerald Avenue and extending east a distance of 9.5m.
- (ii) On the south side of Armagh Street, commencing at a point 5m from the south kerb line of Fitzgerald Avenue and extending east a distance of 45.5m.
- (iii) On the north side of Armagh Street, commencing at the west kerb line of Hanmer Street and extending west a distance of 13m.
- (iv) On the north side of Armagh Street, commencing at the east kerb line of Hanmer Street and extending east a distance of 13m.
- (v) On the south side of Armagh Street, at a point 11m west from the west kerb line of Hanmer Street and extending east a distance of 29m.
- (vi) On the north side of Armagh Street, commencing at the west kerb line of Gilby Street and extending west a distance of 11m.

12. Cont'd

- (vii) On the north side of Armagh Street, commencing at the east kerb line of Gilby Street and extending east a distance of 11m.
- (viii) On the south side of Armagh Street, at a point 12m west from the west kerb line of Gilby Street and extending east a distance of 30m.
- (ix) On the north side of Armagh Street, commencing from the west kerb line of Stanmore Road and extending west a distance of 23m.
- (x) On the south side of Armagh Street, commencing from the west kerb line of Stanmore Road and extending west a distance of 23m.

Hanmer Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the west side of Hanmer Street, commencing from the north kerb line of Armagh Street and extending north a distance of 17m.
- (ii) On the east side of Hanmer Street, commencing from the north kerb line of Armagh Street and extending north a distance of 17m.

Gilby Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the west side of Gilby Street, commencing from the north kerb line of Armagh Street and extending north a distance of 17m.
- (ii) On the east side of Gilby Street, commencing from the north kerb line of Armagh Street and extending north a distance of 17m.

Revoke existing bus stop

That the existing bus stop be revoked from the south side of Armagh Street west of Fitzgerald Avenue. Its present position is 17.5 metres from the intersection with Fitzgerald Avenue and extending 15 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. Cont'd

BACKGROUND

15. The Project Team has considered the Gilby Neighbourhood Improvement Plan (NIP) during the scheme process. The NIP recommends that Armagh Street be developed as a local road. Traffic calming is suggested at the Fitzgerald Avenue, Hanmer Street and Stanmore Road intersections. This is included in the preferred option. Another recommendation is pedestrian linkages; this is achieved on Armagh Street with the widened berm areas and enhanced bus stop facility.
16. There is one bus route, with four bus stops and no shelters in Armagh Street between Fitzgerald Avenue and Stanmore Road. The proposed platforms are bus friendly at 50mm high with 1m ramps. There is a bus stop marked up on the south side of Armagh Street west of Fitzgerald Avenue. This stop is no longer used as there is now no bus route down the Fitzgerald to Barbadoes section of Armagh Street and it is being removed in this proposal.
17. There have been 37 crashes recorded on Armagh Street (predominately on the Fitzgerald intersection) for the five-year period between 2000 and 2004. This proposal will see a reduction in crashes with reduced carriageway width and consequential reduction in both speed and volumes. The proposal will also be safer for pedestrians.
18. The original proposal was developed in 2005 and consultation carried out. The project was then deferred. Comments gathered during consultation at that time have been incorporated in the revised preferred option (attachment 1).
19. Community consultation on the revised preferred option was undertaken in July 2007. Approximately 370 households in Armagh Street, and other interested groups, were consulted, of which 30 responded. The majority of responses (83%) were in full support of the proposal.

Support	Number of Responses	% of Total Responses
Full Support	25	83%
General Support (with suggestion)	4	13%
No comment	1	4%
Does Not Support	0	0%
No Support Comment	0	0%
Total	30	100%

20. A summary of the feedback received is in **attachment 3**. The changes made to the preferred option as a result of the feedback are:
 - A tree will be placed outside number 329.
 - All trees will be strongly staked to help protect from vandalism.
 - The existing vehicle crossing outside number 414 omitted from the consultation plan has been added.
21. Several requests were received requesting that the overhead wiring be undergrounded as part of the project. The Council has the current policy of not under-grounding existing overhead services unless on an arterial road, therefore, under-grounding is not included in this proposal.
22. An independent safety audit has been carried out. In response to the findings of the safety auditor the following alterations were made:
 - (a) The north side bus stop at the Fitzgerald Avenue end is indented.
 - (b) A strip of cobblestones and full height kerb has been included between the driveways where power poles are to remain in the centre of a double driveway. Orion will be doing a pole assessment as part of the lighting upgrade. If poles are to be replaced they may be relocated away from driveways. This will be finalised at design stage.
 - (c) The existing no stopping is to remain on Stanmore Road adjacent to the pedestrian island.

12. Cont'd

THE OBJECTIVES

23. The project objectives are:

- (a) Replace the existing kerb and dish channel with kerb and flat channel including full reconstruction of the roadway.
- (b) Alter Armagh Street to develop a character more in keeping with a local road rather than the current width and design which is more reflective of a collector or arterial road.
- (c) Reduce shortcutting traffic using both Hanmer and Armagh Streets.
- (d) Upgrade street lighting to comply with current standards.
- (e) Develop a scheme that is sympathetic to the Gilby Neighbourhood Improvement Plan

THE OPTIONS

24. Five options were developed for comparison.

Option 1

This option has a 13.6m wide carriageway with 3m traffic lanes 1.8m cycle lanes and 2m parking. At the narrowed intersections the carriageway narrows to 9.2m, 3m traffic lanes and 1.6m cycle lanes against the kerb. This option has been ruled out as it treats Armagh Street more as a collector road not a local road.



Option 1

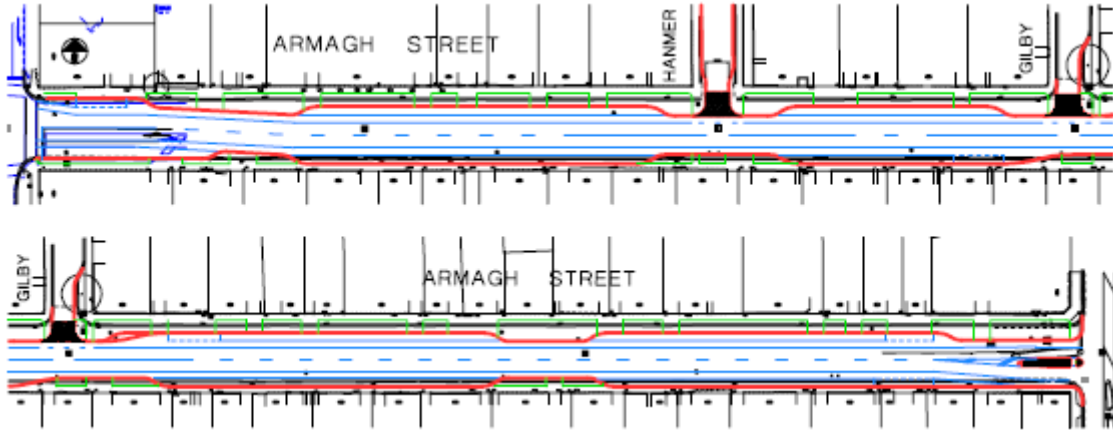
Shortfalls

This scheme does not treat Armagh Street as a local road, and may facilitate high traffic volumes.

12. Cont'd

Option 2

This option is the same dimensions as Option 1 but offset to the south to create the space to have street trees on the north side of the street. Again this option was ruled out as it treats Armagh Street more as a collector road not a local road.

**Option 2****Shortfalls**

This scheme does not treat Armagh Street as a local road, and may facilitate high traffic volumes.

Option 3

This option has a 9m wide carriageway narrowing to 7m wide at the intersections and 6m wide at the mid block narrowings. This option considered the closing of the Fitzgerald Avenue median but no decision on this closure has been made at this time. The Transport and City Streets Planning team are considering traffic flows for the city area, but report that there is no immediate or future necessity to close the median at Armagh Street. At the Stanmore Road end of Armagh Street is a type C threshold with a 3m wide exit lane and a 4m wide entry lane. The large berm widths and position of underground services allow room for street trees both side of the street.

**Option 3****Shortfalls**

This scheme is considered to narrow for a bus route and the median closure is not planned in the near future.

12. Cont'd

Option 4

This option has a 10m wide carriageway narrowing to 9m wide between the two bus stops (between Hanmer Street and Gilby Street). A pedestrian refuge island is included at the Stanmore Road end similar to the existing island.

**Option 4****Shortfalls**

This scheme will not reduce through volumes or speeds along Armagh Street as it has a straight unrestricted alignment.

THE PREFERRED OPTION

25. The proposal has the following features:

- A 10m wide carriageway which allows on street parking on both sides of the street.
- Raised platforms at the intersections with Hanmer Street and Gilby Street.
- The two mid block bus stops are cobbled with a seat. The north side bus stop at the Fitzgerald Avenue end is indented and remains at the existing location. The two bus stops at the Stanmore Road end are on the carriageway and remain at the existing locations.
- A slow street environment, with platforms at the intersections of Gilby and Hanmer streets, that create safer pedestrian crossing facilities at the pedestrian desire lines around the bus stops and at the end of the two side streets.
- Street trees on both sides of the street (see attachment 2).

12. Cont'd

ASSESSMENT OF OPTIONS

26. The Preferred Option

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety with anticipated reduction in the 85 th percentile speed of through traffic. Improved visibility at intersections for drivers turning out of side streets. A small reduction in the volume of short cutting traffic.	A little impact from the removal of on-street parking at intersections to improve sight lines.
Cultural	Nil	Nil
Environmental	The proposal will provide trees along both sides of the street and small plots of landscaping at side roads along this section of Armagh Street. Positive impact on residents and the community through the proposed safety works and enhanced landscaping	Higher landscape maintenance costs.
Economic	Reduction in the cost of traffic accidents to the community. Reduced asset maintenance costs.	Construction cost estimated at \$918,800.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

12. Cont'd

27. **Maintain the Status Quo**

	Benefits (current and future)	Costs (current and future)
Social	No short-term disruption during construction and loss of on-street parking.	Increasing crashes on this section of Armagh Street.
Cultural	Nil	Nil
Environmental	Nil.	Nil
Economic	No outlay of capital construction cost.	Increasing asset maintenance costs.
<p>Extent to which community outcomes are achieved:</p> <p>No community outcomes will be achieved.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance responsibilities for deteriorating kerb and channel asset.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016. Maintenance of the status quo (i.e. the kerb and channel is not replaced) also does not satisfy any of the project objectives and is inconsistent with the Transport and Greenspace Unit's Capital Programme.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters.</p>		

12. Cont'd

28. Option 1

	Benefits (current and future)	Costs (current and future)
Social	Improved visibility at intersections for drivers turning out of side streets.	A little impact from the removal of on-street parking at intersections. Will continue to encourage high traffic volumes.
Cultural	Nil	Nil
Environmental	Nil	Nil
Economic	Reduced asset maintenance costs.	Construction cost.
<p>Extent to which community outcomes are achieved:</p> <p>Inconsistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

12. Cont'd

29. Option 2

	Benefits (current and future)	Costs (current and future)
Social	Improved visibility at intersections for drivers turning out of side streets.	A little impact from the removal of on-street parking at intersections. Will continue to encourage high traffic volumes.
Cultural	Nil	Nil
Environmental	Street trees would be planted on the north side only of the road.	Higher landscape maintenance costs.
Economic	Reduced asset maintenance costs.	Construction cost.
<p>Extent to which community outcomes are achieved:</p> <p>Inconsistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

12. Cont'd

30. Option 3.

	Benefits (current and future)	Costs (current and future)
Social	Improved visibility at intersections for drivers turning out of side streets. Large reduction in through traffic volumes and speed.	A little impact from the removal of on-street parking at intersections and carriageway narrowings.
Cultural	Nil	Street too narrow for busses.
Environmental	Nil	Nil
Economic	Reduced asset maintenance costs.	Construction cost.

Extent to which community outcomes are achieved:

Inconsistent with the strategic directions for a liveable city.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and responsibilities to undertake its functions.

Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.

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

As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.

Other relevant matters:

No other relevant matters have been identified.

12. Cont'd

31. Option 4

	Benefits (current and future)	Costs (current and future)
Social	Nil	A little impact from the removal of on-street parking at intersections. Will encourage high traffic volumes.
Cultural	Nil	Nil
Environmental	The proposal will provide trees along both sides of the street and small plots of landscaping at side roads along this section of Armagh Street. Positive impact on residents and the community through enhanced landscaping	Higher asset maintenance costs.
Economic	Reduced asset maintenance costs.	Construction cost.
<p>Extent to which community outcomes are achieved:</p> <p>Inconsistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		



Original Plan Size: A3
 ISSUE 4 12/07/07
 TP176001 MCD

ARMAGH STREET (Fitzgerald Avenue - Stanmore Road)
 Street Renewal
 Consultation Plan





Original Plan Size: A3
 ISSUE 5 11/03/07
 TP176801 MCD

ARMAGH STREET (Fitzgerald Avenue - Stanmore Road)
 Street Renewal
 For Board Approval



Christchurch City Council Capital Programme Group

FEEDBACK TO PROJECT: ARMAGH STREET (FITZGERALD TO STANMORE)

CLOSING FEEDBACK DATE: 13 AUGUST 2007

Support	Number of Responses	% of Total Responses
Full Support	25	83%
General Support (with suggestion)	4	13%
No comment	1	4%
Does Not Support	0	0%
No Support Comment	0	0%
Total	30	100%

FEEDBACK:

General

Pity the wires are not being put underground
The plans are wonderful
Plans are great, just get on and build it as soon as possible.
Not vehicle crossing shown at 414 – please correct plan.
When will it be built?

Construction Details (e.g. seats, road shape, undergrounding)

Please install more seats like the ones at the bus stops.
Bus shelter should be installed at 396 especially and any well used stop.
Make sure camber is reduced on road shoulders
Don't narrow the road.

Landscaping

329 wants tree out side place
Great to see the grass and trees.
Like the gingko trees
Plant more trees
Make sure only large/big female gingko trees are planted – the male ones stink.
Plant natives or at least evergreens to reduce the bleak winter landscape.
Take out the proposed trees and replace with native shrubs that do not grow more than 1.0 metres to reduce vandalism.
Install planting not grass berms
Cherry blossom trees should be planted at corners and bus stops
The grass berms should be narrowed, to much grass for people to mow.
Trees need to be strongly staked and protected to reduce vandalism. (e.g. plant inside steel drum).

Traffic Control

Install centreline down road.
Parking restrictions are needed to preserve some on-street parking for residents.
The cycle lanes should be full length and coloured red.
Shift bus stop from 450 to 448 and to 395 to 399 on the opposite side of the road and don't block any driveways.
Narrowing and speed humps are needed to slow down the boy racers.

