



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD

AGENDA

TUESDAY 19 AUGUST 2008

AT 4.30PM

AT BECKENHAM SERVICE CENTRE

**IN THE BOARDROOM,
66 COLOMBO STREET, CHRISTCHURCH**

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

Community Board Adviser

Jenny Hughey

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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1. **APOLOGIES**



2. **CONFIRMATION OF MEETING REPORTS – 15 JULY AND 1 AUGUST 2008**

The reports of the Board's ordinary meetings of Tuesday 15 July 2008 and Friday 1 August 2008 are **attached**.

STAFF RECOMMENDATION

That the reports of the Board's meetings of 15 July and 1 August 2008 be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**



3.1 **Grant Lomax re Addington Cluster Report**

4. **PETITIONS**

5. **NOTICE OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

19. 8. 2008

4

11. 9. 2008

**SPREYDON/HEATHCOTE COMMUNITY BOARD
15 JULY 2008**

**A meeting of the Spreydon/Heathcote Community Board
was held on Tuesday 15 July 2008 at 4.30pm**

PRESENT: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells.

APOLOGIES: Nil.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. ST MARTINS ROAD (WILSONS ROAD- 131 ST MARTINS ROAD) STREET RENEWAL PROJECT AND ENSORS ROAD PEDESTRIAN FACILITY- SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Andrew Hensley, Consultation Leader- Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that the St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project & Ensors Road Pedestrian Facility- Safety Improvement Project proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project is part of the kerb and channel renewal programme, and is programmed for construction in the 2008/09 financial year.
3. The initiating aim of the project is to renew the kerb and channel on both sides of St Martins Road from Wilsons Road to 131 St Martins Road.
4. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Improve street drainage in order to eliminate flooding during heavy rainfall events;
 - Improve safety for pedestrians, cyclists and vehicles;
 - Evaluate, and if practical, implement measures to correct parking issues associated with the local schools;
 - Maintain adequate street lighting;
 - Maintain minor arterial road function.
5. Ensors Road Pedestrian Facility- Safety Improvement Project is part of the safety improvement programme, for construction in the 2008/09 financial year.
6. The initiating aim of the project is to install a crossing facility across Ensors Road in the vicinity of Fifield Terrace for school students.
7. The objectives of the project are as follows:

- Provide pedestrians with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace, in particular students of Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School and St Marks School;
 - Crossing design must cope with large numbers safely;
 - Minimise loss of on-street parking;
 - Ensure street lighting is provided;
 - Maintain existing levels of service for other road users including cyclists;
 - Maintain minor arterial road function.
- 8. Initial issues consultation was undertaken in May and June 2006 for St Martins Road- Street Renewal Project. Key issues raised included traffic speed and volume, drainage, parking, cycling and landscaping.
- 9. Initial issues consultation was undertaken in April 2007 for the Ensors Road- Safety Improvement Project. Key issues raised included the need to provide pedestrians (in particular school students) with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace.
- 10. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the two projects were confirmed and a preferred consultation plan was developed. At this stage the two projects were combined primarily for efficiency given their close proximity and relationships, and for consultation purposes. This was presented in a seminar to the Spreydon/Heathcote Community Board on 18 September 2007.
- 11. Consultation on the plan was undertaken in February and March 2008 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was via the Consultation Newsletter, but also included a project information evening at the St Martins Library on 20 February 2008, site meetings, phone calls, emails, and the Council's 'Have Your Say' website. Meetings were held with Hillview Christian School, Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School, and St Marks School.
- 12. Approximately 430 Consultation Newsletters were distributed, of which 47 written responses were recorded. Many took the opportunity to provide comments or suggestions on aspects of the plan. In addition, some comments were also received verbally and recorded in the summary of consultation.
- 13. For the St Martins Road- Street Renewal Project, 37 written responses (79%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 7 (15%) did not specify.
- 14. For the Ensors Road Safety Improvement Project, 33 written responses (70%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 11 (24%) did not specify. It is considered the relatively high percentage of non specified responses for Ensors Road was due to respondents primarily being interested in St Martins Road issues.
- 15. Additional consultation on the Ensors Road pedestrian facility was undertaken February- May 2008, primarily involving St Marks School. While St Marks School did not oppose the Ensors Road consultation plan, they considered that the proposal did not assist them in getting to and from Waltham Pool. The project team worked with St Marks School to modify the plan, which involved the traffic splitter island moving approximately 20 metres to the north. On site meetings have been held with the property owners/occupiers at 1 & 6 Ensors Road, who have indicated their acceptance of the project.
- 16. The key issues raised by respondents included trees and landscaping, road layout, lighting, Prossers Road intersection, drainage, construction phase, St Martins Road pedestrian issues, and the Ensors Road pedestrian facility.
- 17. Further details of consultation feedback and Project Team responses can be found in **Attachment 3** 'Summary of Consultation'.

18. The Plans for Board Approval (**Attachments 1 & 2**) show changes made to the plans as a result of consultation.

(a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project

Key features of the Plan for Board Approval include:

- Replacement of existing kerb and dish channel with kerb and flat channel;
- Full reconstruction of the carriageway;
- 14 metre wide carriageway along its length (excluding traffic calming treatments);
- 3.2 metre wide traffic lanes;
- Threshold treatment at the Wilding Street intersection comprising a 7.9 metre wide cobblestone and landscape entrance;
- Threshold treatment at the Prossers Road intersection comprising a 7 metre wide cobblestone and landscape entrance with kerb build outs;
- 2 metre wide kerbside parking space where possible;
- 1.8 metre wide on road cycle lanes;
- 1.7 metre- 2 metre wide footpaths;
- 1 metre- 1.8 metre wide grass berms;
- The removal of all existing street trees due to poor form and condition. New trees to be planted- Dogwood;
- Landscaping at intersections to comprise Large Leafed Kowhai and low groundcover plants;
- Some vegetation overhanging footpaths to be removed;
- Concrete apron to enlarge the roundabout central island at St Martins Road.

Note: Undergrounding of overhead services is currently underway for this section of St Martins Road. Street lighting will be upgraded as part of this.

(b) Ensors Road Pedestrian Facility- Safety Improvement Project

Key features of the Plan for Board Approval include:

- Pedestrian island and 2 metre wide kerb build out south of the Fifield Terrace intersection
- Flush painted median and traffic island to the north of the Fifield Terrace intersection
- 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).

FINANCIAL IMPLICATIONS

19. St Martins Road (Wilsons Road- 131 St Martins Road) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2008/09 financial year.
20. This project has a revised budget of \$941,700 and is estimated to cost \$941,700 including fees and contingencies.
21. Ensors Road Pedestrian Facility is part of the safety improvement programme and is currently programmed for construction in the 2008/09 financial year.
22. This project has a budget of \$57,640 and is estimated to cost \$52,800 including fees and contingencies.
23. It is expected that work on both projects would commence in 2008/09 financial year, and is estimated to take approximately 16 weeks to complete in total.

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

24. Yes.

LEGAL CONSIDERATIONS

25. The legal boundary of the corner property at 16 Wilsons Road extends to within 300mm of the kerb.
26. The fence at 98 St Martins Road (Prossers Road corner) is not set back to the corner rounding boundary, however the Council does not require this land as part of this project.
27. A number of hedges were found to intrude onto the legal road. In these cases the hedges will either be trimmed back to the boundary or a landscape strip will be added in front of the property.
28. The Ensors Road project is between kerbs so there are no land ownership issues.
29. There are no Notable or Heritage trees shown in the City Plan.
30. There are no Heritage or Historic buildings, places or objects shown in the City Plan.
31. The City Plan, Part 14, Appendix 5, has minimum roadway widths (that portion of 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 14 metres, the requirement in the City Plan is 14 metres, and therefore a consent is not required.
32. Where kerb build outs are introduced, the length of roadway subject to a width of less than 14 metres is then less than 60 metres in length, which permits a waiver of the need to obtain a consent under Clause 4.5.1 of Part 8 of the City Plan. Therefore a consent is not required.
33. The Land Transport Rules provide for the installation of parking restrictions and special vehicle lanes (cycle lanes). Council resolutions are required to approve special vehicle lanes.

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

34. Yes - see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

35. The projects align with the Capital Programme, as detailed on page 85 of the 2006-2016 LTCCP

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

36. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

37. These projects are consistent with key Council strategies, including the Parking Strategy, Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

38. As above.

CONSULTATION FULFILMENT

39. Initial issues consultation was undertaken in May and June 2006 for St Martins Road- Street Renewal Project. Key issues raised included traffic speed and volume, drainage, parking, cycling and landscaping.

40. Initial issues consultation was undertaken in April 2007 for the Ensors Road- Safety Improvement Project. Key issues raised included the need to provide pedestrians (in particular school students) with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace.
41. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the two projects were confirmed and a preferred consultation plan was developed. At this stage the two projects were combined primarily for efficiency given their close proximity and relationships, and for consultation purposes. This was presented in a seminar to the Spreydon/Heathcote Community Board on 18 September 2007.
42. At this meeting, the Board raised issues which included the proposed St Martins Road pedestrian island, road layout, parking, footpath width in the section between Wilsons Road and Prossers Road, and the Ensors Road pedestrian facility. Further investigations resulted in changes to the preferred option and consultation plan before it was distributed. These changes including the deletion of the pedestrian island and flush median treatment between Wilding Street and Prossers Road, reinstating parking and a widened footpath on the southern side. Issues were also raised regarding the location of the pedestrian and traffic islands at Ensors Road. These remained unchanged by agreement with Community Board members, and were put out to wider consultation for comment.
43. Consultation on the plan was undertaken in February and March 2008 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was via the Consultation Newsletter, but also included a project information evening at the St Martins Library on 20 February 2008, site meetings, phone calls, emails, and the Council's 'Have Your Say' website. Meetings were held with Hillview Christian School, Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School, and St Marks School.
44. Approximately 430 Consultation Newsletters were distributed, of which 47 written responses were recorded. Many took the opportunity to provide comments or suggestions on aspects of the plan. In addition, some comments were also received verbally and recorded in the summary of consultation.
45. For the St Martins Road- Street Renewal Project, 37 written responses (79%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 7 (15%) did not specify.
46. For the Ensors Road Safety Improvement Project, 33 written responses (70%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 11 (24%) did not specify. It is considered the relatively high percentage of non specified responses for Ensors Road was due to respondents primarily being interested in St Martins Road issues.
47. Additional consultation on the Ensors Road pedestrian facility was undertaken February- May 2008, primarily involving St Marks School. While St Marks School did not oppose the Ensors Road consultation plan, they considered that the proposal did not assist them in getting to and from Waltham Pool. The project team worked with St Marks School to modify the plan, which involved the traffic splitter island moving approximately 20 metres to the north. On site meetings have been held with the property owners/occupiers at 1 & 6 Ensors Road, who have indicated their acceptance of the project.
48. The key issues raised by respondents included trees and landscaping, road layout, lighting, Prossers Road intersection, drainage, construction phase, St Martins Road pedestrian issues, and the Ensors Road pedestrian facility.
49. Further details of consultation feedback and Project Team responses can be found in **Attachment 3** 'Summary of Consultation'.
50. The Plans for Board Approval (see **Attachments 1 & 2**) show changes made to the plans as a result of consultation.
51. A letter has been sent to all respondents informing of the summary of consultation, and the next stage of the process.

52. The cycle lane component of this project is now classified as a "Special Vehicle Lane" under Transport Legislation. The Local Government Act requires consultation to be undertaken using the Special Consultative Procedure because the Traffic and Parking Bylaw 2008 needs to be amended to add cycle lanes to schedule 2 of the bylaw. However these requirements were not at clear the time consultation was carried out for this project.
53. The situation is not unique to this project, and there are a number of existing cycle lanes around the City in a similar position. Staff are currently working with the Council's legal team to identify and define the process to address any existing Special Vehicle Lanes in this situation, as well as future cycle lanes, by using the special consultative procedure.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Approve the plans shown in **Attachment 1** 'St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project- Plan for Board Approval' and **Attachment 2** 'Ensors Road Pedestrian Facility- Safety Improvement Project- Plan for Board Approval' to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:

Existing No Stopping:

- (i) That all existing no stopping resolutions on the northern side of St Martins Road from Wilsons Road to #149 St Martins Road be revoked.
- (ii) That all existing no stopping resolutions on the southern side of St Martins Road from Wilsons Road to #100 St Martins Road be revoked.
- (iii) That all existing no stopping resolutions on the western side of Ensors Road from St Martins Road to #1 Ensors Road be revoked.
- (iv) That all existing no stopping resolutions on the eastern side of Ensors Road from St Martins Road to #6 Ensors Road be revoked.

New No Stopping:

- (v) That the stopping of vehicles be prohibited any time on the northern side of St Martins Road commencing at its intersection with Wilsons Road and extending in an easterly direction for a distance of 31 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Wilsons Road and extending in a easterly direction for a distance of 26 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of St Martins Road commencing at its intersection with Wilding Street and extending in a westerly direction for a distance of 18 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the northern side of St Martins Road commencing at its intersection with Wilding Street and extending in an easterly direction for a distance of 14 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Prossers Road and extending in a westerly direction for a distance of 18 metres.
- (x) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Prossers Road and extending in an easterly direction for a distance of 13 metres.

- (xi) That the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a southerly direction for a distance of 25 metres.
 - (xii) That the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a northerly direction for a distance of 59 metres.
 - (xiii) That the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a southerly direction for a distance of 47 metres.
 - (xiv) That the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Fifield Terrace and extending 28 metres in a northerly direction for a distance of 28 metres.
- (c) Approve a special vehicle lane, specifically a “cycle lane” which restricts the lane for use of bicycles in the following locations:

Cycle lane:

- (i) On the northern side of St Martins Road, adjacent to the kerb, commencing at its intersection with Wilsons Road, and extending in an easterly direction for distance of 42 metres.
- (ii) On the northern side of St Martins Road, adjacent to the parking lane, commencing at a point 42 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance of 386 metres.
- (iii) On the northern side of St Martins Road, adjacent to the kerb, commencing at a point 428 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance 60 metres.
- (iv) On the northern side of St Martins Road, adjacent to the parking lane / island, commencing at a point 488 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction to its intersection with Fifield Terrace.
- (v) On the western side of Ensors Road, adjacent to the kerb, commencing at its intersection with Fifield Terrace, and proceeding in a northerly direction for distance of 26 metres.
- (vi) On the western side of Ensors Road, adjacent to the parking lane, commencing at a point 26 metres north of its intersection with Fifield Terrace, and proceeding in a northerly direction for a distance of 36 metres.
- (vii) On the southern side of St Martins Road, adjacent to the kerb, commencing at its intersection with Wilsons Road, and proceeding in an easterly direction for 26 metres.
- (viii) On the southern side of St Martins Road, adjacent to the parking lane, commencing at a point 26 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance of 476 metres.
- (ix) On the southern side of St Martins Road, adjacent to the kerb, commencing at a point 502 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction to its intersection with Fifield Terrace.
- (x) On the eastern side of Ensors Road, adjacent to kerb, commencing at its intersection with Fifield Terrace, and proceeding in a northerly direction for 62 metres.

BOARD RECOMMENDATION

The Board decided to **recommend** the staff recommendation to Council subject to staff checking with the Council's Legal Services Unit regarding clause 3 (cycle lane) prior to the report going to Council.

Staff Note: Approve in principle, cycle lanes in the following locations (Through a Special Consultative Procedure, these lanes will be formally added to the second Schedule of the Traffic and Parking Bylaw).

BACKGROUND (THE ISSUES)

54. St Martins Road and Ensors Road are located in the Spreydon/Heathcote Community Board area.
55. St Martins Road and Ensors Road are classified as minor arterial roads in the Council's roading hierarchy.
56. St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project was previously programmed for construction as part of the kerb and channel renewal programme in the 2006/07 financial year, but a reduction in funding and subsequent reprioritisation resulted. It is now is programmed for construction in the 2008/09 financial year.
57. Ensors Road Pedestrian Facility- Safety Improvement Project is programmed for construction in the 2008/09 financial year.
58. The Land Transport Crash Analysis System shows that for the length of St Martins Road and Ensors Road between Wilsons Road and Fifield Terrace, there have been 18 crashes recorded for the five year period 2002-2007.
59. Refer to the Consultation Fulfilment section of this report for consultation details, and **Attachment 3** 'Summary of Consultation'.

THE OBJECTIVES

60. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project

The initiating aim of the project is to renew the kerb and channel on both sides of St Martins Road from Wilsons Road to 131 St Martins Road. The objectives of the project are as follows:

- Replace the existing kerb and dish channel with kerb and flat channel;
- Improve street drainage in order to eliminate flooding during heavy rainfall events;
- Improve safety for pedestrians, cyclists and vehicles;
- Evaluate, and if practical, implement measures to correct parking issues associated with the local schools;
- Maintain adequate street lighting;
- Maintain minor arterial road function.

- (b) Ensors Road Pedestrian Facility- Safety Improvement Project

The initiating aim of the project is to install a crossing facility across Ensors Road in the vicinity of Fifield Terrace for school students. The objectives of the project are as follows:

- Provide pedestrians with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace, in particular students of Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School and St Marks School;
- Crossing design must cope with large numbers safely;
- Minimise loss of on-street parking;
- Ensure street lighting is provided;
- Maintain existing levels of service for other road users including cyclists;
- Maintain minor arterial road function.

THE OPTIONS

61. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project
Four options including status quo were considered for comparison.
- (b) Ensors Road Pedestrian Facility- Safety Improvement Project
Five options including status quo were considered for comparison.

THE PREFERRED OPTIONS

62. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project

Option 3

Option 3 includes:

- Replacement of existing kerb and dish channel with kerb and flat channel
- Full reconstruction of the carriageway
- 14 metre wide carriageway along its length (excluding traffic calming treatments)
- 3.2 metre wide traffic lanes
- Threshold treatment at the Wilding Street intersection comprising a 7.9 metre wide cobblestone and landscape entrance
- Threshold treatment at the Prossers Road intersection comprising a 7 metre wide cobblestone and landscape entrance with kerb build outs
- 2 metre wide kerbside parking space where possible
- 1.8 metre wide on road cycle lanes
- 1.7 metre- 2 metre wide footpaths
- 1 metre- 1.8 metre wide grass berms
- The removal of all existing street trees due to poor form and condition. New trees to be planted- Dogwood
- Landscaping at intersections to comprise Large Leafed Kowhai and low groundcover plants
- Some vegetation overhanging footpaths to be removed
- Concrete apron to enlarge the roundabout central island at St Martins Road

Note: Undergrounding of overhead services is currently underway for this section of St Martins Road. Street lighting will be upgraded as part of this.

- (b) Ensors Road Pedestrian Facility- Safety Improvement Project

Option 4

Option 4 includes:

- Pedestrian island and 2 metre wide kerb build out south of the Fifield Terrace intersection
- Flush painted median and traffic island to the north of the Fifield Terrace intersection
- 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).

OTHER OPTIONS

63. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project

- (i) Option 2
As per Option 3 with the exception of a 2 metre wide flush median for the length of the project.

- (ii) Option 1- Maintain the Status Quo
This option maintains the existing road layout.
- (b) Ensors Road Pedestrian Facility- Safety Improvement Project
 - (i) Option 2
 - Two 2 metre wide build outs
 - 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).
 - (ii) Option 3
 - Pedestrian island and flush painted median to the north of the Fifield Terrace intersection.
 - 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).
 - (iii) Option 1- Maintain the Status Quo
This option maintains the existing road layout.

ASSESSMENT OF OPTIONS

ST MARTINS ROAD (WILSONS ROAD- 131 ST MARTINS ROAD) STREET RENEWAL PROJECT

The Preferred Option

64. Option 3

- (a) Option 3 meets all of the project objectives and is consistent with the Capital Programme in the 2006/2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
- (b) The existing kerb and dish channel will be replaced with kerb and flat channel on St Martins Road from Wilsons Road to 133 St Martins Road, and the carriageway will be fully reconstructed for the length of the project. New footpaths will be constructed on both sides of the road.
- (c) The street drainage will be upgraded to minimise and/or eliminate flooding during heavy rainfall events.
- (d) Currently St Martins Road has a high demand for on street parking during peak school hours, in particular between Wilsons Road and Prossers Road. This option sees the removal of five parking spaces in total; at the northern side from 105 and 107 St Martins Road at the Wilding Street intersection, at the southern side at the kerb build out at the Prossers Road intersection, and at 87 St Martins Road. These treatments will improve visibility for pedestrians and vehicles at these intersections. A study of parking requirements has been undertaken and shows that the parking capacity provided in this option will adequately cater for the existing demand.
- (e) A street lighting upgrade will be carried out as part of the undergrounding of overhead services prior to the street renewal project.
- (f) The introduction of the cycle lanes, flush median and intersection treatments ensures that the current speed environment and level of service is maintained while making it safer for cyclists and pedestrians.
- (g) Road markings will introduce some deflection for vehicles approaching the Wilsons Road roundabout, with the aim of slowing their approach to the intersection. A concrete apron will be constructed to enlarge the central island and increase the vehicle deflection, while maintaining proper right hand turns for buses.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: \$941,700 including fees and contingencies.
<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>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

Maintain the Status Quo

65. This option does not meet any of the project objectives and does not meet the requirements of asset renewal. It has therefore not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction.	
Cultural		
Environmental		
Economic	No outlay of capital cost.	Increasing maintenance costs.
<p>Extent to which community outcomes are achieved:</p> <p>N/A</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance for deteriorating kerb and channel, and carriageway asset.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p>		

Consistency with existing Council policies:

Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.

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

As detailed in Consultation Fulfilment section.

Other relevant matters:

No other relevant matter identified.

Other Option**66. Option 2**

- (a) This option has not been selected as it does not adequately address the parking issues as outlined in the project objectives.
- (b) The implementation of the 2.0 metre wide flush median would result in the reduction of 35 parking spaces.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: Broadly similar to the Preferred Option.

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.

Impact on the Council's capacity and responsibilities:

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

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.

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

See Consultation Fulfilment section.

Other relevant matters:

No other relevant matters identified.