13. HANMER STREET (AVONSIDE DRIVE TO ARMAGH STREET) - KERB AND DISH CHANNEL REPLACEMENT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy, Capital Development Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the Hanmer Street kerb and dish channel replacement for its full length to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The section of Hanmer Street is programmed for kerb and dish channel replacement, along with neighbouring streets Armagh Street and Elm Grove. The three streets will be constructed as one project. All three streets are 'local roads' and part of the Gilby Neighbourhood Improvement Plan. Hanmer Street is also part of a Special Amenity Area, SAM 21.
3. The main aim of this project is to replace the existing kerb and dish channel with kerb and flat channel in a manner that enhances the general area and retains the special character of SAM 21. Hanmer Street is, therefore, important to the city as it is one of the last intact blocks of early 1860's single story workers cottages. Other specific objectives for the project are as follows:
 - (a) Retain the special character of Hanmer Street to enhance the street environment while not detracting from the existing building lines and the simple nature of the street.
 - (b) Develop schemes that are sympathetic to the Gilby Neighbourhood Improvement Plan for Hanmer Street.
4. The proposal was developed in 2005 and consultation carried out. The project was then deferred. Comments gathered during consultation at that time have been incorporated in the preferred option with an amended plan (see **attachment 1**).

FINANCIAL IMPLICATIONS

5. This project is programmed in the Transport and Greenspace Unit's capital programme, for construction in the 2008/2009 financial year with a total budget of \$447,395. The cost estimate for this project is \$329,200.

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

6. Aligns with the Transport and Greenspace Unit's Street Renewal projects of the Capital Works Programme, page 85, LTCCP 2006-2016.

LEGAL CONSIDERATIONS

7. Community Board resolutions are required to approve the new traffic restrictions. There are no other legal implications for this project.

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

8. As above

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the LTCCP Community Outcome – A Safe City, an Attractive and Well Designed City, and the Capital Works Programme – Street Renewal Projects.

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

10. Contributes to providing a safe transport system LTCCP Safety Outcome, page 151.

13. Cont'd

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

12. As above.

CONSULTATION FULFILMENT

- 13 Community consultation was started in July 2004. A survey form seeking issues/comments from the residents and property owners was distributed. For a complete listing of survey results, please refer to the Armagh Cluster Survey Feedback Summary Report on the file. The Board was advised through seminars (21 October 2005 and 11 July 2007) of the background to the project and the proposed consultation to be undertaken in relation to the concept plans. Consultation newsletters for Hanmer Street were distributed for consultation in November 2005 and May 2007. All those who provided feedback and contact details have been advised the project is being reported to the Board requesting the project be approved for construction.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the Hanmer Street (from Armagh Street to Avonside Drive) kerb and channel renewal project, as detailed in **attachment 2**, to proceed to final design, tender and construction.
- (b) Approve revoking the following current stopping prohibitions:
 - (i) That the existing no stopping be revoked from the east side of Hanmer Street between Avonside Drive and Armagh Street.
 - (ii) That the existing no stopping be revoked from the west side of Hanmer Street between Avonside Drive and Armagh Street.
- (c) Approve the following new "no stopping" restrictions. That the stopping of vehicles be prohibited at any time in the following locations:
 - (i) On the east side of Hanmer Street, commencing at the south east kerb line of Avonside Drive and extending south, a distance of 29m.
 - (ii) On the west side of Hanmer Street, commencing at the south west kerb line of Avonside Drive and extending south, a distance of 9m.
 - (iii) On the west side of Hanmer Street, at a point 20m from the south west kerb line of Avonside Drive and extending south, a distance of 12.5m.
 - (iv) On the east side of Hanmer Street, commencing at a point 18m south of the southern kerb line of Gilby Street extending north, a distance of 27m.
 - (v) On the west side of Hanmer Street, commencing at a point 6m south of the southern kerb line of Gilby Street extending north, a distance of 22m.
 - (vi) On the east side of Hanmer Street, commencing at a point 13m north from the north kerb of Elm Grove and extending south, a distance of 35m.
 - (vii) On the west side of Hanmer Street, commencing at a point 13.5m north from the north kerb of Elm Grove and extending south, a distance of 15m.
 - (viii) On the west side of Hanmer Street, commencing at a point 13m from the south kerb of Elm Grove and extending north, a distance of 15m.

13. Cont'd

- (ix) On the east side of Hanmer Street, commencing at north kerb line of Armagh Street and extending north, a distance of 17m.
- (x) On the west side of Hanmer Street, commencing at north kerb line of Armagh Street and extending north, a distance of 17m.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. Cont'd

BACKGROUND

14. The Project Team has considered the Gilby Neighbourhood Improvement Plan (NIP) during the scheme process. The NIP recommends that Hanmer Street be developed as a local road. Traffic calming is suggested at the Armagh Street, Elm Grove and Gilby Street intersections. This is included in the preferred option.
15. There has been one crash recorded on Hanmer Street for the five year period between 2000 and 2004. This proposal is not expected to significantly change current crash rates or vehicle volumes (averaging 250 vehicles per day). However it should be safer with reduced traffic speeds in Hanmer Street.
16. The City Plan, Part 14, Appendix 5, also has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 8.2 m and the requirement in the City Plan is 9m. Due to the kerb being reinstated on the old alignment a consent is not required.
17. Where a road is proposed to be narrower than that outlined by Appendix 2 a Resource Consent will be required unless the kerb and channel is being replaced on an original alignment which is less than that required by the Plan, where a Resource Consent is not required due to existing use rights. It should also be noted that the narrow section between Gilby Street and Avonside Drive is only 30m long and therefore does not require consent.
18. The original proposal was developed in 2005 and consultation carried out. The project was then deferred. Comments gathered during consultation on the proposed option in the November 2005 newsletter have been incorporated in the preferred option as shown in the attached plan (attachment 1) incorporated in the April 2007 newsletter.
19. Community consultation on the preferred option recommenced in April 2007. Approximately 250 households in Hanmer Street, and other interested groups, were consulted, of which 17 responded. The majority of respondents (94%) were in support of the proposal.

Support	Number of Responses	% of Total Responses
Full Support	16	94%
General Support (with suggestion)	0	0%
No comment	1	6%
Does Not Support	0	0%
No Support Comment	0	0%
Total	17	100%

20. A summary of the feedback received is shown in **attachment 3**. The only change made was to enlarge the parking bay between Gilby Street and Avonside Drive to take two cars.
21. An independent safety audit has been carried out on the preferred option. In response to the findings of the safety auditor the following alterations were made:
 - (a) The kerb on the Hanmer Street/Avonside Drive intersection is not a smooth curve due to the existing stormwater manholes. The 3m radii kerb on the Hanmer Street/Elm Grove intersection is common practice on local streets in slow environments. Refuse trucks may cross the centre line when doing this corner manoeuvre but it is considered they would still do this with 5m radii and volumes are low enough for this not to be considered a safety issue. It will be looked at in the detailed design stage.
 - (b) Rotten power poles will be identified in an Orion assessment

13. Cont'd

THE OBJECTIVES

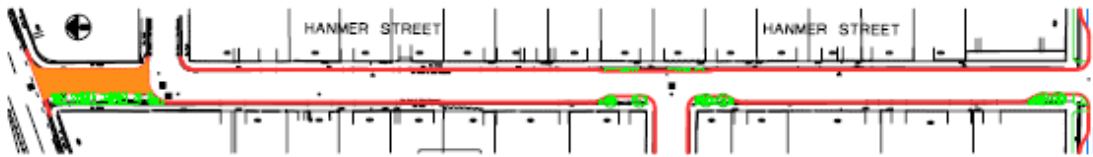
22. The main objective of this project is to replace the existing kerb and dish channel with kerb and flat channel in a manner that enhances the general area and retains the special character of SAM 21. Hanmer Street is, therefore, important to the city as it is one of the last intact blocks of early 1860's single story workers cottages. Other specific objectives for the project are as follows:
- Retain the special character of Hanmer Street to enhance the street environment while not detracting from the existing building lines and the simple nature of the street.
 - Develop schemes that are sympathetic to the Gilby Neighbourhood Improvement Plan for Hanmer Street.

THE OPTIONS

23. Five options have been considered.

Option 1

This option has an 8m wide carriageway with 2m wide paths and landscaped build outs (with trees) at the intersections with Armagh Street and Elm Grove narrowing the carriageway to 6m wide. There is a paved 5.5m wide carriageway in the section of Hanmer Street between Avonside Drive and Gilby Street. The narrow entrance to the street from Avonside Drive is a traffic calming treatment and a short cutting deterrent. The 6m wide intersections are a traffic calming device, reducing speeds, decreasing the pedestrian crossing distance and thus increasing safety.



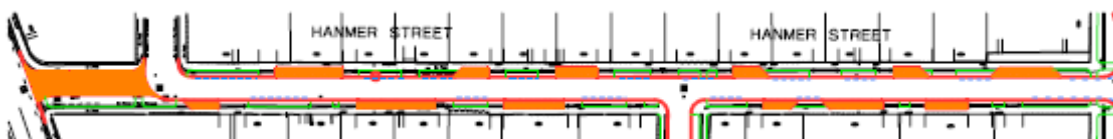
Option 2

This option has a 7.5m wide carriageway with the intersections narrowed to 5.5m wide and a Type B threshold at the Avonside Drive end. It has 2.3m wide paths with room for planting in the kerb build outs.



Option 3

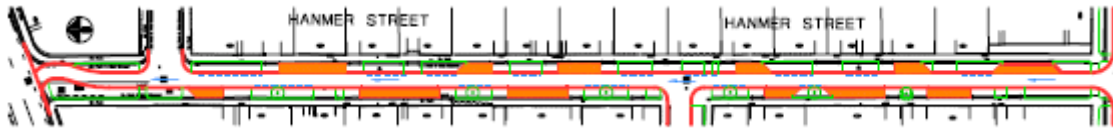
This option has a 5.5m wide carriageway with 2m wide indented parking bays. This option was initially favoured by the project team but the kerb on the east side of the street is over the water main. This option allows the planting of street trees along both sides of Hanmer Street. This option is not viable due to the position of the water main and power poles.



13. Cont'd

Option 4

This option is a one-way street with a 3.5m wide carriageway; the traffic flow direction is from Armagh Street to Avonside Drive. Residents also have the option of exiting through Elm Grove and Gilby Street. The indented parking bays are 2m wide. The footpath is 1.65m wide between fences and grass berm and 2.3m wide between fences and parking bays. The narrow width of the street allows 2.6m wide grass berms with street trees on the West side of the street where there are no services. The bend at the end of the street deters traffic entering the wrong way into the street and avoids the existing man holes.



This scheme changes traffic flows in the area and would need to be considered in context with the overall area planning. Although this scheme will increase the amount of street trees with out an impact on the water main, it will have an impact on the amount of traffic on the other streets and the team are unsure of the residents support. The one-way scheme is not essential to achieve the objectives.

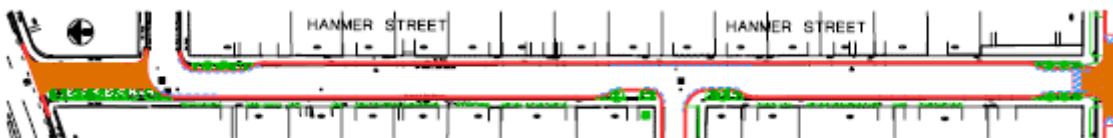
THE PREFERRED OPTION (OPTION 5)

24. The original proposal was developed in 2005 and consultation carried out on it in November 2005. The project was then deferred in July 2006. Comments gathered during consultation at that time have been incorporated in the preferred option (see attachment 1).

- This proposal has an 8.2m wide carriageway narrowing to 6m at its intersection with Armagh Street and 6.5 metres at its intersections with Elm Grove and Gilby Street. The carriageway at the north end of Hanmer Street between Avonside Drive and Gilby Street is exit only to Avonside Drive (no right turn), 4.7m wide, cobbled and with a parking bay included.
- The landscaping at intersections is to be low groundcovers less than 500 mm high consisting of low colourful plantings with some native species.

The follow tree species are proposed:

- Pyrus calleryana (flowering pear)
- Prunus yedoensis (flowering cherry)
- Ginkgo biloba (Maidenhair Tree).



13. Cont'd

ASSESSMENT OF OPTIONS

25. The Preferred Option

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections for drivers turning out of side streets. A small reduction in the volume of short cutting traffic.	A little from the removal of on-street parking at intersections to improve visibility.
Cultural	Nil	Nil
Environmental	The proposal will provide small plots of landscaping and trees at side roads. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	Estimated construction cost \$400,000.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

13. Cont'd

26. Maintain the Status Quo

	Benefits (current and future)	Costs (current and future)
Social	No short-term disruption during construction and loss of on-street parking.	Increasing short cutting traffic off Avonside Drive. Reduced visibility with vehicles parking close to intersections
Cultural	Nil	Nil
Environmental	Nil.	Nil
Economic	No outlay of capital construction cost.	Increasing maintenance costs.
<p>Extent to which community outcomes are achieved:</p> <p>No community outcomes will be achieved.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance responsibilities for deteriorating kerb and dish channel asset.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016. Maintenance of the status quo (i.e. the kerb and dish channel is not replaced) also does not satisfy any of the project objectives and is inconsistent with the Transport and Greenspace Unit's Capital Programme.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters.</p>		

13. Cont'd

27. Option 1

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections for drivers turning out of side streets.	Removal of a little on-street parking at intersections to improve visibility.
Cultural	Nil	Nil
Environmental	The proposal will provide small plots of landscaping with trees at side roads. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduced maintenance costs	Construction cost.
<p>Extent to which community outcomes are achieved:</p> <p>Inconsistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

13. Cont'd

28. Option 2

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections for drivers turning out of side streets.	Removal of a little on-street parking at intersections to improve visibility.
Cultural	Nil	Nil
Environmental	The proposal will provide small plots of landscaping and trees at side roads. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	Construction cost.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

13. Cont'd

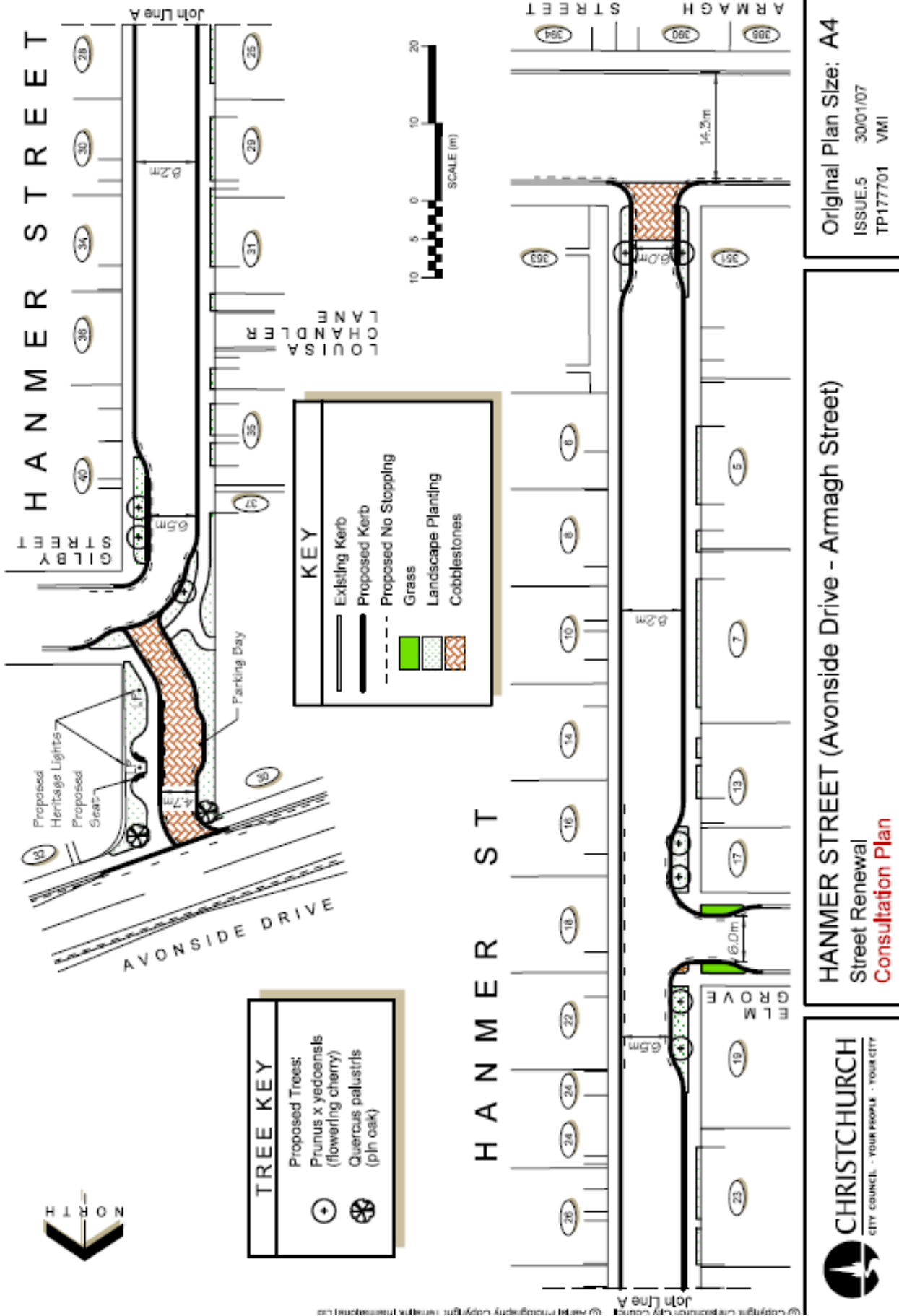
29. Option 3

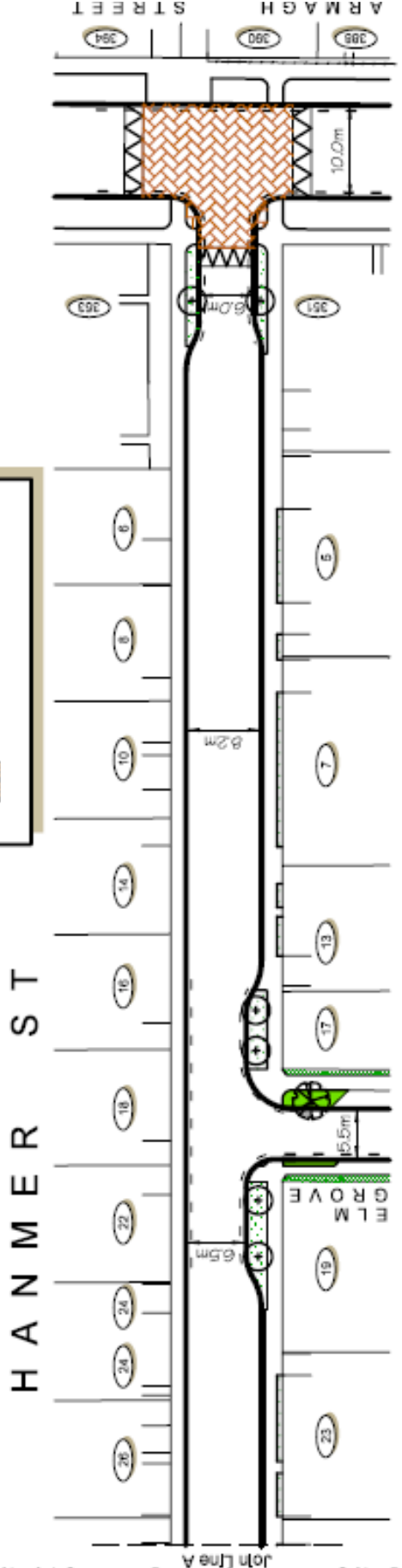
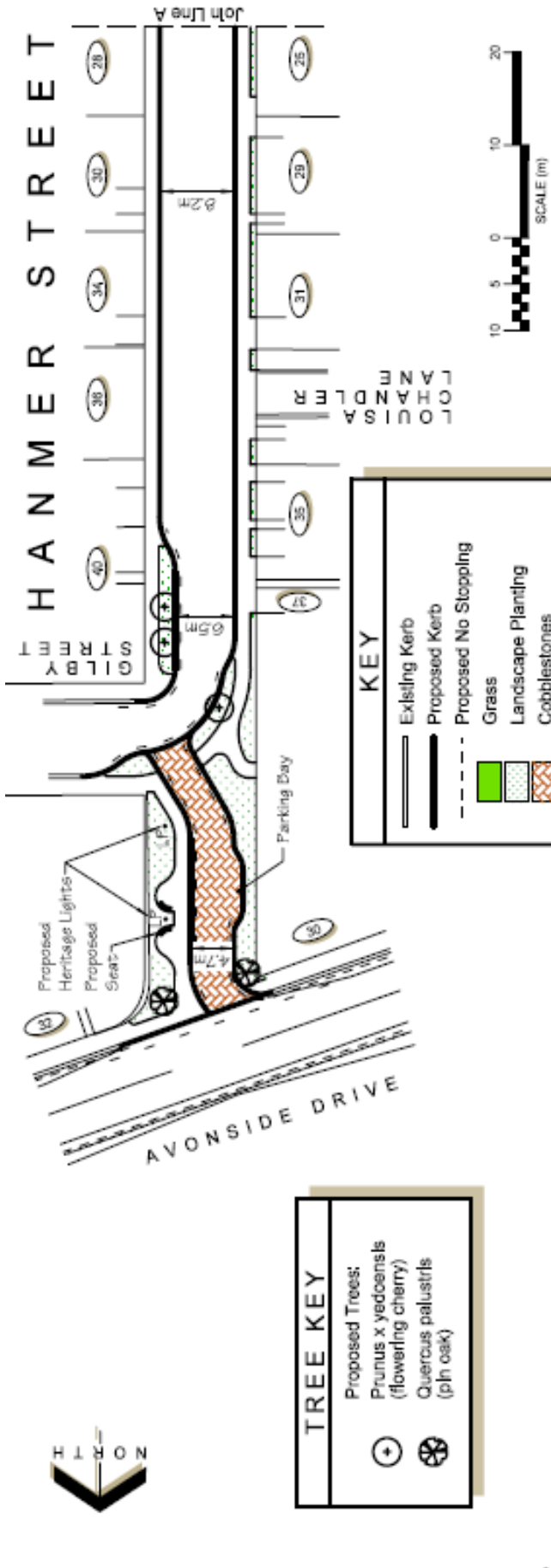
	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections for drivers turning out of side streets.	Removal of a little on-street parking at intersections to improve visibility.
Cultural	Nil	Nil
Environmental	The proposal will provide small plots of landscaping and trees at side roads. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	Very high construction cost due to the relocating of the fire water main.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

13. Cont'd

30. Option 4

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections for drivers turning out of side streets. A large reduction in the volume of short cutting traffic.	Removal of significant on-street parking. Loss of access to south bound traffic and possible shifting of traffic onto neighbouring streets.
Cultural	Nil	Nil
Environmental	The proposal will provide small plots of landscaping and trees on the west side of the road. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	Construction cost.
<p>Extent to which community outcomes are achieved:</p> <p>Inconsistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		





Original Plan Size: A4
 ISSUE.5 01/10/07
 TP177701 VMI

HANMER STREET (Avonside Drive - Armagh Street)
 Street Renewal
For Board Approval



Hanmer Street Kerb and Channel Replacement

Feedback to May 2007 Newsletter

Support	Number of Responses	% of Total Responses
Full Support	16	94%
General Support (with suggestion)	0	0%
No comment	1	6%
Does Not Support	0	0%
No Support Comment	0	0%
Total	17	100%

Pedestrians

- Should put in tactile tiles for pedestrians at intersections, especially at Armagh St.
- The footpath should continue to Avonside Drive so pedestrians won't walk over the grass.
- Kerb cutdowns should be at right angles to the centreline of the road.

Traffic Flow

- It will be good to stop through traffic.
- Strongly support the proposed work in reducing boy racer traffic off Avonside Drive.
- Narrowing the street will make night navigation more difficult.
- A series of judder bars is the best way to slow traffic and reduce car noise.
- Prefer no vehicle access to or from Avonside Drive (x 2).
- Ban dangerous right turns from Hanmer onto Avonside or from Avonside into Hanmer.

Landscaping

- Block off end of street and have grass, a walkway and a bike path.
- Put overhead wiring underground (X 2).
- Tidy-up to Elm Grove looks good (X 2).
- Native trees and planting will be nice e.g. Ake Ake (X 2).
- Traditional lighting would be appealing, lamp stands; and perhaps benches (X 2).
- Would prefer non-native trees, not too large.
- Native trees should be planted at the Avonside Drive end with the lower limbs removed so as not to block a drivers view.
- 30 Avonside Drive has no lawnmower and will be unable to mow the proposed grass
- Would like pin-oaks planted at both ends of the street.
- Plant coloured flowers in the plantings (they may be taken) otherwise plant hebes.
- The underplanting at the Avonside Drive end should be yellow carpet roses instead of grass.
- Replace the Prunus Yedoensis at the Armagh St entrance with Quercus palustris.

Parking

- Should be more available parking around Hanmer/Gilby/Avonside intersection; many houses don't have off-street parking, resulting in houses parked on the street all night (x 2).
- Make the carpark at the Avonside Drive end big enough for two cars.
- Do not remove any on-street carparks as most properties have insufficient off-street parking for their tenants (x 2).
- Please stop commercial and oversized vehicles from parking in the area.
- Perhaps resident parking permits would remedy the current parking problem (x 2).

General

- Looks good/is excellent (x 3).
- Elm Grove (x 2) and Gilby need doing too.
- Seat should be heritage style
- Street lighting should be improved with heritage style lights.

14. ELM GROVE (FULL LENGTH) - KERB AND DISH CHANNEL REPLACEMENT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy, Capital Development Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the Elm Grove kerb and dish channel replacement project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. Elm Grove is programmed for kerb and dish channel replacement, along with neighbouring streets Armagh Street and Hanmer Street. The three streets will be constructed as one project. All three streets are 'local roads' and part of the Gilby Neighbourhood Improvement Plan. Elm Grove is also part of a Special Amenity Area, SAM 21.
3. The main aim of this project is to replace the existing kerb and dish channel with kerb and flat channel in a manner that enhances the general area and retains the special character of SAM 21. Elm Grove is, therefore, important to the city as it contains one of the last intact blocks of early 1860's single story workers cottages. Other specific objectives for the project are:
 - (a) Retain the special character of Elm Grove to enhance the street environment while not detracting from the existing building lines and the simple nature of the street.
 - (b) Develop schemes that are sympathetic to the Gilby Neighbourhood Improvement Plan for Elm Grove.
4. The original proposal was developed in 2005 (see **attachment 1**) and consultation carried out. The project was then deferred. Comments gathered during consultation have been incorporated in the preferred option with an amended plan (see **attachment 2**).

FINANCIAL IMPLICATIONS

5. This project is programmed in the Transport and Greenspace Unit's capital programme, for construction in the 2008/2009 financial year with a total budget of \$227,483. The cost estimate for this project is \$300,900. This deficit is expected to be met by estimated surpluses from the Armagh Street and Hanmer Street sections of the proposed contract.

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

6. Aligns with the Transport and Greenspace Unit's Street Renewal projects of the Capital Works Programme, page 85, LTCCP 2006-2016.

LEGAL CONSIDERATIONS

7. Community Board resolutions are required to approve the new parking restrictions. There are no other legal implications for this project.

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

8. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the LTCCP Community Outcome – A Safe City, an Attractive and Well Designed City, and the Capital Works Programme – Street Renewal Projects.

14. Cont'd

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

10. Contributes to providing a safe transport system LTCCP Safety Outcome, page 151.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

12. As above.

CONSULTATION FULFILMENT

- 13 Community consultation was started in July 2004. A survey form seeking issues and comments from the residents and property owners was distributed. For a complete listing of survey results, please refer to the Armagh Cluster Survey Feedback Summary Report on the file. The Hagley/Ferrymead Community Board was advised through a seminar on 21 October 2005 and by memorandum on 4 October 2007 of the background to the project and the proposed consultation to be undertaken in relation to the concept plans. Consultation newsletters for Elm Grove were distributed for consultation in November 2005 and October 2007. All those who provided feedback and contact details have been advised the project is being reported to the Hagley/Ferrymead Community Board requesting the project be approved for construction.