ENSORS ROAD PEDESTRIAN FACILITY- SAFETY IMPROVEMENT PROJECT**The Preferred Option****67. Option 4**

- (a) This option meets all the aims and objectives of the project.
- (b) The pedestrian island, kerb build out and traffic island narrows the road width pedestrians have to cross. It improves visibility both for motorists of pedestrians and vice versa, provides a central median to enable pedestrians to cross in two stages, and improves crossing safely both north and south of the intersection with Fifield Terrace.
- (c) It is anticipated the island will accommodate a larger numbers of student (up to approximately 15 people).
- (d) The removal of parking spaces has been minimised while still providing a safe and effective road layout.
- (e) The bus stops remain unchanged, and an on road cycle lane is proposed to link into the proposed cycle facilities on St Martins Road to the south. The introduction of the cycle lanes and road markings ensures that the current speed environment and level of service is maintained, while making it safer for cyclists and pedestrians.
- (f) Lighting will be upgraded to meet existing standards.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on the social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: \$52,800 including fees and contingencies.
<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>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

Maintain the Status Quo

68. This option does not achieve any improvement to the existing pedestrian situation or safety in the area. It has therefore has not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction.	
Cultural		
Environmental		
Economic	No outlay of capital cost.	
<p>Extent to which community outcomes are achieved:</p> <p>Does not achieve community outcomes.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Identified safety issue not improved.</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 Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No others relevant matters identified.</p>		

Other Option**69. Option 3**

While Option 3 meets four out of five project aims and objectives, it does result in the loss of approximately 6 parking spaces (in addition to the loss of parking on the bridge), and is further away from pedestrian desire lines and has therefore not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: Broadly similar to the Preferred Option.
<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>		

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

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

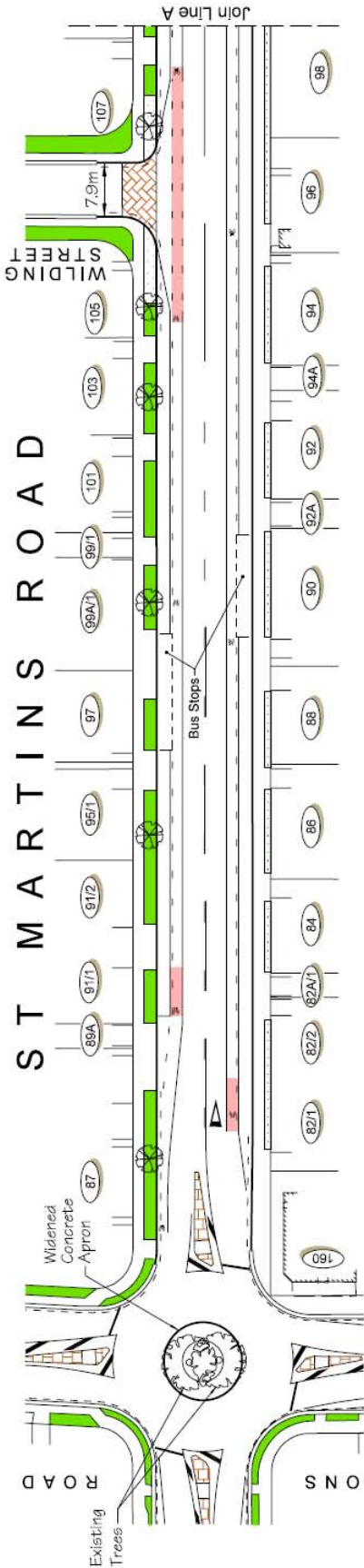
Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.

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

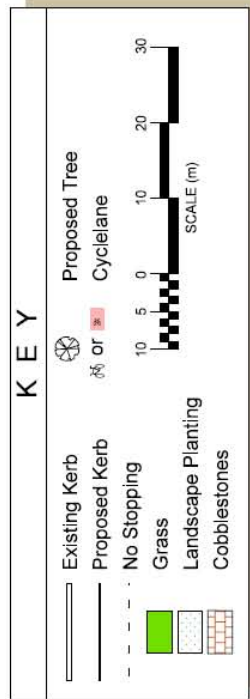
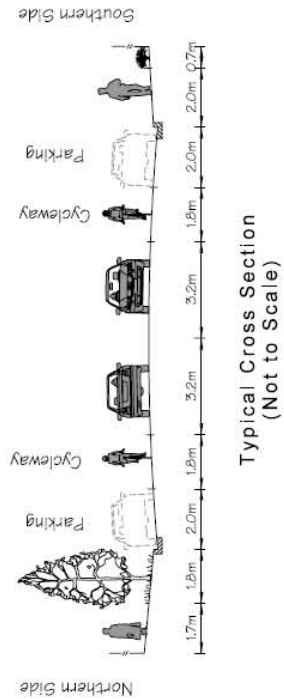
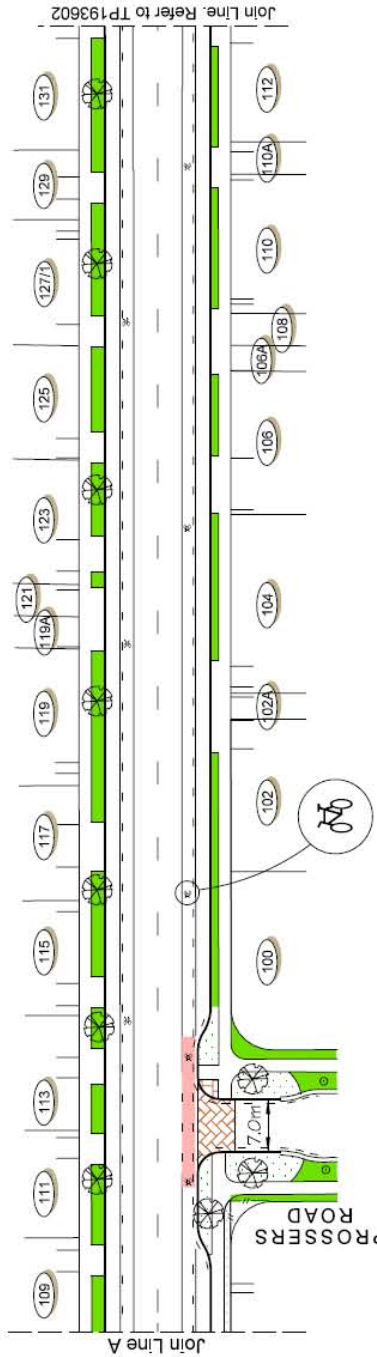
As detailed in the Consultation Fulfilment section.

Other relevant matters:

No other relevant matters identified.



ST MARTINS ROAD



Original Plan Size: A3
 ISSUE 4 16/06/08
 TP-189601 MJR

ST MARTINS ROAD (Wilson's Road - 131 St Martins Road)
 Street Renewal Project
For Board Approval





Original Plan Size: A3
 ISSUE.4 18/06/08
 TP193602 MJR

ENSORS ROAD - (Pedestrian Facility)
 Safety Improvements Project
For Board Approval



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Summary of Consultation

Issues raised by respondents during the consultation process included the following (Project Team responses in italics):

Trees & Landscaping:

- Trees should be planted so they don't compete with existing mature trees.

The proposed Dogwood trees have been selected and located with this in mind, and will not conflict with existing trees.

- Why North American trees when there is a good opportunity to plant natives? What about other tree species?

Dogwood trees are an Asian variety and are considered well suited to the conditions. Previous citywide feedback on tree planting indicates mixed support for native only planting.

- Would be nice if the Council would offer trees for inside property boundaries.

The proposed trees are for planting on legal road only. Planting on private property is the property owners' responsibility.

- Deciduous trees drop leaves and block gutters.

Deep dish channels are being replaced. Dogwood tree leaves break down easily.

- Concern over possible visibility issues out of driveways

Dogwood trees provide good visibility between branches. Lower limbs will be removed.

- Tall trees and shrubs at roundabouts considered a bad idea. Are the trees at the roundabout to be removed? They are beautiful in all seasons. Hope they can remain.

The trees and shrubs at the roundabout are to remain. In addition to their appearance, they are in place to improve safety by reducing visibility and therefore slowing entry speeds of vehicles.

- Request that the trees are not grafted males. I understand these trees contribute to pollen problems.

The trees selected have male and female flowers, therefore this isn't an issue.

- Request for a tree outside 113 St Martins Road.

A tree has been added to the plan.

- Prefer Dogwood or something more attractive than Kowhai at the intersections.

Dogwoods are to be planted at the Prossers Road and Wilding Street intersections.

- Is there any way the existing street trees could be saved?

All existing street trees were individually inspected by an arborist for their overall condition and structural integrity. 18 of the 26 trees were classed as being in 'poor condition' while the remaining 8 were classed as 'fair' or average condition. 21 of the trees were affected by either bark damage, root deformation (girdle), crown damage, diseases and/or appear stagnant. Most of the trees are considered to be in such poor and vulnerable condition that the proposed construction work is likely to increase the decline rate further. All street trees are therefore recommended to be removed, and replaced with Dogwood trees following the construction of a suitable growing environment.

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- Would prefer if the tree outside 115 St Martins Road could be saved in the kerb.
See above. Arborist advises this tree is in a 'fair' condition and has a life expectancy of up to 10 years.
- Why are trees only to be planted on the northern side? Request for trees on the southern side.
Planting on the northern side of St Martins Road is preferred from a shading perspective, and due to the availability of space behind the kerb.
- Believed that the tree outside 98 St Martins Road is in good condition.
Arborist advises that the tree is resting on the kerb and needs replacing.
- Some hedges are required to be trimmed back
The Council Arborist will contact property owners in locations where hedges are required to be trimmed.
- Would like the grass berm by the fence line.
This does not appear to be the majority view.
- Would like red roses at the Prossers Road / St Martins Road intersection
Carpet roses to be planted as the intersection landscaping.
- Native plantings at intersections.
See above. Carpet roses considered appropriate in this location.
- Amount of grass outside 107 St Martins Road.
A section of grass berm has been replaced by landscaping outside 107 St Martins Road.

Road Layout:

- Does the proposal overly increase space available to parkers, pedestrians, cyclists in relation to safer use for motor traffic?
Lane widths are adequate for through traffic. Design has to also consider the safety of other road users.
- Why is the road offset? The available space should be evenly shared.
The road layout attempts to balance competing requirements within the space available. Wider berms on the northern side of St Martins Road have been provided to allow for trees to be planted (planting on the northern side of St Martins Road is preferred from a shading perspective. Additional footpath width on the southern side is provided to increase pedestrian safety and capacity, in particular for school pupils.

Road Surface:

- Prefer the road surface to be quiet - asphalt instead of chip seal.
The road surface is to be chip seal due to cost of asphalt.

Lighting/Poles:

- A number of respondents raised specific lighting and pole issues.

These issues will be investigated at the detailed design stage.

Prossers Road Intersection:

- Problems of traffic banking up waiting for vehicles turning right into Prossers Road. Suggest a no parking area outside 113 St Martins Road.

New road layout will improve this situation as cycle lane provides additional space. Removal of parking not considered necessary.

- Kerb build out at Prossers Road could impede turning traffic. Questioned the radius of the Prossers Road corner.

This is a standard arterial road/local road intersection treatment which has been designed to reduce vehicle turning speeds.

- Suggest threshold be raised further to discourage traffic and speed down Prossers Road.