STAFF RECOMMENDATION

14. It is recommended that the Hagley/Ferrymead Community Board:
- (a) Approve the Elm Grove kerb and channel renewal project, as shown in attachment 2, to proceed to final design, tender and construction.
 - (b) That the stopping of vehicles be prohibited at any time:
 - (i) On the north side of Elm Grove, commencing at the east kerb line of Fitzgerald Avenue and extending 12 metres in an easterly direction.
 - (ii) On the south side of Elm Grove, commencing at the east kerb line of Fitzgerald Avenue and extending 12 metres in an easterly direction.
 - (iii) On the north side of Elm Grove, commencing at a point 61 metres from the east kerb line of Fitzgerald Avenue and extending 15.3 metres in a north-easterly direction.
 - (iv) On the north side of Elm Grove, commencing at the west kerb line of Hanmer Street and extending 40 metres in a westerly direction.
 - (v) On the north side of Elm Grove, commencing at a point 90 metres from the west kerb line of Hanmer Street and extending 8 metres in a south-westerly direction.
 - (vi) On the south side of Elm Grove, commencing at the west kerb line of Hanmer Street and extending 9 metres in a westerly direction.
 - (vii) On the south side of Elm Grove, commencing at a point 81 metres from the west kerb line of Hanmer Street and extending 23 metres in a south-westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. Cont'd

BACKGROUND

15. The Project Team has considered the Gilby Neighbourhood Improvement Plan (NIP) during the scheme process. The NIP recommends that Elm Grove be developed as a local road.
16. The Land Transport New Zealand Crash Analysis System shows there have been no crashes recorded for the five year period between 2000 and 2004. This proposal is not expected to change current crash rates or vehicle volumes (averaging 100 vehicles per day). However, it should be safer with reduced traffic speeds in Elm Grove.
17. The City Plan, Part 14, Appendix 5, also has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a varying carriageway width of 5.5 to 9.5 metres; the requirement in the City Plan is 7.5 m for roads with traffic volumes less than 250 vehicles per day. It should also be noted that the 5.5 metre sections are less than 30m long and therefore the proposal does not require a consent.
18. The original proposal was developed in 2005 (as shown in attachment 1) and consultation carried out. The project was then deferred. Comments gathered during consultation on the proposed option in the November 2005 newsletter have been incorporated in the preferred option (as shown in attachment 2) incorporated in the October 2007 newsletter.
19. Community consultation on the preferred option recommenced in April 2007. Approximately 100 households in Elm Grove and Hammer Street, and other interested groups, were consulted, of which 18 responded. The majority of respondents (67%) were in support of the proposal (see **attachment 3** for details).
20. The changes made as a result of feedback were to:
 - Provide grass from the side gate at the junction of No's. 11 and 15 to the footpath.
 - Replace four Elm trees with Kowhai trees because of the close proximity of overhead service wires. This includes one of the trees to the west of No. 22.
 - Remove the grass in front of No. 30.
 - Provide a one car parking bay north of the footpath crossing on the east side of No. 11.
 - Tactile warning tiles will be laid at the Fitzgerald Avenue intersection.
21. An independent safety audit has been carried out on the preferred option. In response to the findings of the safety auditor the following alterations were made:
 - (a) The one lane mid-block platform has been removed and the roadway width of 5.5 metres continued in this area.
 - (b) Orion will be doing a pole assessment as part of the lighting upgrade. If poles are to be replaced they may be relocated away from driveways. This will be finalised at design stage.

THE OBJECTIVES

22. The main objective of this project is to replace the existing kerb and dish channel with kerb and flat channel in a manner that enhances the general area and retains the special character of SAM 21. Elm Grove is, therefore, important to the city as it has one of the last intact blocks of early 1860's single story workers cottages. Other specific objectives for the project are as follows:
 - (a) Retain the special character of Elm Grove to enhance the street environment while not detracting from the existing building lines and the simple nature of the street.
 - (b) Develop schemes that are sympathetic to the Gilby Neighbourhood Improvement Plan for Elm Grove.

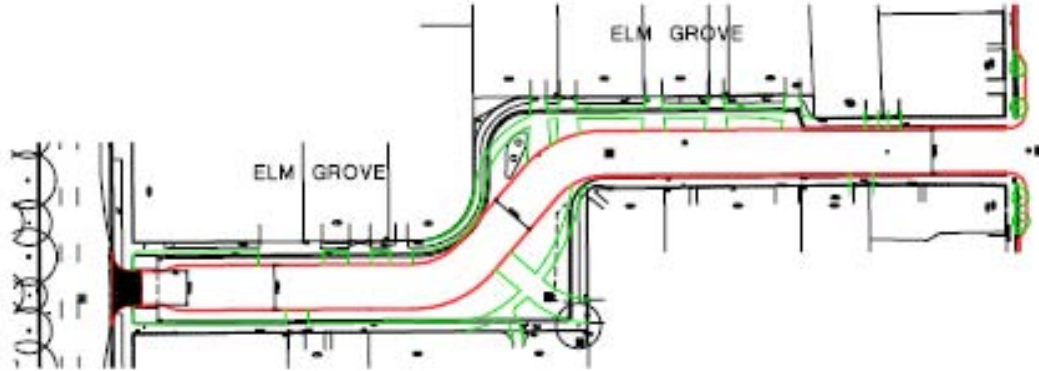
14. Cont'd

THE OPTIONS

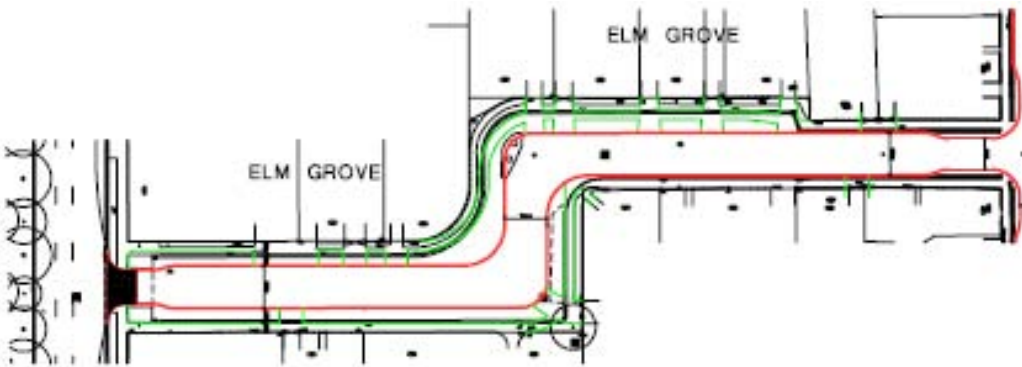
23. Four options have been considered.

Option 1

This option has an 8m wide carriageway with a 6m wide type B threshold at Fitzgerald Avenue. The carriageway mid block is angled between the right angled bends in the road boundary.

**Option 2**

This option has a 7.5m wide carriageway with a 6m wide type B threshold at the Fitzgerald Avenue end and a 5.5m wide narrowing at the Hanmer Street end. The carriageway has two right angled bends mid block, parallel to the road boundary.

**Option 3**

This option has 5.5m wide carriageway with 2m deep indented parking spaces behind the channel. A type B threshold is proposed at the intersection of Fitzgerald Avenue end and a one lane narrowing mid block. The landscape team recommended that the parking bays be a chipseal or AC surface the same as the carriageway. Also that pavers be used at the Fitzgerald Avenue intersection and the midblock narrowing, these ideas were discussed with the City Streets Project Manager and the scheme altered. Extra parking bays were added to increase the overall width to comply with the city plan. For plan see attachment 1.

14. Cont'd

THE PREFERRED OPTION (OPTION 4)

The proposal has a 5.5m wide carriageway with 2m parking bays located on both sides of the street. A type B threshold is included at the intersection of Elm Grove and Fitzgerald Avenue. The proposal is shown on attachment 2.

24. The original proposal was developed in 2005 and consultation carried out on it in November 2005. The project was then deferred in July 2006. Comments gathered during consultation at that time have been incorporated in the preferred option (see attachment 2). This option will:
- Replace the existing kerb and dish channel with kerb and flat channel over the full length of Elm Grove.
 - Create a slow traffic environment with open green spaces. This will make the houses and their frontages more of a feature in the streetscape.
 - Construct a slow environment that will deter through and short cutting in both Elm Grove and Hanmer Street.
 - Leave the road in its simple form with traffic calming at Fitzgerald Avenue and a relatively tight intersection at Hanmer Street. The calming is generally in line with the 'suggested improvements' shown in the Gilby NIP.
 - Involve full reconstruction of the pavement as determined by subgrade assessment.
 - Provide 25 indented parking spaces for public and residential use.
 - Include a lighting upgrade.

14. Cont'd

ASSESSMENT OF OPTIONS

The Preferred Option (option 4)

25.

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections for drivers turning out of side streets. A small reduction in the volume of short cutting traffic.	A little from the removal of on-street parking at intersections and corners to improve visibility.
Cultural	Nil	Nil
Environmental	The proposal will provide plots of landscaping and trees at appropriate places in the street. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	Estimated construction cost \$300,900
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

14. Cont'd

Maintain the Status Quo

26.

	Benefits (current and future)	Costs (current and future)
Social	No short-term disruption during construction or loss of on-street parking.	Increasing short cutting traffic off Fitzgerald Avenue. Reduced visibility with vehicles parking too close to intersections
Cultural	Nil	Nil
Environmental	Nil.	Nil
Economic	No outlay of capital construction cost.	Increasing maintenance costs.
<p>Extent to which community outcomes are achieved:</p> <p>No community outcomes will be achieved.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance responsibilities for deteriorating kerb and dish channel asset.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016. Maintenance of the status quo (i.e. the kerb and dish channel is not replaced) also does not satisfy any of the project objectives and is inconsistent with the Transport and Greenspace Unit's Capital Programme.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters.</p>		

14. Cont'd

25. Option 1

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections and corners.	A little from the removal of on-street parking at intersections and corners to improve visibility. Probably no reduction in the volume of short cutting traffic. Increased speed.
Cultural	Nil	Nil
Environmental	The proposal will provide plots of landscaping and trees at appropriate places in the street. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	The cost of construction.
<p>Extent to which community outcomes are achieved:</p> <p>Inconsistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

14. Cont'd

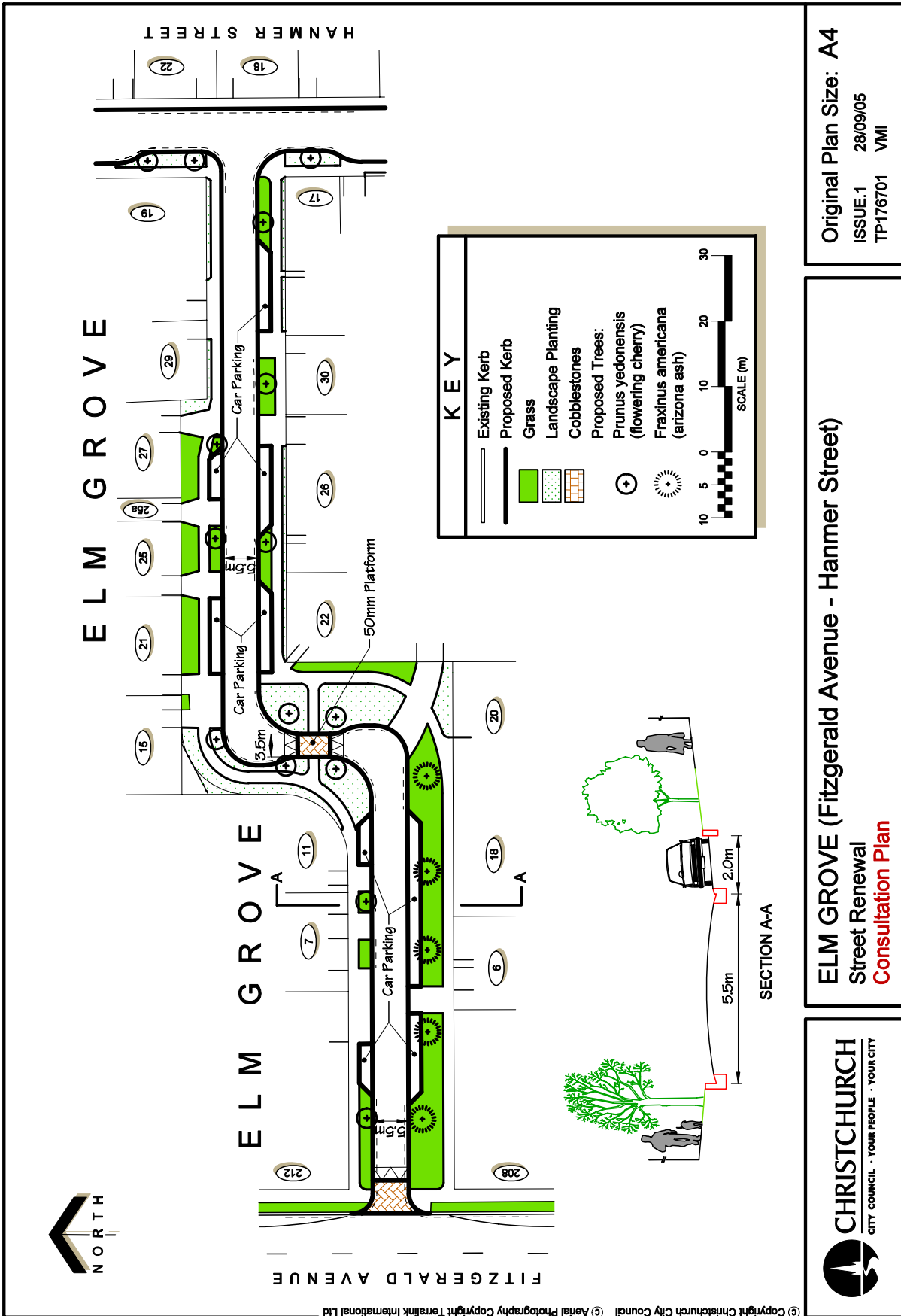
26. Option 2

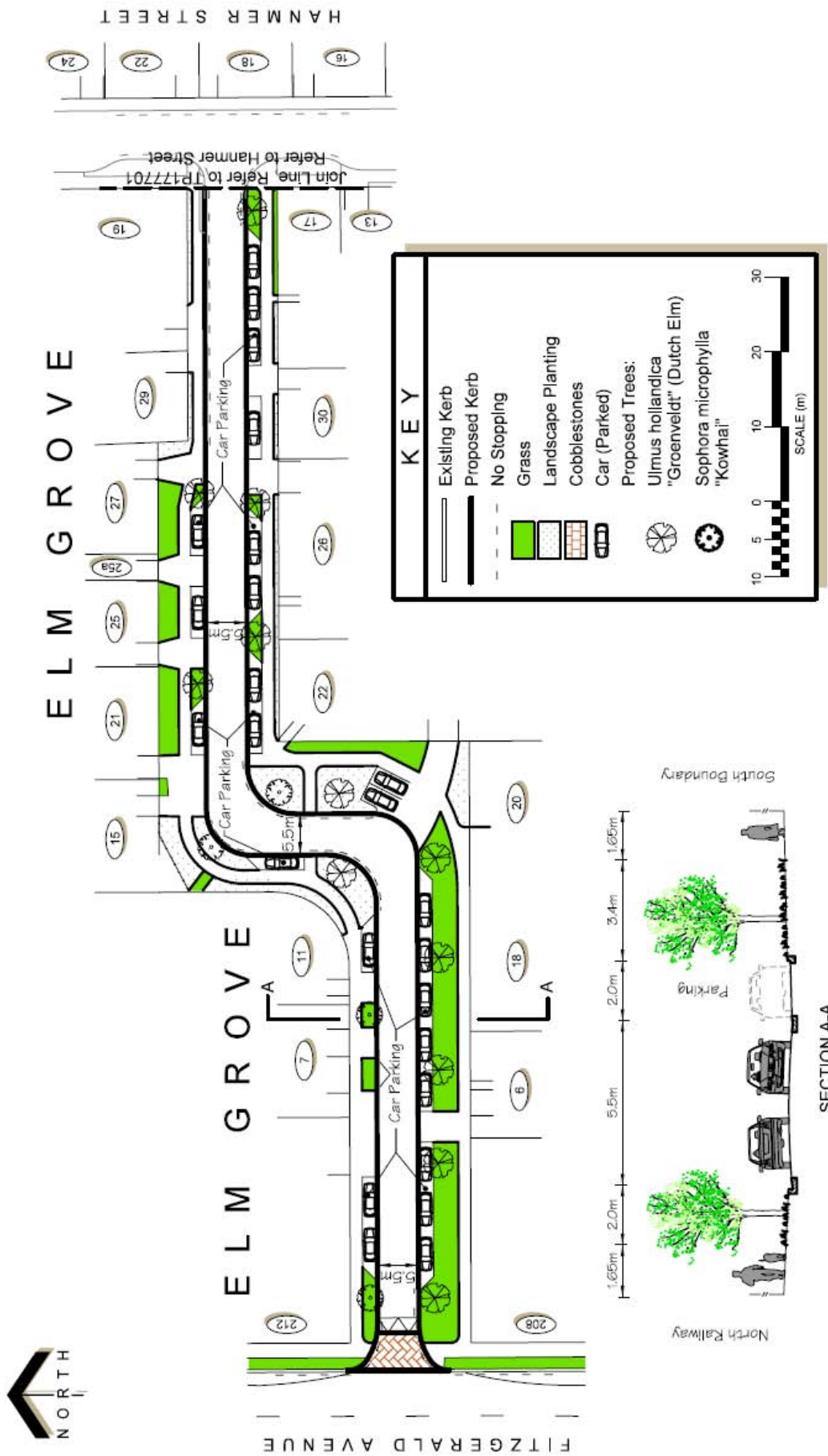
	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections and corners for drivers.	Removal of a little on-street parking at intersections to improve visibility.
Cultural	Nil	Nil
Environmental	The proposal will provide plots of landscaping and trees. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	Construction cost.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