Not considered necessary. Standard arterial road/local road intersection treatment.

- Suggest a Give Way control at Prossers Road.

Not considered necessary. Standard arterial road/local road intersection treatment does not include a Give Way in these situations.

- The truck sign going into Prossers Road to be repositioned.

This will be investigated as part of the detailed design stage.

Wilding Street Intersection:

- Why not a threshold treatment similar to Prossers Road?

Wilding Street does not have the same through traffic issues as Prossers Road.

Drainage:

- A number of respondents raised specific drainage issues.

These will be resolved by the construction of flat channel and additional drainage.

Road Levels:

- Height of kerb and channel needs raising.

Will be resolved in the detailed design stage.

- Camber on road too steep for getting caravan/trailer out at 109 St Martins Road.

Will be resolved in the detailed design stage.

Construction Phase:

- Concern that plans be made for parents of Hillview Christian School pupils parking on St Martins Road during construction to minimise disruption.

Parents will be encouraged to use Wilsons Road during the construction phase. Council staff to discuss this with Hillview Christian School closer to construction.

Vehicle Speed:

- Ongoing concern is the traffic speed day and night. Buses travel very fast and this is dangerous. Can we have signs reminding of the speed limit?

Speed signage is not repeated except where there is a change in speed limit. Cycle lanes narrow the traffic lane and visually narrow the road which should improve speed issues.

- No indication on plan how it will stop speeding along this stretch of road. If anything it is making it more visually open- this will encourage people to speed.

As above. Cycle lanes narrow the traffic lane and visually narrows the road which should improve speed issues. The pedestrian island and kerb build out will have a similar effect.

Roundabout:

- Can buses negotiate the proposed radius?

Yes- buses will drive over the concrete apron.

Pedestrian (Various):

- A pedestrian facility near Prossers Road would be very useful. No safe crossing between Prossers Road and Ensors Road. Have long delays to cross in the morning. Currently a dangerous exercise.

Original scheme included this pedestrian facility, however the Community Board preferred an option with more on street parking. Pedestrian facility in place at the Wilsons Road intersection. Kerb build out at Prossers Road incorporates a crossing point which will assist.

Ensors Road Pedestrian Facility:

- Through traffic east of Fifield Terrace- there are blockages at peak times here due to rail crossing and signals at Brougham Street Expressway, beyond Opawa Road.

This is a result of factors outside of the control of this project.

- St Marks School and Rudolph Steiner School vehicle traffic at peak times use this intersection to turn.

It is considered the flush median provides improved space and options for vehicles turning into Fifield Terrace.

- Issues with overhanging vegetation at Fifield Terrace off road path.

A request has been made to trim this section, particularly in the area of the path

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- Consider 'no right turn' into Fifield Terrace from Ensors Road. If not, is there sufficient room for cars and trucks to turn without blocking through traffic and endangering users of the pedestrian facility?

The flush median will provide space for up to two right turning vehicles to queue without impeding through traffic. In addition, the northbound traffic lane and cycle lane provides a total width of 5 metres. At slow speed this provides adequate room for through vehicles to pass a queued vehicle using the cycle lane, provided that the right turning vehicle is close to the island.

- Reflectors on pedestrian island so it is visible in fog.

Reflectors and signage will be installed to assist.

- When walking along Fifield Terrace from either direction using the footpath, the line of the footpath takes you across Ensors Road on the north side of the bridge.

This is correct, however the location of the crossing was based on the existing desire line determined by pedestrian counts. This showed that apart from St Marks School traffic during the first 6 weeks of the first term, the majority of pedestrians crossed at the bridge. Additionally, it is desirable to have the crossing as close as possible to the bus stops. The project team has worked with St Marks School to enhance the usability of the crossing point used by them. This has resulted in the proposed splitter island being moved approximately 20 metres north, so that the crossing point used by the school is protected by the two islands.

- Would have to cross 3 roads to walk my children to St Marks School.

See above.

- Reservations about locating the pedestrian facility on the bridge. Pedestrians will be required to cross Fifield Terrace twice to remain on the north side, as well as Ensors Road.

See above.

- Pedestrian facility should be located in line with Fifield Terrace on the north side- pedestrians would then only have Ensors Road to cross.

See above.

- If this goes ahead someone will be seriously injured or killed. For anyone to cross under the proposal they will have to cross at least one road (especially on the south side) before crossing. If they are walking down Fifield Terrace it would mean having to cross 3 roads. The bend and the bus stop on St Martins Road make crossing hazardous on the bridge. Will not allow my children to cross here, but if a location has to be chosen the best would be on the corner of Ensors Road and Fifield Terrace.

As per response above. However it should be noted that the only other practical solution at this location is kerb build outs on both sides of Ensors Road. This is a far less satisfactory solution for small numbers of the young and elderly crossing an arterial road, because they need to find a gap in both directions of traffic- there would be no centre refuge. A centre refuge is not practical in this location with two kerb build outs because it would interfere with turning traffic, and is less than ideal for the large classes of St Marks School pupils crossing with their teacher.

- Position on the bridge is closer to the corner, less time to react to fast moving traffic on St Martins Road travelling towards Ensors Road than at the splitter island- positions of the pedestrian island and splitter island should be reversed.

Visibility checked and found to be sufficient. In addition the crossing distance is reduced by the addition of a build out on the northwest side of the bridge. Visibility will be better than currently available because of the additional no stopping lines between the corner and the crossing.

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- You will not slow the traffic down; it's just a stretch of road that's great for gathering up speed downhill and around a corner.

The installation of islands and the narrowing of traffic lanes are found to have a traffic calming effect.

- Very close to the bus stop.

This is intentional to provide a facility for bus users as well.

- Concerns over the placement of the traffic island on the northern side of the Ensors Road pedestrian facility. I have a 10.5 metre long vehicle and I often turn right from Ensors Road and Fifield Terrace. The traffic island would obstruct my approach to turn right, causing me to part block Ensors Road. A painted median would direct traffic flow for the pedestrian facility. A splitter island may also encourage pedestrians to use this instead of the main facility. Also after work there is more than one car turning right. The splitter island is squarely in the way.

These concerns have been mitigated, at least partially, by moving the island 20 metres to the north.

- Don't think it necessary for a splitter island but perhaps flashing lights (like those outside the Civic Offices) would be of benefit to motorists as they come around the bend.

The flashing lights outside the Civic Offices are a trial that, as yet has not been approved for use elsewhere. It is also intended for use on a busy formal pedestrian crossing (zebra crossing). The numbers crossing in this area are not high enough to warrant a zebra crossing.

- In this area we have many motorised wheelchairs so this needs to be taken into consideration.

The crossing facility will have kerb cut downs suitable for prams and wheelchairs, and the pedestrian island will have room for these people to wait safely.

Other:

- Is the boundary of 98 St Martins Road rounded? (Prossers Road intersection)

Yes, however there is no intention to return to legal boundary as part of this project.

In addition to the above, a number of other issues outside of the project scope were raised, and where applicable these have been forwarded to the relevant Council Officer for investigation.

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PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 Molten Media

Molten Media spokesperson Cora Baillie outlined the work of the computer recycling centre and the pioneer work it undertakes in the field of computer and other electronic waste recycling. She raised the need for further development of the work of the centre particularly in relation to minimising and dealing with the volume of computer waste in our community. Discussion followed on how the Board might assist with the work of the centre.

The Board **decided** to request that a staff member, together with a Board member work with Molten Media to explore ways in which partnership work might be undertaken.

2.2 Loretta Faulkner and Peter Gould

Loretta Faulkner and Peter Gould presented a submission on behalf of residents opposing any changes to the Centaurus/Vernon/Rapaki Road intersection and any resultant change in the bus turning point as a result of these proposed changes.

3. PETITIONS

The Board accepted four petitions tabled by residents of Bishopsworth Avenue, Grange Street (2), Aynsley Terrace with regard to the deputation opposing changes to the Centaurus/Vernon/Rapaki Intersection in the vicinity of Aynsley Terrace.

4. NOTICES OF MOTIONS

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S REPORT

The Board **received** information from the Community Board Adviser covering upcoming meetings and events.

8. BOARD MEMBERS INFORMATION EXCHANGE

Mention was made of the following matters:

- Maori language week.
- List of tracks and the status of each on page 37 of the report regarding Natural High Limited in relation to the question of how the status of these roads might be changed namely Kennedy's Bush Track, Worsleys Track, Rapaki Track, Bridle Path Track and the Captain Thomas Track.

9. HILLMORTON HOSPITAL RESERVE

The Board received a report on the Hillmorton Hospital Reserve and the process for public consultation, as requested at their 6 June 2008 meeting.

The Board **decided** that:

- (a) staff should continue with consultation on the Hillmorton Hospital Reserve proposals and then report to the Community Board, in line with the current practice for development of reserves and the consultation plan should recognise the historical value of the site.
- (b) Classification of the reserve be carried out later, in association with the preparation of an umbrella management plan for all of the City's garden and heritage parks, on which work will commence in the 2008-9 financial year.

10. AYNSLEY TERRACE/CENTAURUS ROAD/RAPAKI ROAD/VERNON TERRACE INTERSECTION – TRAFFIC AND SAFETY ISSUES

The Board **received** a report on the outcomes of the traffic management study undertaken to address traffic and pedestrian concerns at the Aynsley Terrace/Rapaki Road/Vernon Terrace intersection and the costs, budget provision, and priority implications for proceeding with any recommended works.

The Board **decided** to request that Council staff give priority to finding a comprehensive solution to, and report to the Board, on the following:

- (a) Safety matters.
- (b) Bus routes / bus turning in liaison with ECan.
- (c) Cycle lane / pedestrian crossings and Island(s).
- (d) The resolution in the Annual Plan regarding traffic matters in the area.
- (e) Concerns of all residents in the area particularly those expressed at Board meetings in 2008.
- (f) Anticipated increased traffic associated with the development of Montgomery Spur Reserve.

The Board ask ECan to consider extending the term of the current contract of the bus No. 66 route to enable a comprehensive traffic management plan as forecast through the Councils Annual Plan decision to be created. That ECan review the No. 28 bus route at that time to ensure a consistent approach

**PART C - REPORT ON DELEGATED DECISIONS
TAKEN BY THE BOARD**

11. APPLICATION FOR FUNDING TO THE SPREYDON/HEATHCOTE 2008/09 YOUTH ACHIEVEMENT SCHEME – ELLIOT NOBLE

The Board considered a report seeking the Board's approval for an application for funding from the 2008/09 Spreydon/Heathcote Youth Achievement Scheme.

The Board **resolved** to allocate \$500 from the 2008/09 Youth Achievement Scheme to Elliot Noble, for assistance with travel to Perth as a member of the NZ U16 basketball team.

12. HUNTER TERRACE – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking the Board's approval to install no stopping restrictions on the south side of Hunter Terrace between Colombo Street and the Heathcote River.

The Board **resolved** to approve that:

- (a) the stopping of vehicles be prohibited at any time on the south side generally of Hunter Terrace commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 210 metres, then continue to the south for a further 6 metres, subject to point (b) below.

- (b) staff be requested to prepare a report with recommendations on the matter of additional car parking space for disabled persons and general parking in the South Library car park. That the inclusion of a gravel pathway between the reserve land (former the Hunter Terrace) and the South Library building entrances be explored.

13. NATURAL HIGH LIMITED – COMMERCIAL RECREATION PROVIDERS LICENCE APPLICATION

The Board considered a report seeking the Board's approval to issue a Licence to Natural High Limited to use the Council's existing bike tracks on the Port Hills for mountain bike tours.

STAFF RECOMMENDATION

It is recommended that:

- (a) Pursuant to Sections 54(1)(d) and 56(1)(b) of the Reserves Act 1977 the Board consents to the granting of a Licence to Natural High Limited to operate a guided mountain bike tours business for a period of five years using the Council's existing mountain bike tracks on the land described in the Schedule below:

SCHEDULE

Name	Legal Description	Certificate of Title	Reserve Status
Marley Hill Reserve	Lot 1 DP 83864	CB 48C/718	Scenic Reserve
Victoria Park	Rural Section 41112 Part Lot 1 DP 28705 Part RS 11170	Gazette 1969 p. 1429 Identifier 161613 Gazette 1984 p. 14	Recreation Reserve Recreation Reserve Scenic Reserve
Bowenvale Track (including Traverse Track)	Lot 1 and Part Lot 3 DP 28705	Identifier 161613	Recreation Reserve

- (b) The Application is subject to:
- (i) public notification under the Reserves Act 1977 and no sustainable objections being received.
 - (ii) the approval of the Department of Conservation being obtained.
 - (iii) the applicant meeting all costs associated with the granting of the Licence.

BOARD RECOMMENDATION

The Board **resolved** that:

- (a) Pursuant to Sections 54(1)(d) and 56(1)(b) of the Reserves Act 1977 the Board consents to the granting of a Licence to Natural High Limited to operate a guided mountain bike tours business for a period of five years using the Council's existing mountain bike tracks on the land described in the Schedule below:

SCHEDULE

Name	Legal Description	Certificate of Title	Reserve Status
Marley Hill Reserve	Lot 1 DP 83864	CB 48C/718	Scenic Reserve
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Bowenvale Track	Lot 1 and Part Lot 3 DP	Identifier 161613	Recreation Reserve

(including Traverse Track)	28705		
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- (b) The Application is subject to:
- (i) public notification under the Reserves Act 1977 and no sustainable objections being received.
 - (ii) the approval of the Department of Conservation being obtained.
 - (iii) the applicant meeting all costs associated with the granting of the Licence.

subject to the staff reporting back to the Board via memorandum by the 1 August Board meeting and the Board being satisfied on the following matters:

- (i) the addition of a condition in the licence requiring negotiation between the Council (Park Rangers) and Natural High Limited with regard to access to the tracks following wet weather. (concerns were noted regarding wheel ruts created following rain)
- (ii) that suitable parking arrangements for the operator when using/accessing the tracks be made before issuing the operating licence.
- (iii) the location of start/stop points on the tracks for access.

Further, that the operator be invited to speak to the Board at the next meeting.

14. YOUTH IN LOCAL GOVERNMENT CONFERENCE 2008

The Board considered a report seeking the Board's approval for funding a Board member or members to attend the Youth in Local Government Conference in Christchurch from 6 to 8 October 2008 and **resolved** not to fund a member to attend.

The meeting concluded at 7.45 pm.

CONSIDERED THIS 19TH DAY OF AUGUST 2008

**PHIL CLEARWATER
CHAIRPERSON**

1 AUGUST 2008

SPREYDON/HEATHCOTE COMMUNITY BOARD**A meeting of the Spreydon/Heathcote Community Board
was held on Friday 1 August 2008 at 8.00am**

PRESENT: Phil Clearwater (Chairperson), Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett

APOLOGIES: Apologies for absence were received and accepted from Oscar Alpers and Sue Wells.

An apology for early departure was received and accepted from Barry Corbett who departed at 8.35am

The Board reports that:

PART B - REPORTS FOR INFORMATION**1. DEPUTATIONS BY APPOINTMENT**

Nil.

2. PETITIONS

Nil.

3. NOTICES OF MOTION

Pursuant to Standing Order 2.16.1, the following notice of motion has been received:

“That the Spreydon/Heathcote Community Board in recognition of the increasing diversity of the residents in the ward, supports reflecting that diversity in the Boardroom and foyer in the Beckenham Service Centre starting with Chris Mene’s generous gift of a tapa (siapo) cloth and a request of Te Kura Kaupapa Maori O Te Whanau Tahi that they recommend means of representing mana whenua at the Service Centre.”

The Board decided to adopt the notice of motion.

4. CORRESPONDENCE

Nil.

5. BRIEFINGS

5.1 Clare Quirke, Community Engagement Manager introduced Mary O’Reilly, Community Engagement Adviser for Spreydon/Heathcote and presented an overview of the Community Engagement Adviser’s role. Further there will be a training session on community engagement held on 18 September 2008 an elected members are encouraged to attend.

5.2 Rachel Western, Community Facilities Manager explained she was currently meeting with Community Centre Management Committee’s as a pre consultation process on the Draft Community Facilities Network Vision.

5 Cont'd

The Board **decided** that a stakeholders list be developed including staff and Board members to initiate discussions in relation to Cracroft Community Centre (The Old Stone House) with a view to establishing the current practices and management of the House and to resolve any matters of concern that are identified. (Where necessary involving the Management Committee, and other stakeholders).

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser including the following:

The initial report on the **South West Area Plan Report** will not be presented to both the Spreydon/Heathcote Community Board and Riccarton/Wigram Community Board in two separate meetings, but as it is based more in the Riccarton/Wigram Ward it would only be presented at that Community Board meeting to be held on 5 August 2008 with Spreydon/Heathcote Board members invited to attend to hear the issues.

7. BOARD MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Meeting regarding delegation of Boards was very successful.
- Tree Planting – process regarding replacement planting needs to be reviewed – in one members opinion just because we have always planted (Pin Oaks) doesn't mean we should keep doing it – these trees are going to be there for the next 60 or so years and more thought needs to be given to what is planted.
- The additional cost to Council of replacing trees in new developments where tree plantings have failed.
- Rowley House – Phil Clearwater attended an event held at the House – it was an excellent day and a tribute to the staff.

**PART C - REPORT ON DELEGATED DECISIONS
TAKEN BY THE BOARD****8. CONFIRMATION OF MEETING REPORTS – 4 AND 22 JULY 2008**

The Board **resolved** that the reports of its meetings held on 4 and 22 July 2008 be confirmed .

9. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD'S 2008/09 YOUTH ACHIEVEMENT SCHEME – LUCY SPOORS

The Board considered a report seeking approval for funding an applicant from the 2008/09 Spreydon/Heathcote Youth Achievement Scheme.

The Board **resolved** that the Spreydon/Heathcote Community Board allocate \$500 from the 2008/09 Youth Achievement Scheme to Lucy Spoor towards costs incurred to represent NZ in the Women's Quadruple Sculls at the World Junior Rowing Championships in Austria 2008.

19. 8. 2008

33

10. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD'S 2008/09 YOUTH ACHIEVEMENT SCHEME – ANDREW BARTON

The Board considered a report seeking approval for an application for funding from the 2008/09 Spreydon/Heathcote Youth Achievement Scheme.

The Board **resolved** that the Spreydon/Heathcote Community Board allocate \$250 from the 2008/09 Youth Achievement Scheme to Andrew Barton to assist in expenses to the NZ Secondary School Soccer tournament in Napier.

The meeting concluded at 9.50am

CONSIDERED THIS 19TH DAY OF AUGUST 2008

**PHIL CLEARWATER
CHAIRPERSON**

8. APPLICATION FOR FUNDING FROM THE 2008/09 DISCRETIONARY FUND – ADDINGTON.NET

General Manager responsible:	General Manager Community Services, Michael Aitken DDI 941 8986
Officer responsible:	Community Support Unit Manager
Author:	Ingrid de Meyer, Community Development Advisor

PURPOSE OF REPORT

1. The purpose of this report is request funding from the Boards 2008/09 discretionary fund for a contribution of \$5,000 towards salary of the Addington Net Centre Manager. This application for salary was referred from the Strengthening Communities Fund due to insufficient funds.

EXECUTIVE SUMMARY

2. Addington.net Inc is a community computing centre based in the Addington Mall, providing free computer access to the community. Addington net Inc was established in 2001 out of community research. The project aims to make information ICT affordable and accessible for people living in Addington. This community initiative was developed in response to increasing need for people to access IT, and to bridge the digital divide. The centre has 18 computers available to the public for free use during the week.
3. Addington.net also provide free training through CPIT and their computing for free programme. Twelve sessions are held per week and students are able to gain level 11 and 111 NZQA units from the framework. After school, children aged seven and over have free access to computers for homework and recreation. More recently a seniors session focusing on providing one on one training for those aged 55 plus is being provided which includes training on internet, emailing, digital cameras and cell phones.
4. Addington.net have 14,000 visits per year which includes approximately 4,000 internet visits, 2,000 non internet community use, 2,500 children visits and 5,500 CPIT visits.
5. Figures from the 2006 census showed that Addington and surrounding suburbs such as Hoon Hay, have limited access to internet facilities compared to many other suburbs. Addington.net also provide specialised access for people on marginalised incomes that would experience barriers to technology.
6. Community consultations, annual surveys and feedback support the need for the service as well as providing input into development of programmes.
7. Addington.net applied to the Spreydon/Heathcote Strengthening Communities Fund requesting funding towards the lease and a contribution towards the centre managers salary. A total of \$18,000 was requested. At the Boards 22 July allocation meeting \$13,000 was allocated towards the lease only, and due to insufficient funds, the salary request was referred to the Boards 2008/09 Discretionary Fund.
8. The total cost of providing the Addington.net service is \$79,500 per annum, this includes the lease, salaries (centre manager 32 hours per week, and one reliever 8 hours per week), insurance, computer equipment, internet and telephone, operating expenses and advertising.
9. The Addington.net project aligns with the Council's Strengthening Communities Strategy Goals; "Helping build and sustain a sense of local community"; Ensuring that communities have access to community facilities that meet their needs"; and "Improving basic life skills so that all residents can participate fully in society". Addington.net also aligns to the Council' s Community Outcomes in the LTCCP "A City of Lifelong Learning". The Addington.net project also aligns with the following Board Objectives; "Improve Social Well-being; Empower communities and community groups to deliver services that contribute towards achievement of the Community Outcomes.

FINANCIAL IMPLICATIONS

10. There are no financial implications. The Spreydon/Heathcote Community Board currently have \$60,000 available for the 2008/09 financial year.

8 Cont'd

11. The annual centre managers salary totals \$35,776. The request is for a contribution towards the centres manager salary. The request is for \$5,000 in total.

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

12. Yes.

LEGAL CONSIDERATIONS

13. There are no legal issues to be considered.

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

14. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Yes, A city of inclusive and diverse communities; a city of Lifelong Learning. Community Board objectives 5 and 6.

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

16. Yes, as mentioned above.

ALIGNMENT WITH STRATEGIES

17. Strengthening Communities Strategy, 2007.

Do the recommendations align with the Council's strategies?

18. Yes, as mentioned above.

CONSULTATION FULFILMENT

19. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board allocates a total of \$5,000 from the 2008/09 Boards Discretionary Fund to Addington.net towards the Centre Manager's salary.