14. Cont'd

27. Option 3

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety. Improved visibility at intersections and corners for drivers. Significant reduction in through traffic speeds.	Significant removal of on-street parking at intersections and corners to improve visibility.
Cultural	Nil	Nil
Environmental	The proposal will provide small plots of landscaping and trees. Positive impact on residents and the community through the proposed works and landscaping	Nil
Economic	Reduction in maintenance costs.	Cost of construction.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 19 and 20 above and detailed in Attachment 3 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		





Original Plan Size: A4
 ISSUE: 3 13/11/07
 TP176701 MJR

ELM GROVE (Fitzgerald Avenue - Hammer Street)
 Street Renewal
For Board Approval



CLAUSE 14 ATTACHMENT 3

Christchurch City Council Capital Programme Group

FEEDBACK TO PROJECT: ELM GROVE KERB AND DISH CHANNEL RENEWAL

CLOSING DATE FOR FEEDBACK: 29 OCTOBER 2007

Responses received: -

Support	Number of Responses	% of Total Responses
Full Support	12	67.0%
General Support (with suggestion)	3	16.5%
Does Not Support	0	0%
No Support Comment	3	16.5%
Total	18	100%

FEEDBACK	ACTION
<u>GENERAL</u> 1. Why was my conversation pit idea abandoned? 2. The new plan is not too bad and much safer. 3. On the whole this proposal looks great. 4. I am very happy (it's awesome!) with the revised plan. 5. This plan is a vast improvement on what we have got. 6. Shame the undergrounding of the overhead wiring cannot be done at the same time. 7. Please provide grass from the side gate at the junction of No's 11 and 15 to the footpath.	No in keeping with the area – can attract undesirables To be arranged
<u>LANDSCAPING</u> 1. Please do not plant trees on the west side of No. 22 they will shade the property. 2. Great to see Elm trees. 3. Do not plant grass outside No. 30, they have no mower. 4. Some of the Elm trees are to be planted close to overhead wiring – the trees will need to be low growing and non-suckering. 5. Please plant kowhais on the corners outside 11 and 22 as a feature. They will also not be so intrusive on the neighbouring properties.	Richard to discuss possible changes with Dennis Preston
<u>PARKING</u> 6. Sorry to see the loss of on-street parking along the east side of No. 11 and in front of No. 15. 7. Good to see more on-street parking provided in this plan. 8. Enlarge the parking outside No. 30 to allow a van and trailer by removing the little bit of grass.	Provide car park OK

FEEDBACK	ACTION
TRAFFIC SAFETY 1. Where is the speed humps? Aren't they needed in a narrow road? 2. Include tactile warning tiles at Fitzgerald Avenue intersection.	Not needed Richard to check

15. COLENZO STREET AT WHITFIELD AVENUE INTERSECTION – SAFETY IMPROVEMENT PROJECT

General Manager responsible:	City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Brian Boddy, Project Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Hagley/Ferrymead Community Board to proceed to final design, tender and construction of the safety improvement works in Colenso Street outside the Sumner Primary School.

EXECUTIVE SUMMARY

2. Colenso Street is a local road carrying a low volume of traffic (1,000 vehicles per day). The immediate surrounding area is residential.
3. The primary objectives for the project include: to provide a safer crossing for pedestrians over Colenso Street, and to maintain or enhance existing levels of service for other road users and ensure adequate street lighting.

FINANCIAL IMPLICATIONS

4. This project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2007/2008 financial year with a budget of \$269,800 (to be shared with two other pedestrian improvement projects). The cost estimate for this part of the project is \$95,000.

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

5. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

LEGAL CONSIDERATIONS

6. Community Board resolutions are required to approve the new traffic restrictions. There are no other legal implications for this project.

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

7. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with the LTCCP Community Outcome – A Safe City and the Capital Works Programme – Safety Improvement Projects. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

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

9. Contributes to providing a safe transport system LTCCP Safety Outcome, page 151.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

11. As above.

15. Cont'd

CONSULTATION FULFILMENT

12. A seminar was held with the Hagley/Ferrymead Community Board in August 2007, prior to the preferred concept plan for Colenso Street being delivered to the public for consultation. Community consultation was undertaken in August/September 2007 on the preferred concept plan. This included a street and residents meetings held in August 2007 and the visiting of all properties that have proposed alterations to on-street parking on their street frontage.
13. Approximately 120 households in surrounding area and other interested parties (including the Sumner Primary School and Sumner Residents Association) were consulted. Forty-six responses have been received. The majority of respondents (91%) were in general support of the proposal.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the Colenso Street Crossing facility project to proceed to final design, tender and construction, as shown on the construction plan (**attachment 1**).
- (b) Approve revoking the following current stopping prohibitions:
 - (i) That the existing no stopping be revoked from the south side of Colenso Street at its present position commencing at the intersection with Whitfield Street and extending 6 metres in a south east direction.
 - (ii) That the existing no stopping be revoked from the east side of Whitfield Street at its present position commencing at the intersection with Colenso Street and extending 7 metres in a south west direction.
- (c) Approve the following new "no stopping" restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the south side of Colenso Road commencing at the intersection with Whitfield Street and extending 25 metres in a south east direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Colenso Road commencing at the intersection with Whitfield Street and extending 23 metres in a north west direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the east side of Whitfield Street commencing at the intersection with Colenso Street and extending 12 metres in a south west direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the west side of Whitfield Street commencing at the intersection with Colenso Street and extending 11 metres in a south west direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. Cont'd

BACKGROUND (THE ISSUES)

14. The Land Transport Safety Crash Analysis System shows there has been one crash recorded for the period between 1997 and 2007 in Colenso Street. This occurred near the intersection of Van Asch Street (well away from the school) and was a non-injury crash.
15. The Sumner Primary School identified to elected members and staff that crossing Colenso Street in this area can be difficult, particularly for children at the start and finish of school.

CONSULTATION RESULTS

16. Support for the project has been received from residents and the Sumner Primary School (see **attachment 2**).
17. The residents at No. 2 Whitfield Avenue have expressed concern about the kerb extension that prevents on-street parking outside their property within ten metres of the intersection of Whitfield and Colenso Streets.

THE OBJECTIVES

18. The primary objective for the project is to provide a safer crossing in Colenso Street for pedestrians, in particular students of Sumner Primary School.

The secondary objectives for the project are:

- Maintain existing school bus stop and P5 drop off parking.
- Maintain access to existing garages.
- Improve traffic safety at the Whitfield / Colenso intersection.
- Ensure adequate street lighting is provided.
- Provide/maintain adequate on-street parking.

THE OPTIONS

19. Three options were developed for comparison. Option 3 has been selected as the preferred option and was the option taken to the community for consultation.
20. Option 1 meets the objective of installing a Kea Crossing at the Sumner Primary School whilst undertaking the minimum amount of road works. In order to achieve this the road has been narrowed to 10m (a requirement of Kea crossings) by simply building two kerb extensions, on either side of Colenso Road. No works are proposed for the Whitfield Street intersection.
21. This scheme will require alterations to approximately 15m of new kerb and paving on the north east side of Colenso Street, whilst not contributing to any safety improvement around the Whitfield Road intersection. Option 1 has not been developed further.
22. Option 2 involves limiting any works to the southern kerb of Colenso Street and around the Whitfield Street intersection. It includes kerb extensions on the southern side of Colenso Street, and on both the east and west kerbs of Whitfield Street. It narrows Colenso Street to 10m at the school crossing and Whitfield Street to 8m at the intersection.
23. A Kea Crossing is provided across Colenso Street in a similar position to the current school crossing point. A cut down kerb is proposed for the full length of the vehicle access to the two garages at No 6 Colenso Street. This continues into the crossing area and results in a 12m cut down.
24. The layout also includes the extension of the kerbs in Whitfield Street to narrow the distance across Whitfield Street that pedestrians have to cross. This option includes fully constructed kerbs on all new kerb lines. Whilst the option meets all the objectives set for the project it would not meet the budget set for the project.

15. Cont'd

25. Option 3 also involves limiting any works to the southern kerb of Colenso Street and around the Whitfield Street intersection. It includes kerb extensions on the southern side of Colenso Street, and on both the east and west kerbs of Whitfield Street. It narrows Colenso Street to 10m at the school crossing and Whitfield Street to 8m at the intersection.
26. A Kea Crossing is provided across Colenso Street in a similar position to the current school crossing point. A cut down kerb is proposed for the full length of the vehicle access to the two garages at No 6 Colenso Street. This continues into the crossing area and results in a 12m cut down. The layout is similar to that shown in Option 2, however, the construction differs in that this option involves the use of "stick on" construction of the kerb extension on the West side of Whitfield Street. A 1.5m gap is provided between the existing kerb and the new build out to allow drainage and for use as a cycle facility.
27. There is a section of historic old rock kerb and channel on the East side of Whitfield St South of the intersection with Colenso Street. This scheme has been designed to not affect this kerb.

THE PREFERRED OPTION

28. This option will provide a safer crossing across Colenso Street for pedestrians, in particular students of Sumner Primary School. The installation of a Kea Crossing will enhance the safety at this location for the primary school students. The crossing will not operate outside school hours, therefore, will not enhance the safety for other pedestrians. The distance all pedestrians have to cross in the area, both across Colenso Street and across Whitfield Street will be reduced. It should, however, be noted, observations have shown very few pedestrians in the area other than those associated with the school. Tactile paving will be provided on all crossing points.
29. The proposal does not affect the existing bus and parking facilities on the north east side of Colenso Street. The proposed layout has included an extended cut down to ensure access to the two garages at No 6 Colenso Street is maintained. However, the loss of approximately three on street parks was necessary to preserve adequate sight distances in both directions at the Whitfield Street intersection.
30. The proposal will reduce the width of the Whitfield Street/Colenso Street intersection from 28m to 8m. This will significantly reduce the hazards to pedestrians when crossing the intersection. It will specifically slow the speed of drivers turning the corner and provide a much more controlled turn for vehicles. Currently vehicles tend to cut the corner at speed.
31. A lighting assessment has been undertaken. Lighting will be upgraded to conform to current standards.

15. Cont'd

ASSESSMENT OF OPTIONS

The Preferred Option

32. Option 3

	Benefits (current and future)	Costs (current and future)
Social	Increased safety for pedestrians by reducing carriageway crossing distances, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points.	Loss of three on street parks.
Cultural	Nil	Nil
Environmental	Streetscape improvement	Nil
Economic	Nil	Estimate \$95,000
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for a safe transport system.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>External consultation has indicated that the preferred option is supported by the community.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

15. Cont'd

Other Options

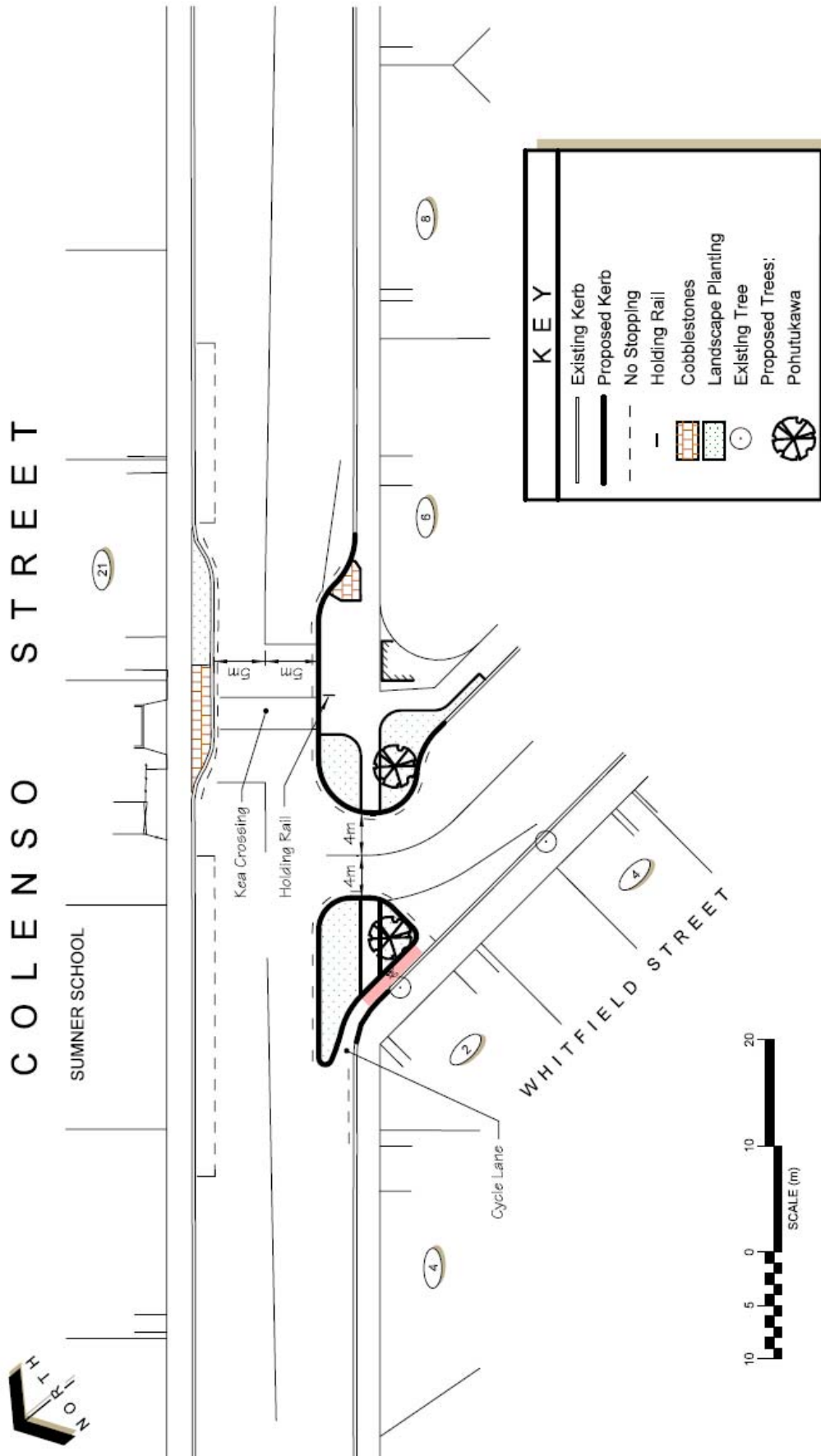
33. Option 1

	Benefits (current and future)	Costs (current and future)
Social	Improved pedestrian safety for pedestrians crossing Colenso Street outside the Sumner Primary School.	Excessive and less safe width for pedestrians to cross over Whitfield Street at the Colenso intersection.
Cultural	Nil	Nil
Environmental	Nil	Nil
Economic	Nil	Option not costed.
<p>Extent to which community outcomes are achieved:</p> <p>Only partially with improved road safety over Colenso Street but none over Whitfield Street outside Sumner Primary School.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>There will be an improvement in traffic safety in Colenso Street but the existing situation will continue in Whitfield Street with no improvement to the overall traffic safety in this street.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the road safety improvement aspect of the capital programme works outlined in the LTCCP 2006-2016.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>This option is not supported by petitioners or the majority of consultation respondents.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

15. Cont'd

34. Option 2

	Benefits (current and future)	Costs (current and future)
Social	Increased safety for pedestrians by reducing carriageway crossing distances, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points as for option 3.	Loss of three on street parks.
Cultural	-	-
Environmental	Streetscape improvement	-
Economic	-	As for preferred option plus the cost of fixed kerb and possible drainage on the west side of Whitfield Street.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for a safe transport system.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>External consultation has indicated that the preferred option is supported by the community.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		



Original Plan Size: A4
 ISSUE:2 23/10/07
 TP194601 VMI

COLENSO STREET AT WHITFIELD STREET
 Safety Improvements
 For Board Approval



Colenso Street Feedback Summary to Publicity Pamphlet

Degree of Support	Number of Responses	% of Total Responses
Full Support	31	67%
General Support (with suggestion)	11	24%
No commitment either way	1	2%
Does Not Support	3	7%
Total	46	100%

<u>Concern</u>	<u>Response</u>
General	
Looks good - will be an improvement - fabulous plan.	No action required.
I support all areas of the design of this project.	No action required.
This work is long overdue.	No action required.
Please install a pedestrian crossing if it is safer	A pedestrian crossing would not be safer - no action required.
The proposed works will not make any difference.	No action required.
Tactile warning tiles need to be installed on both sides of the road	Not justified in this situation.
The pedestrian facility should be offset from the main exit at the School.	It will be.
This proposal will reduce traffic safety.	The project will improve traffic safety.
Its parents of school children that cause the problems double parking and doing U turns outside the school.	Comment only - no action required.
Landscaping	
Make landscape planting low plants only.	Landscape plants will be kept below 500 mm in height.
Don't plant Pahutukawa trees.	There is majority support for Pahutukawa trees.
Don't have any landscaping; cobbles would be cleaner and tidier.	No action required.
The landscaping will block a drivers sight when exiting Whitmore Street.	Landscaping will be maintained so as not to block a drivers vision.
On-street Parking	
Install no-stopping restrictions within 20 metres of the crossing.	Appropriate no stopping restrictions will be installed in Colenso Street.
Please provide at least one car park in the kerb build out as the present proposal removes all on-street parking in front of No. 2 Whitfield Street. (see sketch).	There is no legal on-street parking available outside this property now – this will not be changed.
Cycling	
School cyclists turn right onto Colenso off Whitfield and visa versa and need a facility like that on the west side of Whitfield.	Inappropriate for this situation
The left turn cycle lane off Whitfield is no use to school cyclists.	No action required.
A cycle lane is not required - school cyclists use the footpath.	No action required.
The red strip for cyclists is a definite improvement.	No action required.
A cycle bypass should be created on the east side of Whitfield/Colenso intersection the same as the south side.	Inappropriate for this situation
Traffic Safety	
Good to see the intersection will now be safe for children to cross	No action required.
All road users' safety will be compromised by this proposal.	No action required.
Leave the intersection alone and install a series of small bumps on Colenso Street. e.g. Shag Rock corner.	Inappropriate for this situation
A small traffic calming feature on Whitfield near Colenso should be	Not required for existing traffic

considered.	movement.
More signs required warning of the schools presence.	Existing signage is adequate.
Please raise the kea crossing to slow down through traffic i.e. create a road platform.	Not required
Ban right turns out of Whitfield onto Colenso.	Not required
Outside scope of project	
A speed hump needs to be installed outside Star of the Sea School further down Colenso Street.	Outside the scope of this project.
Improve Whitfield-Arnold-Thorpe intersection next	To be investigated.
The money would be better spent on the McCormacks Bay/Main Road intersection.	Comment – no action required.
A Give Way needs to be installed against Colenso Street at its intersection with Wakefield Avenue.	To be investigated.

16. APPLICATION FOR CHANGE TO CITY PLAN – HAGLEY AVENUE

General Manager responsible:	General Manager Strategy and Planning, DDI 941-8177
Officer responsible:	Team Leader City Plan
Author:	Peter Eman, Senior Planner, City Plan

PURPOSE OF REPORT

1. The purpose of this report is to request that the Hagley/Ferrymead Community Board recommend to the Council that it accept the application for a change to the City Plan and publicly notify and decide the application at the expense of the applicant. This report describes an application to the Council for a change to the City Plan and recommends the process for dealing with the application in terms of the provisions of the Resource Management Act 1991 (RMA).

EXECUTIVE SUMMARY

2. The application is to rezone 420-426 Hagley Avenue, three properties on the corner with Moorhouse Avenue, from Living 4B to Business 3B with some amended rules.
3. The purpose of this report is not to consider the requested plan change on its merits. Rather, it is to recommend which of several options under the RMA is to be used in processing the application. The consideration of the merits of the application will occur after submissions have closed, if the decision on this report is to select one of the process options that lead to public notification.
4. The process options available to the Council are to accept the request as a private plan change and publicly notifying it for submissions and a hearing at the cost of the applicant; to adopt the change as the Council's own change and accept the responsibility and costs of processing it; to treat it as a resource consent application, or, to reject the request due to it falling within one of the limited grounds set out in the RMA. The Council is obliged to consider this request under the due process set out in the RMA.

FINANCIAL IMPLICATIONS

5. The financial considerations will differ depending on how the Council chooses to handle the application. Should it reject the application or decide that it should be treated as a resource consent, it is possible that the applicant would challenge this decision in the Environment Court, which would be a costly process for the Council regardless of the outcome. Costs cannot be predicted accurately, but could be in the vicinity of \$50,000 for this preliminary step.

Should the Council accept and notify the change at the expense of the applicant there will be a no direct costs to the Council as the Council's costs would be recovered. However, there would be an impost on staff time.

Should the Council adopt the change as its own then the Council will need to absorb all the costs, which are may run to \$50,000 or more.

In terms of legal considerations, there is a legal process set out in the RMA which must be followed. It includes initial consideration of what process to follow, then notification, submissions, reporting, hearings, decisions and possible appeals. It is a process which is very familiar to Council and should create no particular risks or liabilities if followed correctly.

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

6. Yes.

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

7. Yes, refer to (5) above.

16. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Statutory Council process.

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

9. Yes

ALIGNMENT WITH STRATEGIES

10. Statutory Council process.

Do the recommendations align with the Council's strategies?

11. Statutory Council process.

CONSULTANT FULFILMENT

12. Statutory Council process.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommend that the Council:

- (a) Agree to accept the plan change pursuant to Clause 25 of the 1st Schedule to the Resource Management Act 1991 and publicly notify it accordingly.

CHAIRPERSON'S RECOMMENDATION

For discussion.

16. Cont'd

BACKGROUND & DISCUSSION**The application**

13. A précis of the application is **attached** (full attachments will be tabled at the meeting). It seeks to rezone 420-426 Hagley Avenue, three properties on the corner with Moorhouse Avenue, from Living 4B to Business 3B with some amended rules.

RMA Timeframes

14. The application was received on 5 June 2007. Further information was requested and that was received on the 17 October. Under the RMA the Council was required to make a decision whether to accept the application or otherwise by 29 November 2007. Due to a lack of meeting dates following the elections an extension has been made until the 1 February 2008.

Description of proposal and site

15. The plan change site consists of three properties, each containing a house. It has a total area of 1690m² and has frontage to both Moorhouse Avenue and Hagley Avenue. The adjoining property to the east is also zoned Living 4B, but is used for a motel. It also has frontage to both Hagley and Moorhouse Avenues. Further east on Moorhouse Avenue and across Moorhouse Avenue the land is zoned Business 3. The land further north along Hagley Avenue is zoned Living 4B up to Hagley Community College. It is used mainly for low to medium density housing, although immediately adjoining the motel is a child care centre. Hagley Park is on the opposite side of Hagley Avenue.
16. The existing Living 4B zone of the site is intended to provide for high density residential development. The requested plan change proposes to rezone the application site to Business 3B, which is a Business zone intended as a transition zone between central city Living zones and Business 3 zones. The application proposes to amend two of the rules that normally apply in the Business 3B zone in terms of the requirements that would apply to this site. The proposed amendments are an increase in the permitted plot ratio from 1.0 to 1.3 (allowing more bulk of building relative to the size of the site) and a limitation on retail activities to a maximum of 150m² (both inside and outside).
17. The applicant considers that the plan change site is not suitable for residential use because of the business activities and traffic in the locality, and that its use for the business activities permitted by the Business 3B zone would be more in accord with the objectives and policies of the City Plan, while still being compatible with surrounding land uses and zones. The merits of this will be considered by the Council at later stages of the process if the application proceeds to notification.

Processing of Private Plan Changes

18. The processing of private plan changes is set out in Clauses 21 -29 of the 1st Schedule to the RMA. In summary this provides
- Clause 21 Any person may make an application for a change to an operative district plan. The City Plan is operative.
 - Clause 22 Request to be in writing, with reasons, Assessment of Environmental Effects and assessment under section 32 of the RMA.
 - Clause 23 Further information may be required. Council has done this in this case.
 - Clause 24 Council may modify the proposal but only with the consent of the applicant.
 - Clause 25 Council must consider the request, and make a decision to either.
 - “accept” it and proceed to public notification, or
 - “adopt” it as if it were its own proposal, and publicly notify it, or
 - treat it as if it were a resource consent, or
 - “reject” it if it falls within one of the limited grounds specified.
 - Clause 26 Where Council accepts the change it must publicly notify it within 4 months.
 - Clause 27 The applicant may appeal the Council decision made under clause 25.
 - Clause 28 Applications may be withdrawn.
 - Clause 29 Unless rejected, the application is put through the standard process of public notification, submission, hearing, decision, and appeal (if any).

16. Cont'd

OPTIONS

19. The Council's options are:

- (a) Reject the application.
- (b) Accept the application, proceed to publicly notify and decide the application at the expense of the applicant.
- (c) Adopt the change at its own and assume the responsibility for putting it through the process outlined in the RMA including all costs.
- (d) Treat the application as a resource consent application.

There is no status quo, i.e. do nothing option. The application must be considered and either accepted, adopted, rejected, or treated as a resource consent.

- 20. There are very narrow grounds in the RMA for rejecting an application. In short they are that the requested change is frivolous or vexatious, that the issue has been dealt with in the last two years or the Plan has been operative for less than two years, or that it is not in accord with sound resource management practice or would make the Plan inconsistent with the purpose of the Act.
- 21. The change is not frivolous or vexatious and the relevant part of the Plan will have been operative for two years on the 22 November 2007. The legal advice received in respect of the matters of consistency with the purpose of the RMA and sound resource management practice, is that those grounds could only be used for rejecting the application if there was no, or very little, merit in considering such a change to the Plan. The advice indicates that there is a presumption in the RMA in favour of accepting plan change requests and testing them through the submission and hearing process. In this case grounds have been raised in the reasons given for the change, as outlined earlier, that at least merit consideration of the change.
- 22. With respect to the options of "accepting" and "adopting" the application, there is a significant difference between the two. If the application is accepted, the plan change remains a private change and the entire cost of the process can be charged to the applicant, rather like a resource consent process. If it adopts the application the Council would be effectively promoting the application as if it had decided to propose the change itself and the Council would be unable to charge the applicant for the costs.
- 23. The subject of the plan change is not a matter the Council has identified as a priority it wishes to pursue for itself. The Council has an adopted City Plan programme and this item is not on it. There is no apparent reason for the Council to adopt this plan change as its own priority.
- 24. In terms of the option of dealing with the application as a resource consent, the applicant is quite clear that it is not seeking consent for one particular development, but is seeking a rezoning to allow a range of potential uses of the site. As such, it would be difficult to deal with the application as a resource consent. To be able to grant such resource consent would require a set of conditions that mirrored the rules applying to the Business 3B zone, effectively rezoning the site.

PREFERRED OPTION

- 25. The preferred option is Option (b). - accept the application and proceed to publicly notify it.

**PROPOSED PLAN CHANGE
REZONING OF 420-426 HAGLEY AVE**

September 2007



**REQUEST PURSUANT TO CLAUSE 21 OF THE FIRST
SCHEDULE OF THE
RESOURCE MANAGEMENT ACT 1991**

CHRISTCHURCH CITY COUNCIL

Proposed Plan Change

1. Introduction

The three properties at 420-426 Hagley Avenue ("the site") are currently zoned Living 4B in the Operative City Plan (City Plan) (see location plan in Appendix 1). The site has road frontage to both Hagley Avenue and Moorhouse Avenue and forms a triangular shape with the Hagley Avenue, Moorhouse Avenue and Lincoln Road intersection. The combined area of the three properties is 1693m² and they currently contain older style dwellings, with associated sheds and gardens. The dwellings are used as rental properties.

2. Purpose and Reasons for the Plan Change

The purpose of the Proposed Plan Change is to rezone the three properties Business 3B (Inner City Industrial Buffer), recognising that the environment within which they exist is now not particularly conducive to residential living. The rezoning will enable the potential redevelopment of this corner for business purposes, which better suits this environment and will enhance the amenity of the area, whilst maintaining the amenity of nearby residential properties.

Some specific changes to the Business 3B zone description and rules are proposed in order to mitigate potential adverse effects and enable efficient use and development of the site.