CHAIRPERSON'S RECOMMENDATION

For discussion.

9. CORONATION RESERVE DEVELOPMENT PLAN

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Ann Campbell, Consultation Leader Greenspace

PURPOSE OF REPORT

1. The purpose of this report is for the Community Board to approve the final landscape development plan (refer to **Attachment 1**) for Coronation Reserve Development Plan following community consultation.

EXECUTIVE SUMMARY

2. Coronation Reserve contained by the Broadoaks subdivision is dominated by a vegetation type which can be described as an exotic wildland. The site was originally occupied by the Coronation Hospital of which only the Medical Directors house (1913), Assistant Medical Directors house (1927), and an original TB hut remain.
3. Through its change in status from hospital site with managed lawns and gardens to subdivision and Council reserve, the resultant vegetation cover is now a mixture of historic plantings and the incursion of wild plant species.
4. The mix of plant communities pose a number of issues in terms of managing the site, namely:
 - Soil conservation and slope stabilisation
 - Protection of water courses
 - Fire risk
 - Weed spread
 - Arboricultural management
5. Essentially the site will remain with a mix of plant communities until these are overcome by native vegetation which will be introduced in stages.
6. A network of tracks will allow access through the reserve for recreational use and maintaining vegetation and water courses. A broader overview of the area illustrates opportunities for extending the track network through adjoining reserves to further Port Hills reserves.

FINANCIAL IMPLICATIONS

7. The only funding currently allocated to this reserve is in the Transport and Greenspace Capital budget:
 - Major Tree Projects \$12,000 2008/09
8. No further funding has been allocated to this project, however, once the final plan has been approved funding will be sought through the 2009-19 LTCCP process.

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

9. As per above.

LEGAL CONSIDERATIONS

10. All work will be carried out by a Council approved contractor.

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

11. As per above.

9 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Parks Access Policy
Leisure, Parks and Waterways Plan
Environmental Policy

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

13. As per above.

ALIGNMENT WITH STRATEGIES

14. Draft Biodiversity Strategy
Open Space Strategy

Do the recommendations align with the Council's strategies?

15. As per above.

CONSULTATION FULFILMENT

16. In March 2008, 370 public information leaflets (refer to **Attachment 2**) were distributed to the local community with a proposed concept development plan. The summary of consultation, including comments is attached for your information (refer to **Attachment 3**).

17. There was a good degree of community engagement, with 62 submissions received, which were largely supportive of the project but also providing the project team with some valuable feedback.

• Submissions received	62
• Support concept plan	50
• Do not support concept plan	7
• Position no indicated	5

18. Three separate site meetings have been held with individual residents who wished to further discuss their submission.

19. The main issues raised during the consultation were:

(a) Public access along Kimbolton Lane

The title for this lane states under Schedule B, item 2, "*It is acknowledged by the Transferor and the Transferee that members of the public using the right of way as a means of access to the adjoining recreation reserve shall do so on foot and only by means of the formed footpath*". This information has been communicated to the affected residents of Kimbolton Lane.

(b) Firebreak

The project team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read "Firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip alongside property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include: Koromiko, Karamu, Taupata, Broadleaf, Five Finger."

(c) Proposed post and wire fencing

The proposed post and wire fencing will no longer be installed however, intermittent posts will be placed along the boundary to demarcate between the reserve and private property. This will assist the maintenance crews and also the public in determining where the reserve boundaries are.

9 Cont'd

- (d) **Proposed track which begins opposite Kenmure Drive into the reserve**
The access point for the track will be relocated to the other side of the entrance and will follow a straight line down alongside the waterway for approximately 30m which will bring the track away from neighbouring properties. This part of the track will be a walking track only and this will be identified on the plan as such. Planting will be undertaken alongside properties boundaries well in advance of the track be created to allow for this to become established. Concerns regarding parking in this area will be addressed with the installation of "no stopping" lines on the road.
- (e) **Area of reserve below Green Gables Lane**
This area will be managed by "*establish native planting throughout these areas using groups of totara plus a matrix of cabbage trees, whiteywood, karamu, koromiko and ake*" – 2016/2018.
- (f) **Track proximity to properties at the top of the reserve**
The track has been relocated further into the reserve which will be approximately 25-30m away from property boundaries while still maintaining a comfortable access route through the reserve. The existing grass vehicle track will remain for maintenance and fire purposes.
- (g) **Proposed fencing of reserve**
The proposed post and wire fence will no longer be installed however, intermittent posts will be placed along the boundary to demarcate between the reserve and private property. This will assist the maintenance crews and also the public in determining where the reserve boundaries are.
20. Feedback and comments were received both on the pond area at the bottom of the reserve and also regarding some of the road reserves throughout the subdivision, all comments have been forwarded to the Contract Managers responsible for these areas to action.
21. It was brought to our attention that the original Medical Directors house is on the first hairpin bend of Major Aitken Drive and the brick house identified on the plan is the Assistant Medical Directors house.
22. Flowering native species will be included in the species chosen for the reserve to attract the birdlife which is enjoyed by a large number of the residents. There will also be a variety of ground cover species used eg, NZ Jasmine, clematis and ferns.
23. Following the feedback received the following changes have been made to the final plan:
- (a) The access point for the track opposite Kenmure Drive is relocated to the west side and will follow a straight line down alongside the waterway for approximately 30m which will bring the track away from neighbouring properties. This section of track will be a walking track only and identified on the plan as such.
- (b) Installation of "no stopping" lines on Major Aitken Drive, opposite Kenmure Drive.
- (c) The area of reserve below Green Gables Lane will be an area for the establishment of native planting (original proposal indicated no change).
- (d) Track which travels along the top of the reserve will be relocated from contour line 110m to contour line 100m, meaning a 10m drop in height. This will also mean the track will move away from the neighbouring boundaries by 25-30m.
- (e) Wording in relation to the firebreak changed to read "firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip alongside property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include: Koromiko, Karamu, Taupara, Broadleaf, Five Finger".
- (f) An additional firebreak has been created adjacent to the properties at the end of Enticott Place.
24. Overall the feedback received was very positive and a lot of residents are very enthusiastic to be involved in assisting with the development of the reserve by helping with clearing and also undertaking planting of areas adjacent to their properties. Council are helping to assist and support these residents and to date some discussions have already taken place.

9 Cont'd

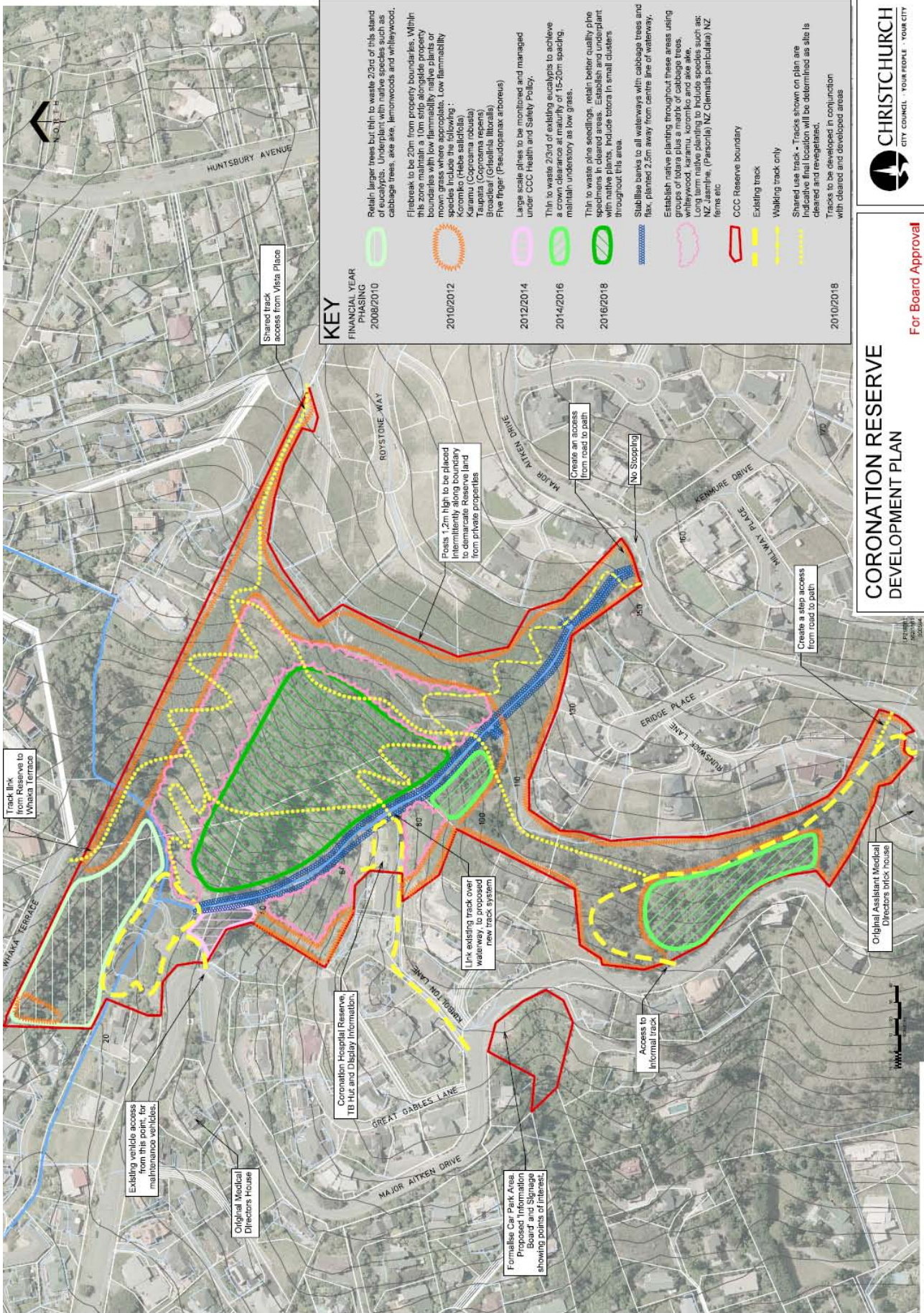
STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) approve the final landscape development plan for Coronation Reserves and for staff to seek funding for future development through the 2009-19 LTCCP process
- (b) that the stopping of vehicles be prohibited at any time on the north side of Major Aitken Drive commencing at a point 75 metres northeast of its intersection with Eridge Place and extending in a general northeasterly direction for a distance of 30 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

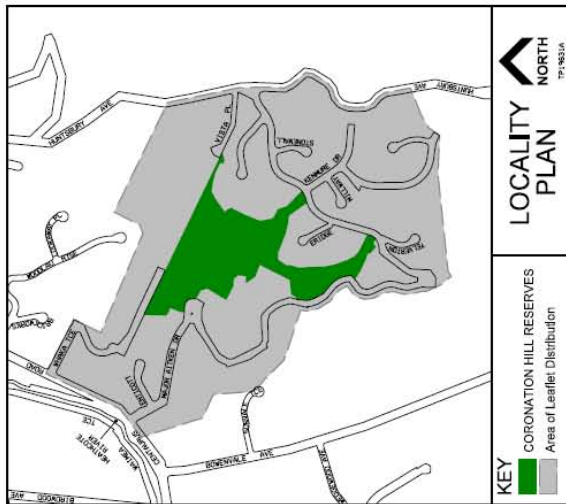


CORONATION RESERVE DEVELOPMENT PLAN

For Board Approval

Timeline

Once consultation has been completed and any necessary alterations to the proposed plan finalised, approval will be sought from the Spreydon/Heathcote Community Board to proceed to detailed design and construction. It is anticipated that construction on this project will be carried out over the next 5-10 years.