3. Amendments to the City Plan

1. Zone Statement

Chapter 3, Section 3, Clause 1.8 Business 3B (Inner City Industrial Buffer) Zone

Zone description and purpose

Add a new paragraph after the second paragraph as follows:

..... range of goods and services. (Variation 86)

A small area of Business 3B zone on the corner of Moorhouse Avenue and Hagley Avenue has been further restricted in terms of retail activity due its proximity to this major intersection and the potential of such activities to create significant traffic movements. The same area has been provided with a more generous allowance of floor area (plot ratio) to enable greater development potential in recognition of this prominent corner location opposite Hagley Park and the established height limit in the adjoining Living zone.

In most cases, the ...

2. Development Standards

Chapter 3, Section 3, Clause 5.2.1 - Site density

The maximum plot ratio per site shall be:

Business 3 and 5 Zones:	1.5
Business 3B (except in the area bounded by Moorhouse Avenue, Carlyle Street, Waltham Road and Colombo Street, and on the corner of Moorhouse and Hagley Avenues (Lots 1 & 2 DP 7835 and Lot 1 DP 8570)) and 4 Zones:	1.0
Business 3B in the area bounded by Moorhouse Avenue, Carlyle Street, Waltham Road and Colombo Street:	1.5
<u>Business 3B on the corner of Moorhouse and Hagley Avenues (Lots 1 & 2 DP 7835 and Lot 1 DP 8570):</u>	<u>1.3</u>

3. Community Standards

Chapter 3, Section 3, Clause 5.3.1 - Retail activities

Business 3B and 4 Zones, except **on Lots 1 & 2 DP 7835 and Lot 1 DP 8570 on the corner of Moorhouse and Hagley Avenues**

Note: additional information to assist users in applying rules (b), (c) and (d) below may be found in an Information Booklet provided by the Council.

- (b) Any retail activity shall only consist of one or more of the following:
- (i) yard based suppliers.
 - (ii) trade suppliers.
 - (iii) second hand goods outlets.
 - (iv) food and beverage outlets.
 - (v) retail activities (other than those specified in (i) to (iv) above), which comprise either:
 - a single tenancy; or
 - a group of tenancies sharing vehicle access and/or parking;
 - and which comprise no more than 2000m² of gross leasable floor area.

For the purpose of this rule, 'tenancy' shall mean one retail activity occupancy created by freehold, leasehold, license or any other arrangement to occupy.

On the site comprising Lots 1 & 2 DP 7835 and Lot 1 DP 8570 on the corner of Moorhouse and Hagley Avenues retail activities shall be restricted to no more than 150m² of GLFA including any outdoor area.

4. Reasons for Rules

Chapter 3, Section 3, Clause 7.5.1 - Site density and open space

Add to the second paragraph as follows:

In the more intensively built up industrial zones (Business 3, 3B, 4 and 5 Zones) a plot ratio technique is employed. In these zones a high building coverage is anticipated, particularly in the Business 3 zone with its older smaller sites, and inner city location, and the Business 5 Zone which provides for a wide range of industrial activities and is generally buffered from residential areas. In the Business 3B zoned site on the corner of Moorhouse and Hagley Avenues a higher plot ratio is allowed for in recognition of the fact that the only Living zone it adjoins is the Living 4B zone, which permits a similarly larger scale of development.

5. Reasons for Rules

Chapter 3, Section 3, Clause 7.5.8 – Retail Activities

Amend the second paragraph to read:

Retail activities are recognised as being high traffic generators and, as such, can have significant impacts on the efficiency, effectiveness and safety of the road network. For this reason one site on the corner of Moorhouse and Hagley Avenues has been restricted in terms of retail development due to its proximity to a major intersection. Increased travel in terms of numbers and distances of trips can also have long term implications for air quality and energy efficiency. The existing commercial centres serve important community functions, are focal points for population intensification and are well located in respect of the road network generally, including public transport nodes.

6. Planning Maps

Amend Planning Map 39A by rezoning the properties at 420-426 Hagley Avenue Business 3B as shown in Appendix 2.

7. Consequential changes

Amend plan to give effect to the plan change requested – including but not limited to amendments to Map in Volume 2 Section 4 City Identity : 4.1 Objective Form showing "inner urban area".



Our Ref: sa006 3562 cr let.doc

Wednesday, 14 November 2007

Duncan Cotterill
Clarendon Tower
Cnr Worcester St & Oxford Tce
PO Box 5
Christchurch

Transmittal: **EMAIL**
C.Robinson@DuncanCotterill.com

Attn: C.Robinson

Dear Cindy

**REQUEST FOR PRIVATE PLAN CHANGE – 420-426 HAGLEY AVENUE
PLAN CHANGE 18**

You have asked me to confirm that the conclusions contained in my '420-426 Hagley Avenue Transport Assessment October 2006 (issued as Final 15 February 2007)' report are unchanged if the retail area is increased from 100m² to 150m² and operated as a café.

I have reviewed the report and note that a specific retailing use is not explicitly included in the scenario used to test the plan change. It was my understanding that the ground floor area might be used as a showroom activity and hence I have assessed this area as being office space given a showroom would have less traffic impacts than a high activity retailing use such as a café.

The assessment does mention retailing and specifically in paragraph 5.8 "*on site retailing has been limited through development of the new rules and hence retail distributional and cumulative effects are negated*". I understand this was achieved by restricting the quantum of retailing to 100m² and it is this issue that you are requesting my confirmation. I can confirm that in terms of transport, I do not consider that an increase in retailing from 100m² to 150m² would create distributional or cumulative effects. Nevertheless, the increase in retailing from a showroom to café activity does need to be assessed in terms of access and parking.

The transport assessment included a detailed analysis regarding access performance and included a 250% sensitivity test of the site generated vehicle traffic. If the café generated vehicles at say 10 vehicle trips per 100m² Gross Floor Area (GFA) in the peak hour (given I suspect the site will be most probably accessed by walking and cycling and principally by customers in the building) then 15 vehicle trips would be produced. These vehicles are easily accommodated on the road network and if they access the site there is ample capacity to cater for these movements given the sensitivity analysis shows good access performance.

In terms of parking, the City Plan Volume 3 Part 13 Transport Table 1b requires 'food and beverage outlets' to supply visitor parking at a rate of 4 car park spaces per 100m² Public Floor Area (PFA) and staff parking at a rate of 1 car park spaces per 100m² PFA. Assuming for the moment that PFA is the same as GFA, which is a conservative assumption, the café would need to supply 6 car park spaces for



visitors and 2 car park spaces for staff. The ground floor area of 153m² GFA that I suspect would be used for retailing is currently assessed as office space. Therefore the net change in car parking i.e. the difference between the assessment undertaken using the office activity (5 spaces) and café activity (8 spaces) would be the additional supply of 3 car park spaces and a rationalisation of car parking provided at ground level regarding the identification of these car parks.

Access to the café via the site access locations include restricted manoeuvres that will not encourage vehicle access to the site. Additionally given the short parking duration demand at the café I suspect the majority of visitors will park on street given the proximity of this parking to the café and the legibility of the site. The café staff car parking would still be provided off street that could enable 3 car park spaces for café visitor use although in reality I suspect these would be infrequently demanded for the reasons I have already mentioned. If 3 car park spaces are marked off street then 3 car park spaces would still be required. As discussed I doubt the 3 off street visitor spaces would be well utilised and I also doubt that 6 visitor spaces would be demanded at once given the specific location of this activity.

Overall I suspect the majority of motorists will park on the north side of Moorhouse Ave given the P60 restricted parking at this location (see Figure 3.10). Anecdotally this is a lightly demanded parking area during weekdays and I suspect this parking restriction is principally for parking demand on weekends when the netball courts are in use. I do not expect the office activity to create on street parking effects given the office visitor parking provided off street. I believe the netball court activity will provide the majority of demand for the café and consequently the significant majority of visitors will be bypass traffic, either by walking, cycling or private motor vehicle. Some weekday activity will still occur although as I have already described I consider parking demand could be met by on street parking supply.

In terms of the activity being able to use kerbside parking, the Christchurch City Council Parking Strategy allocates parking on Arterial Roads as per section 5.2. This notes that on street parking can be used for 'short-stay private vehicle parking for business and retail needs'. In this instance the higher priorities would have been satisfied and hence on street parking opportunity would be available.

In summary, I can confirm that if a 150m² GFA café was to locate on the site in combination with the office activity, I do not consider traffic effects will be greater than minor.

Regards

Abley Transportation Engineers Limited



Steve Abley
Director

Direct 03 367 9003
Mobile 021 556864
Email steve@abley.com

17. COUNCIL FARMS – GRAZING LICENCE TO TUSSOCK HILLS FARM LIMITED

General Manager responsible:	General Manager City Environment DDI 941 8656
Officer responsible:	Manager Transport & Greenspace DDI 941 6287
Author:	David Rowland, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to ratify an existing arrangement by issuing a Licence to Tussock Hills Farm Limited over those areas of reserve land contained within the Council's farm portfolio for up to two years. An earlier draft of this report was presented to the Board in August 2007, a decision was deferred until after a joint seminar with the Burwood/Pegasus Community Board held on 24 September 2007.

EXECUTIVE SUMMARY

2. The Council owns substantial areas of farm/rural lands throughout Christchurch that are held for a number of purposes including, but not limited to, the protection of indigenous wildlife habitat, storm water retention and ecological restoration.
3. Approximately 267.40 hectares was farmed by the Council by way of grazing cattle and/or making hay as a means of controlling vegetative growth to minimise fire hazard and to allow for the future purposes outlined in paragraph 2. The majority of the land is held by the Council in fee-simple; however, these are pockets of reserve contained within these areas. The subject areas of land are identified in the plans attached to this report.
4. In early 2006 the Council's Greenspace Unit considered that the land would be better managed by a third party through a Licence to Occupy or Lease arrangement, and in June 2006 proceeded to invite Request for Proposals (RFP) from interested parties to occupy the land for the grazing of cattle and/or making hay.
5. As part of the existing farming activity the Council owned a number of livestock, items of plant and produce that would become surplus to requirements in the event that the responsibility for farming the land transferred to another party. The RFP was extended to include the purchase of these assets by the successful registrant.
6. Five proposals were received and a weighted attributes assessment resulted in Tussock Hill Farm being selected as the preferred registrant.
7. A month to month Licence has been issued to Tussock Hill Farm pending the approval by three Community Boards (Hagley/Ferrymead, Burwood/Pegasus and Shirley/Papanui) to the issue of a Lease for a period of two years over the land held by the Council as reserve. The Corporate Support Manager has delegated authority to approve a Lease over the balance land held in fee-simple. Approval has already been given by Shirley/Papanui and Burwood/Pegasus Boards.
8. Procedural steps have been concluded under the RFP and this report seeks to ratify and formalise an interim monthly tenancy by creating a term tenancy as provided for in the RFP process.
9. The monthly tenancy was entered into following a proper leasing process for expediency to manage the Council's risk and property as it would have been untenable to have left the properties vacant or unmanaged for any extended period especially over the spring and summer periods.
10. A joint seminar was held between the Hagley/Ferrymead and Burwood/Pegasus Boards on 24 September 2007 to consider the contents of this report, along with the longer term aspects of making provision within the City as part of any Open Space Strategy for the grazing of private horses on the Council's lands for individuals and or associations affiliated with the horse fraternity. Clauses 18 - 21 below discuss the background and the outcomes of the seminar.

FINANCIAL IMPLICATIONS

11. The annual licence fee as established through the RFP is \$25,000 plus GST. By disposing of stock and hay the Council's continued liability is removed.

17. Cont'd

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

12. Not applicable.

LEGAL CONSIDERATIONS

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

13. The Board has delegated authority to approve the granting of a licence under Sections 54, 56, 58a, 61, 73 and 74 of the Reserves Act 1977. Section 74 is relevant in this case.
14. Section 74 Reserves Act 1977, Licences to Occupy Reserves Temporarily – where it is necessary or desirable for the management of the reserve licences to occupy any recreation, historic, scenic or local purpose reserve for grazing or other similar purposes may be granted.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

15. Yes, page 124 of the LTCCP, level of service under parks, open spaces and waterways.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

16. Not applicable.

CONSULTATION FULFILMENT

17. Public notices required under the Reserves Act appeared in the Christchurch Press, the RFP on 21 June 2006 and the intention to grant a licence on 2 October 2006.. No submissions or objections where received.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the granting of a licence for grazing or other similar purposes over those reserve lands described and marked Ψ in the **first schedule** for a term of two years less one day effective from the 1 December 2007 at a rental as submitted as part of the RFP process comprising both freehold and reserve lands of \$25,000 per annum plus GST.

CHAIRPERSON'S RECOMMENDATION

For discussion.

17. Cont'd

SCHEDULE ONE

Note: The land identified with a "Ψ" symbol indicates land held by the Council as a reserve pursuant to the Reserves Act 1977.

SCHEDULE OF PROPERTIES

Name	Plan Reference	Location	Legal Description	CT Reference	Approximate Area (ha)
Bexley	Plan 1	Dyers Road/ Breezes Road Intersection	Lot 2 DP 48246	40A/81 Ψ	83.5
			Lot 4 DP 5306	40A/82	
		Dyers Road/ Breezes Road Intersection	Lot 3 DP 48246	40A/81 Ψ	
			Part Lot 3 DP 5306	40A/82	
			Part Lot 1 DP 48246	40A/81 Ψ	
		Breezes Road/ Bexley Road Intersection	Part Lot 5 DP 48246	40A/81 Ψ	
			Part RS 41458 (SO 14803)	40A/86	
			Part RS 6356 (BM 318)	40A/85	
			Part RS 5839 (BM 318)	40A/83	
			Part RS 5854 (BM 318)		
			Lot 4 DP 48246	40A/81 Ψ	
			Part Lot 1 DP 994	192/211	
			Part Section 1 SO 307757	Gazette 2002 at page 4055	
		Part Lot 1 DP 994	712/11		
Part Lot 1 DP 18712	680/78				
Part Lot 3 DP 2787	12B/958				
Cuthberts Paddocks	Plan 2	Cuthberts Road	Part Lot 1 DP 53704	31F/439	25
			Lot 2 DP 28471	32B/102	
			Part Lot 2 DP 8686	32B/102	
			Part Lot 3 DP 21264	32B/102	
Linwood	Plan 3	Bordered by Dyers Road/ Linwood Avenue	Part Lot 1 DP 9714	6D/180	81
			Part Lot 2 DP 9714	6D/180	
			Part Lot 3 DP 9714	9F/947	
			Part Lot 4 DP 9714	9F/947	
			Part Lot 5 DP 20628	?	
			Part Lot 1 DP 20628	40A/82	
			Part Lot 2 DP 20628	2B/871	
Part Lot 3 DP 20628	40A/82				
Queen Elizabeth II	Plan 4	QEII Drive	Section 1 SO 333506	Identifier 170303 Ψ	11.7
			Section 2 SO 333506	Identifier 170304 Ψ	
			Section 3 SO 333506	Identifier 170305	
			Section 4 SO 333506	Identifier 170306	
Ruru Paddocks	Plan 5	Dyers Road	Part Lot 5 DP 8686	2F/382	6
Styx Conservation Reserve	Plan 6		Lot 6 DP 29040	11A/954 Ψ	18.2
			Lot 7 DP 29040	11A/955 Ψ	
			Part Lot 18 DP 50763	59/138 Ψ	
			Part RS 243	34B/654	
			Part Lot 1 DP 46233	34B/654	
Travis Wetland Paddocks	Plan 7		Part Lot 1 DP 75093	42A/516	42
			Part Lot 2 DP 73239	42B/138 Ψ	
			Part Section 3 SO 19465	42B/138 Ψ	
			Part Lot 1 DP 75091	42A/518	
			Lot 1 DP 75092	42A/517	
			Part Lot 2 DP 9176	17B/977	
			Part Lot 1 DP 45936	GNA470289.1 Ψ	
			Part Lot 1 DP 73239	42B/138 Ψ	
Part Section 1 SO 18724	42B/138 Ψ				
				TOTAL AREA	267.4 ha

BACKGROUND TO SEMINAR

18. A joint forum was considered the best forum to debate the issue of 'grazing'. The seminar also enabled the Boards to fully appreciate the staff recommendations and the events leading to those conclusions.
19. The Council does not have a policy on grazing of horses on the Council's land holdings nor horse activities as a form of recreation. Both Boards recommended that consideration be given to this activity in the future as the Council develops its Open Space Strategy. It is anticipated that the draft strategy will be submitted for initial debate and discussion by April 2008.
20. The Council presently supports various horse/pony clubs and associations by providing specific land areas or access to sites. This is in addition to numerous individuals who lease land direct from the Council specifically for grazing. Most of these sites are in locations where the Council has purchased land holding for future "Reserves or Parks". This detail has previously been submitted to the Board.
21. The current practices and processes that are in place relative to the issuing of licences for grazing would remain until new policy is developed as part of the Open Space Strategy and approved by the Council.



Map: m000001.gws
Layout: CuthbertsPaddocks
Date: 28/10/2008

Aerial Photos : Copyright Terrolink International Limited
CUTHBERTS PADDOCKS

Information Services - IM&CT Unit
Christchurch City Council



Map: r6500001.gwc
Date: 04/04/2008

Aerial Photos : Copyright Terralink International Limited
RURU ROAD PADDOCKS

Information Services - IM&SCT Unit
Christchurch City Council





18. NEW ZEALAND COMMUNITY BOARDS' EXECUTIVE COMMITTEE ELECTIONS – CALL FOR NOMINATIONS

General Manager responsible:	General Manager Regulatory and Democracy Services 941 8462
Officer responsible:	Democracy Services Manager
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to advise that nominations are being called for the positions of Zone 5 Representative and Deputy, for the New Zealand Community Boards' Executive Committee. Nominations close on 19 December 2007 and any resulting elections are to be completed by the end of February 2008.

EXECUTIVE SUMMARY

2. Christchurch community boards are located in Zone 5 of Local Government New Zealand's areas of representation. Yvonne Palmer is currently the Zone 5 Representative. Mike Mora is the current Zone 5 Deputy Representative.
3. The Executive Committee is made up of six representatives – one for each of the six geographic zones of member authorities throughout New Zealand and has the status of an advisory committee to the National Council of Local Government New Zealand.
4. The Executive Committee meets four times a year, usually in Wellington and its role involves:
 1. Providing advice to the National Council of Local Government New Zealand on all matters involving Community Boards.
 2. Liaising between Local Government New Zealand and Community Boards to gather information on issues and matters of national interest.
 3. Keeping National Council of Local Government New Zealand informed of current and future issues of concern to Community Boards that may have implications for local government generally.
 4. Advising on training needs of community boards and their members that might be included in a national capacity building strategy.
5. Supporting information setting out the guidelines for the conduct of the election is **attached**.
6. It is proposed that Community Board Chairs discuss the issue of Zone 5 representation at their first meeting on 14 December 2007 with a view to agreeing on a Zone 5 Representative and Deputy, after receiving feedback from members of their respective Boards on this issue.

FINANCIAL IMPLICATIONS

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

7. From time to time there may be costs associated with travel and accommodation for attendance at Zone 5 meetings. These costs will be minimal and can be absorbed within the budgets for elected member representation as outlined on page 115 of the LTCCP.
8. Council funding is not required.

LEGAL CONSIDERATIONS

9. The Community Boards' Executive Committee is as an advisory body that represents the interests of Community Boards through its role as advocate and leader. The staff recommendation requires the appointed representative to report back to the Board any actions taken under the delegated authority conferred.

18. Cont'd

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

10.. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

12. Not applicable.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

13. Not applicable.

CONSULTATION FULFILMENT

12. Not applicable. This report is going to all community boards for consideration.

STAFF RECOMMENDATIONS

- (a) That the Board Chairperson and Deputy Chairperson, or their nominees, be authorised to consider the opportunity provided for joining with another Board(s) in nominating and/or seconding suitable member candidates for election to the positions of Zone 5 Representative, and Deputy, for the New Zealand Community Boards' Executive Committee.
- (b) That the exercise of any such authorisation be reported to the Board for record purposes.

CHAIRPERSON'S RECOMMENDATION

For discussion.

Conduct of Elections

The election of the Executive Committee members will be conducted in accordance with these guidelines:

1. The Returning Officer for the elections is Eugene Bowen, Chief Executive, *Local Government New Zealand*. He will appoint a Deputy Returning Officer.
2. According to the procedures adopted by the Executive Committee, elections for appointments to the Executive Committee must be held by the end of February in the year following the triennial local authority elections, ie February 2008.
3. Nominations are being called for by *Local Government New Zealand* in time to ensure that this procedure is complied with.
4. Successful candidates assume office in February (at a date to be confirmed) and serve in office until their successor assumes office but for a period not exceeding three years. The first meeting of the Executive Committee following the elections is scheduled for 28 March 2008.
5. Nominators and seconders must be from within the Zone in which the election is taking place. Nominations will be accepted only from members of the Zone in which the election is taking place. Every person who holds office as a community board member is qualified to be appointed to the Executive Committee.
6. If only one nomination is received, that person will be declared elected and no voting will take place. If no nominations are received by the date nominations close, the Executive Committee shall consider the action required to fill the position at its next meeting.
7. If more than one nomination is received for any position, elections will be held and will be conducted by way of a postal vote. Each community board has a single vote for the purpose of the elections (Rule E6(c)).
8. The election will be conducted in accordance with a Preferential Voting System provided for in the Rules of *Local Government New Zealand* for the election of the President and Vice President (Rules F4-F13). Please refer to the Rules on the *Local Government New Zealand* website (www.lgnz.co.nz). Full details will be provided with the voting papers should an election take place.
9. Candidates may stand for both positions, but if they are elected to both positions they are required to vacate the Deputy's position, preferences will be reallocated amongst the remaining candidates for Deputy, and the next highest polling candidate in that Zone will then be declared elected as Deputy.
10. Voting papers must be signed by the Community Board Chair or notified alternative. If the voting paper is signed by a person other than the Chair, the notification of approval must be either forwarded to the Returning Officer prior to the election taking place, or attached to the voting paper. Approval may take the form of a signed approval from the Chair or a resolution from the relevant community board.
11. Voting papers will be destroyed by the Returning Officer after the results have been declared.

19. GOVERNANCE ARRANGEMENTS FOR NEW TERM

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Fiona Shand, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of the report is to seek the adoption of a governance structure for the Hagley/Ferrymead Community Board.

EXECUTIVE SUMMARY

2. There are two options for the Board to consider for its governance structure for the new term.

Option One

3. A number of community boards over the previous term of the Council developed a programme of having two ordinary meetings in a calendar month. This allows for all items of business to be progressed on a regular basis and only debated on one occasion. The report of the Board meeting is confirmed at the following fortnightly board meeting and then progressed to the next appropriate Council meeting. In addition to the decision-making Board meetings, seminar meetings can be scheduled for the conclusion of the Board meeting if necessary, or prior to the commencement of the Board meeting. Seminar meetings provide an opportunity for board members and staff to have an in-depth discussion on issues where no decisions at that time are required.
4. In addition to meeting twice a month, the Board could also decide to set up ad hoc committees to meet on an as required basis. These would not be standing committees. An ad hoc committee may be established to consider a particular issue that needs more consideration, for example, the commissioning of a public artwork in the ward. Some, for example, include a Funding Assessment Committee (which has community representatives as well) to make decisions on the Small Projects Fund and a Liquor Licensing Committee to appear before the Licensing Authority or District Licence Agency and provide input when necessary.
5. This is the structure the Hagley/Ferrymead Board has operated in the previous term.

Option Two

6. A second option is to decide to operate with a Standing Committee structure where committees have specific subject areas and consider all reports first. The Board would then have one ordinary meeting a month to which the reports of the committee meetings are put along with any urgent issues. If the Board adopts a committee structure then some reports where Council is making the decision but the matter has also been referred to the board (Part A reports) could be debated at three separate meetings by elected members. Variances include: giving one or more of the committees delegated authority (power to act); establishing the committees as a committee of the whole with all members being on the committees; or establishing the committees with three or four members only.
7. The Council has determined its meeting schedule for 2008. It will hold Council meetings on the second and fourth Thursday of the month with reports and recommendations from Community Boards on the agenda for the second Thursday of the month. The Council has requested that Community Boards, when considering their meeting arrangements, to as far as possible schedule Community Board meetings for week 3 of each month. There will also be a review of delegations to boards early in this term.

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

8. Provision is made in the 2006 – 16 LTCCP on page 115 for the elected member representation and governance support.

19. Cont'd

LEGAL CONSIDERATIONS

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

9. Clause 30 of Schedule 7 of the Local Government Act 2002 provides that community boards may appoint committees that it considers appropriate and clause 32 (3) of the same schedule provides for community boards to delegate powers to a committee.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 10 .Page 111 of the LTCCP level of service under democracy and governance.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

- 11 Not applicable.

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board decide upon its governance structure.

CHAIRPERSON'S RECOMMENDATION

That Option One be adopted and the Board meet on the first and third Wednesday of each month at 3.30pm. The third Wednesday of each month will also be set aside for Board Seminars/Workshops depending on the need for such..

20. BOARD REPRESENTATION ON OUTSIDE ORGANISATIONS AND COMMITTEES

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Fiona Shand, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to propose that the Hagley/Ferrymead Community Board consider the appointment of Board representatives on local outside organisations and committees.

EXECUTIVE SUMMARY

2. For the 2007/10 term, and in accordance with the practices before then, the Board is now invited to consider making appointments to the following local community organisations and committees:
 - Christchurch Streets and Garden Awards Committee (partnership between Christchurch City Council and Christchurch Beautifying Association) – One Member
 - Christchurch Estuary Association – One Member
 - Keep Christchurch Beautiful – One Member
 - Neighbourhood Support Canterbury – One Member

FINANCIAL IMPLICATIONS

4. Where Board members are appointed to external organisations, their attendances at meetings will be covered by their elected member's salary. Thus there are no financial implications apart from mileage allowances for attending such meetings.

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

5. Not applicable

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

6. There are no direct legal issues involved.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006/16 LTCCP?**

7. Not applicable

ALIGNMENT WITH STRATEGIES/POLICIES/BOARD OBJECTIVES

8. Contributes to the Council's 2006/16 Strategic Directions (Strong Communities) and Community Outcomes (Governance and Community).

Strengthening Communities Strategy 2007 – yes, alignment with the engagement components of this strategy.

Board's Objectives 2006/09 – yes, appointments made contribute to meeting various objectives for the period.

Do the recommendations align with the Council's strategies/policies?

9. Yes, as per paragraph 8 above

CONSULTATION FULFILMENT

10. Not applicable

20. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board consider appointing representatives to outside organisations and committees listed in paragraph 2 above.

CHAIRPERSON'S RECOMMENDATION

For discussion.

21. RECESS COMMITTEE

General Manager responsible:	General Manager Regulation and Democracy Services, DDI: 941-8462
Officer responsible:	Democracy Services Manager
Author:	Fiona Shand, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to put in place delegation arrangements for matters of a routine nature (including applications for funding) normally dealt with by the Board, to cover the period following its last scheduled meeting for 2007 (being 12 December 2007) up until the Board resumes normal meetings proposed to commence in February 2008.

EXECUTIVE SUMMARY

2. In past years, it has been normal practice for the Board to give delegated authority to the Chairperson and Deputy Chairperson to make decisions on its behalf.

STAFF RECOMMENDATIONS

- (a) That a committee comprising the Board Chairperson and Deputy Chairperson (or their nominees) be authorised to exercise the delegated powers of the Board for the period following its 12 December 2007 meeting up until the Board resumes normal business proposed to commence in February 2008.
- (b) That the application of any such delegation be reported back to the Board for record purposes.

CHAIRPERSON'S RECOMMENDATION

For discussion.

22. REMUNERATION AUTHORITY - APPROVAL OF BOARD SUBMISSION

On Monday 19 November 2007 members discussed preparing a submission to the Remuneration Authority for the payment of salaries, expenses and allowances to elected members. Submissions closed on Tuesday 20 November. The **attached** submission was lodged subject to final Board approval at this meeting.

STAFF RECOMMENDATION

That the Board approve the submission on the payment of members' salaries, expenses and allowances sent to the Remuneration Authority.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

23 COMMUNITY BOARD ADVISER'S UPDATE

- 23.1 **Customer Service Requests – September to November 2007 (attached)**
- 23.2 **Next Ordinary Meeting of the Hagley/Ferrymead Board**

24. BOARD MEMBERS INFORMATION EXCHANGE**25. MEMBERS' QUESTIONS**

**CUSTOMER SERVICES REQUEST REPORT
(SEPTEMBER-OCTOBER-NOVEMBER)**

<u>Call Types</u>	<u>1 Sept 06-30 Nov 06</u>	<u>1 Sept 07-30 Nov 07</u>
Water Quality	12	3
Pavement Weed Control	34	8
Waterways Environmental Asset	22	11
Parks General	17	13
Waterways General	29	17
Waterways Utilities	21	21
Road Markings	29	21
City Street Bus Stops	24	25
Street Lights	104	34
Park Trees	63	58
Sewer Reactive Maintenance	73	78
Parking Enforcement	118	79
Traffic Engineer Community Enq	34	80
Street Grass Maintenance	89	82
Street Shrubs Maintenance	124	96
Street Trees	135	116
Street Signs	131	125
Footpaths	141	147
Street Maintenance	201	188
Street Cleaning / Sweeping	321	360
Parks Maintenance	422	427
Water Reactive Maintenance	508	440
Graffiti	653	769
Totals:	3,306	3,197

CUSTOMER SERVICES REQUEST REPORT

(September-October-November)