PLEASE HAVE YOUR SAY

Your input will mean that the Coronation Hill Reserves Development Plan fulfils community aspirations and provides an area open space area with improved landscape and recreational opportunities for everyone to enjoy.

Comments regarding this proposal are invited from local residents. Please return your submission in the reply paid envelope no later than:

Wednesday 2 April 2008



Ann Campbell
 Consultation Leader – Greenspace
 Capital Development Unit
 Christchurch City Council
 Beckenham Service Centre
 PO Box 12,033
 CHRISTCHURCH
 Phone 941 5 111 or (027) 473 3792
 Email: ann.campbell@ccc.govt.nz

Steven Gray
 Capital Project Leader
 Capital Development Unit
 Christchurch City Council
 Civic Offices
 PO Box 237
 CHRISTCHURCH
 Phone 941 8256 or (027) 482 1453
 Email: steven.gray@ccc.govt.nz



HAVE YOUR SAY

The Council's Capital Development Unit has prepared a concept plan for the future development of the Coronation Hill Reserves.

To assist us with the proposed development, the Capital Development Unit would like to determine the views of the local community prior to commencing detailed design and construction. We would appreciate you taking the time to complete the enclosed comment form with any feedback and returning it in the reply paid envelope by **Wednesday 2 April 2008**.

If you would like any further information or assistance in regard to this project, please do not hesitate to contact either:

Ann Campbell,
 Consultation Leader – Greenspace,
 Phone 941 5 111 or (027) 473 3792

OR

Steven Gray,
 Capital Project Leader,
 Phone 941 8256 or (027) 483 1453.

**Coronation Hill Reserves
 Development Plan**

Coronation Reserves contained by the Broadbaks subdivision is dominated by a vegetation type which can be described as an exotic wildland. The site was originally occupied by the Coronation Hospital of which only the Medical Officers house and an original TB hut remain. Interpretation of the original site is displayed alongside the TB hut on a small terrace at the end of Kimbolton Lane.

Through its change in status from hospital site with managed lawns and gardens to subdivision and Council reserve, the resultant vegetation cover is now a mixture of historic plantings and the incursion of wild plant species. The dominant plant communities comprise:

- Tasmanian blue gum (Eucalyptus globulus) forest
- Radiata pine (Pinus radiata) forest
- Wattle (Acacia sp.) forest
- Tree lucerne (Chamaecytisus palmensis) low forest
- Bonefeed (Chrysanthemoides monnifera) shrubland
- Broom (Cytisus scoparius) shrubland
- Open pasture

This mix of plant communities pose a number of issues in terms of managing the site, namely:

- Soil conservation and slope stabilisation
- Protection of water courses
- Fire risk
- Weed spread
- Arboricultural management

To address these issues, areas within the reserve have been identified for specific management treatment. Essentially the site will remain with a mix of plant communities until these are overcome by native vegetation which will be introduced in stages.

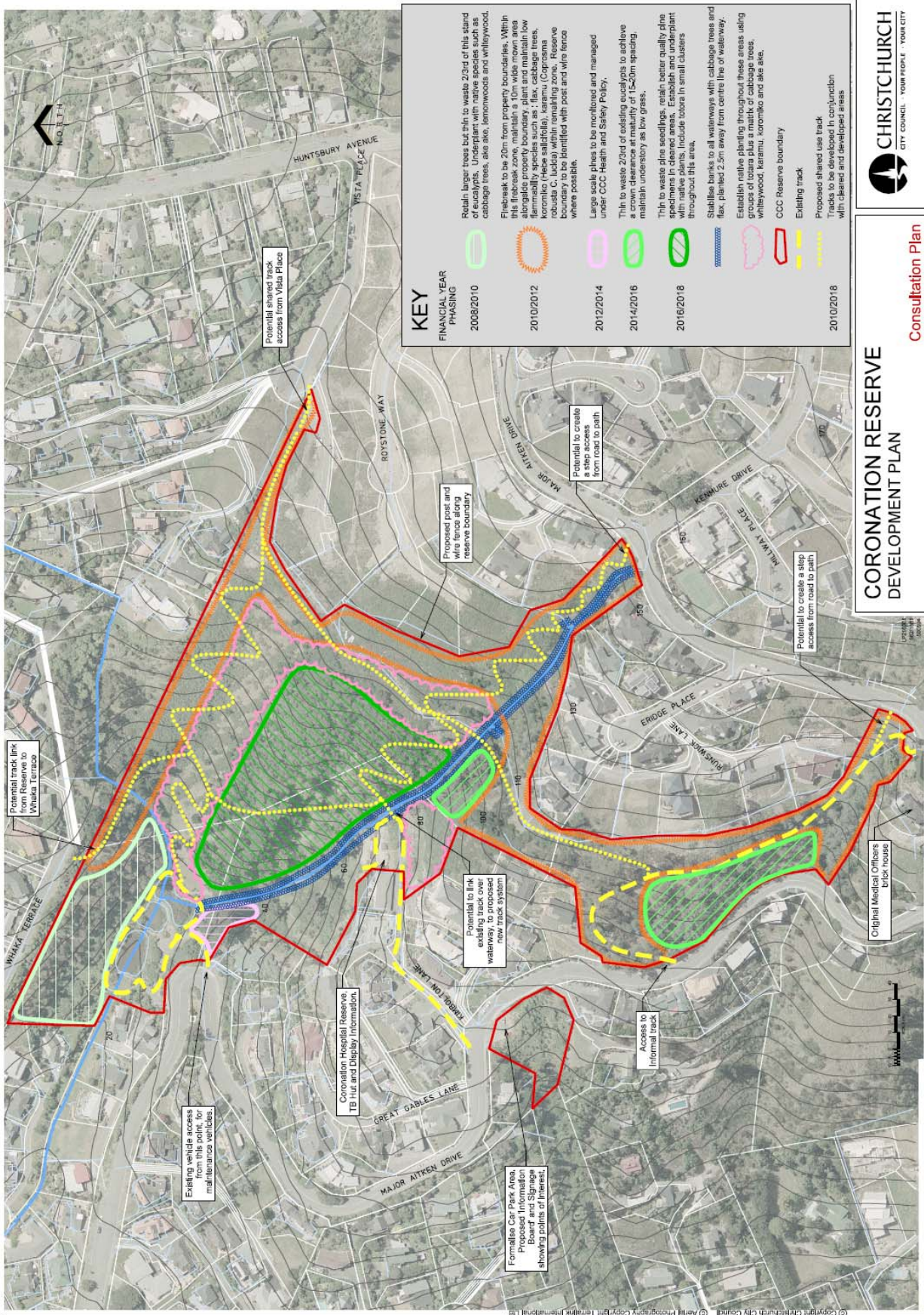


A network of tracks are shown as indicative routes to allow for access through the reserve for recreational use and maintaining vegetation and watercourses.

A broader overview of the area illustrates opportunities for extending the track network through adjoining reserves to further Port Hills reserves.



CHRISTCHURCH
 CITY COUNCIL - YOUR PEOPLE YOUR CITY



CORONATION RESERVES DEVELOPMENT PLAN Consultation Summary

The consultation on this project was carried out in March 2008 and received 62 submissions (16% response rate).

Submitters were asked to respond to a concept plan for the future development of the Coronation Reserves.

Landscape Proposals	Number of Responses	Percentage of Responses
<i>Yes – I support the proposed concept plan</i>	50	80%
<i>No – I do not support the proposed concept plan</i>	7	11%
Position not indicated		9%

While these figures indicate strong support for the project in general the following issues were also identified:

- 10m mown firebreak – this will be changed to 20m and planted
- Types of species to attract birdlife and provide some variety
- Comments re siting of tracks

CORONATION RESERVES DEVELOPMENT PLAN

Note: Names and addresses, along with personal identifying information (denoted by []) have been deleted from this document for privacy reasons. This information has been taken into consideration in the analysis of submissions.

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
1.	Y		Looks fantastic I am very supportive – go for it	-
2	Y		Recommend overall plan – I suggest you include a ‘call box’ system along the proposed track system for emergency use only.	-
3	Y		The development is well researched and so I feel happy that so much is to be done for our area. The proposed walking tracks will add to all of this.	-
4	Y		Hopefully the new shared use tracks means that bikes will be allowed on them.	The majority of the track network will be shared use apart from the section of track into the reserve from opposite Kenmure Drive which will be walking access only.
5	Y		<p>Firstly thank you for the opportunity to comment on this proposal of which for the most part I am in favour.</p> <p>I do however have strong feelings that the Council should broaden this plan to include the reserve areas within the whole upper of the of BroadOaks subdivision. Swanton drive has been left in a very poor state with regard to COUNCIL plantings and trees. Major Aitken and Kenmure have been beautifully planted with south island Rata but Swanton Drive is a barren and unattractive street. In addition the council have taken no steps to control the more than 1 metre high weeds and grasses on empty sections and bordering reserves on Swanton Drive. Part of the emphasis on the Coronation Plan is to reduce fire risk yet there are many fire risks currently on Swanton Drive that should be addressed today.</p> <p>In short, yes I am fully supportive of the Coronation Plan but I would ask that before the COUNCIL launch into something new, you complete what was never finished properly on the upper slopes, I strongly encourage the COUNCIL to revisit Swanton Drive and remove the dead trees and plant Pohutakawa or S.I Rata, connect the reserve from Penine Way to Kenmure and generally tidy up the upper reaches of the subdivision. I also encourage the COUNCIL to develop walking tracks in the plan as a priority as the area is well used by locals for walks.</p>	Request for service reference 90826166 has been logged for Swanton Drive.

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
6	Y		<p>Support some aspects and not others</p> <p>1. Carpark area – Major Aitken Drive – do not formalise this as this is not a place where people access the area and we have enough trouble with park-up areas to see the view while partaking in drugs and alcohol (evidenced by litter left behind). Access is from top or bottom area.</p> <p>2. You need to concentrate on fixing the area CCC has developed as a mosquito breeding ground at the bottom of the Reserve. This needs immediate remedial corrective action i.e. make it running water not a dam.</p> <p>3. Do not fence reserve area, leave it accessible and user friendly. There is absolutely no need to fence – so why do it</p> <p>4. This is a ‘rough and ready’ area. Don’t turn it into some over developed, over tracked, replanted area (where big old trees have been clear felled on the dubious basis of Health and Safety). The kids love playing in this safe, wild recreation area (and so do adults) so don’t feel that need to make this a less attractive recreation area by ‘tidying it all up’ and planting little groves of this and that.</p>	<p>Due to the pedestrian access we have through Kimbolton Lane to the reserve that it would make better use of the existing gravel carpark by formalising this space.</p> <p>Concerns passed on to Waterways Maintenance team.</p> <p>The proposed post and wire fence will no longer be installed, however, intermittent posts will be placed along the boundary to demarcate between the reserve and private property.</p> <p>The wilderness feel will still be kept within the overall development plan with the majority of work being major maintenance.</p>
7	Y		<p>A good proposal – will enjoy it when finished would be even better if it could be completed within a shorter time frame</p>	-
8	Y		<p>Some of the firebreak concepts (mown hills, etc) look expensive to upkeep, is there an alternative??? Why only 2/3 of gum trees felled.</p>	<p>The Project Team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read “firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip along property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include the following: Koromiko, Karamu, Taupata, Broadleaf, Five Finger” This area is private property.</p> <p>We will maintaining the existing exotic trees while providing an understory of low native bush.</p> <p>The botanist will provide advice on the final plant list suitable for this site to include flowering varieties.</p> <p>Timeframes are indicative and subject to final Board approval and dependent on LTCCP funding.</p> <p>Reserve not suitable for play ground.</p> <p>Right of way is private property and outside the scope of this project.</p>
9	Y		<p>Yes – tracks, could there be a walk way continuing from the ‘wet area’ at end of waterway out onto Enticott Lane maybe via drain way. Also an area of ‘colonial trees’ would be great, “BroadOaks” division doesn’t have too many oaks also other species walnut, elm, ash etc. are well deserving trees, I would think, for this rather English City. Autumn colour.</p> <p>For the native selection, can there be a lot of flowering varieties. Birds are lacking on this hill, flowering trees /flax would help this considerably.</p> <p>Also large natives not just pitoes type 2014 is a long way away from large natives (Totara). Could be planted earlier, rata, rimu also. It’s a large area so I see that a lot of good can be done.</p> <p>Also a play area for children. Kenmure Reserve has some play equipment but not much that kids actually like to use. A swing/see saw wouldn’t go amiss.</p> <p>Also will the reserve up the ‘right of way’ on Kenmure Drive (10 - 12) be planted any time in the near future. At present it is a long grass mess, adding to fire hazard.</p>	

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
10	Y			-
11	Y		<p>Will the 10m mown within the firebreak be maintained? I <u>love</u> the eucalypts in spite of their bark being flown all over my garden. Please don't take too many. Think cabbage trees near a waterway not a good idea. They continually shed their long leaves Like the idea of native plantings but would like the noxious plants e.g. boneseed removed. All the walking tracks a good idea. Some at present are ill defined e.g. the top part of the one that emerges near the original Medical Officers house.</p>	<p>The Project Team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read "firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip along property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include the following: Koromiko, Karamu, Taupata, Broadleaf, Five Finger"</p> <p>All noxious weeds will be removed.</p>
12	Y		<p>I assume that the dual use tracks will be for bikers too? It looks good</p>	<p>The majority of the track network will be shared use apart from the section of track into the reserve from opposite Kenmure Drive which will be walking access only. Majority of planting is native.</p>
13	Y		<p>Proposal looks good. I would like to see more native trees and less exotic trees. I would also like to see more weed maintenance along the road reserves along Major Aitken Drive</p>	<p>Request for service reference 90826172 logged for Major Aitken Drive.</p>
14				-
15	Y			-
16			<p>Aspects of this proposal I particularly like</p> <ul style="list-style-type: none"> ▪ Under planting with natives ▪ Creating new tracks ▪ Stabilizing waterway's banks ▪ Planting low flammability species <p>Aspect of this proposal I would like to see changed</p> <ul style="list-style-type: none"> ▪ An emphasis on removing high-allergy plants – as soon as possible – e.g. pines 2012 – 2018 much to late for allergy sufferers ▪ I would live the tracks developed will before 2018 I think they will be very well used, however I think protection against vandalism (young plantings and fires) must be in place before the tracks are created – ASAP ▪ I actually really enjoy the aesthetic effect of the eucalypts. I think they look gorgeous, and I love the visual effect of the trunks and foliage against the backdrop of the eucalypts below Runswick Lane retained. 	<p>Timeframes are indicative and subject to final Board approval and dependent on LTCCP funding.</p> <p>The remaining eucalypts will be maintained to encourage healthy growth.</p>
17	Y			-
18	Y		<p>Yes, the large map seems to be around the wrong way!! When I stand in Whaka Terrace the Coronation Hospital (old grounds) were on the south side of our property! Small plan sees to be correct No excuses! Or am I wrong?</p>	<p>Plan is correct</p>
19	Y			-

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
20	Y		<p>A lot of natives planted around Christchurch, is becoming boring especially flax, could you please take ideas from Victoria Park Thank you for allowing us to comment on the plan I look forward to the walking track.</p> <p>2 seats along the track would be good.</p> <p>Suggestions: Rata, White trunk gums. Oaks after the subdivision, flowering gum trees, Grevilleas, Berries for the birds, Cotoneaste, Kowhai, Acacia.</p>	<p>The botanist will provide advice on the final plant list suitable for this site to include flowering varieties.</p> <p>Park furniture would be part of any track formation, best locations yet to be determined.</p>
21	Y		<p>1. With respect to the thinning to waste of eucalypts in 2008/2010 in the area to the south of Whaka Terrace. I think you should remove 100% of these trees. Not only are they out of place in the proposed native species area but they also block the horizon from my property and will become susceptible to wind throw as they are thinned.</p> <p>2. With respect to firebanks, I note there was a fire in the valley in the mid 1990's that was a threat to my property. I would like to know the why a firebreak has not been included in the plan to the east of my property [] I will be asking for a fire break in this area unless I can be convinced it is not necessary.</p> <p>3. With respect to the walking tracks I note the new tracks on the map are proposed only. Should their alignment or location change I would like to be assured that the revised alignments do no encroach with 30 m of my property boundary for reasons of security and maintaining the existing buffer to my property.</p> <p>4. On a related matter – surface water runoff from the reserve area drains along the stepped swale adjacent to my property. The steps in the swale have never had sufficient protection from erosion where the water falls over the steps. These inadequately designed pads (weak reinforced concrete and 'gobiblocks') have failed leaving deepening scour holes which are a hazard, unsightly and breeding are for nuisance insects. As part of the reserve development the swale issue should be fixed by the provision of reinforced concrete splash pads designed to withstand the erosive forces of the water.</p>	<p>The trees have been assessed by Council Arborist and has put forward a recommendation on the number of trees to be removed as indicated on the plan.</p> <p>The firebreak will be extended along this boundary.</p> <p>No proposed walking track in this area and we will only be developing those proposed on the plan.</p> <p>Request for service reference 90826176 logged for Enticott Place swale.</p>
22	Y			-
23		N	<p>1. We object to the potential to link existing track over waterway that will link up with Kimbolton Lane, Kimbolton Lane is a Private lane and it will become a public lane with this happens</p> <p>2. The existing walkway along Kimbolton does not extend the full lane. Public now use the Private Lane for traffic and walkway. The walkway will have to be upgraded and extended for public use.</p> <p>3. The Coronation Reserve land in front of 4 and 5 Kimbolton Lane needs to also be upgraded</p> <p>4. Full support for the rest of the development</p>	<p>This is a legal right of way for pedestrians as shown on the original title.</p> <p>This area has been included for the establishment of native planting.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
24	Y		We support the proposal; however we would like to see work on the fire break creation brought forward, particularly around the existing housing. We would also like to see planting of natives to be established under the existing eucalypts with a view to removing these shallow root species. The reason for this is two fold, firstly more native bush will encourage more native birds (whose numbers appear to be on the increase in this area) by providing appropriate habitat, and secondly it is in our view that the eucalypts are an inappropriate species for a hill side suburb, they create fall hazard and increase potential fire hazard, and with increased public access this risk may increase.	Timeframes are indicative and subject to final Board approval and dependent on LTCCP funding.
25	Y		Very supportive of planting natives although the Pohutakawa are thriving very well. It would be great to get rid of all the tree Lucerne as it creates a lot of seedlings in gardens. The tracks are a good idea the only comments is security to homes The gums on the boundary of homes in Runswick Lane are very top heavy in a strong southerly please don't plant anymore and also allow people to plant them in their gardens. There is a lot of bark flying around in wind which gets into spouting etc. They are also very flammable	There are no plans to plant more lucerne or gums as part of this development. Lucerne will be removed as each stage is developed.
26	Y			-
27	Y		I think the Coronation Reserves Development Plan looks excellent and it will be nice to have walking tracks. The only thing I would have to say is that I feel something needs to be done with along Major Aitken Drive heading towards the Medical Officer's House. I am not sure if this is private land or council land (is suspect it is council as it is practically a cliff) but seems to becoming quite overgrown with trees other than natives and is looking quite messy.	Request for service reference 90826182 logged for reserve maintenance.
28			You recently mailed us about this plan. We own the section at [] which is currently undeveloped We support the plan overall but object to the 'proposed shared use track' going so close to our boundary. When we entered into a Sale and Purchase Agreement in our land in December 2006 (settlement occurred in September 2007) our LIM did not alert us to the Development Plan. Had we know a walking track would run along our bottom boundary, quite simply we would not have purchased the section? That's because, should the Development Plan proceed in its current form, we believe the value of our property will drop significantly, based on the following reasons: 1. It is well know that parks and features such as pedestrian walkways can greatly increase the incidence of crime for neighbouring properties. This is because they facilitate access and	This track has been relocated further into the reserve which will be approximately 25-30m away from property boundaries while still maintaining a comfortable access route through the reserve. The existing grass vehicle track will remain for maintenance and fire purposes.

getaways by burglars. Shared use tracks on hills are even worse as they allow quick egress by mountain bike. While we were obviously fully aware that the Reserve existed when we purchased the section, the extreme slope on the hill and lack of foot or bike access to that portion of the Reserve make us feel 'safe'.

2. Having a 'Reserve Boundary is a strong selling point because it not only means whoever lives there cannot be 'built out' it ensures privacy. This privacy aspect, combined with the wonderful views was the key reason we purchased the property. This is the third property I have owned on the Huntsbury Spur and a feature of all three was the fact that access to the house was on a 'uphill side' of the house allowing you complete visual and sound private 'from below' Having a neighbour you know living below you is infinitely preferable to having random members of the public walking or cycling along our bottom boundary at any time of the day or night. The new track will mean the section loses its precious privacy and what more we believe it is highly likely any subsequent purchaser will share this view.

We do however propose the following changes which, if effected would mean we support the proposed Development plan

3. Remove in its entirety the shared use track which, on the Plan map is shown leaving Vista Place (heading downhill in a north westerly direction) Then redesign the track network to ensure no track within the north-eastern quadrant of the Reserve rises any higher than the 85m contour.

4. As an alternative (i.e. to still allow track access to Vista Place), redesign the track network through the Reserve so that it links the proposed track entering the Reserve on Major Aitken Drive (opposite the intersection with Kenmure Drive) with the existing Whaka Terrace Walkway (which is just to the north of the Reserve's northern boundary). We wish to reiterate that this new track network must not go higher than 85m contour as shown on the map you sent us. Please be advised that we are very concerned about the impact of the proposed Development Plan as the current rating valuation on our section is []. Should our requests fail to sway Council's views we will take whatever further action may be required including but not necessarily limited to lobbying our local Councillors, instigating a public opposition campaign via the local media and seeking financial compensation from the Council. However we certainly hope none of that will be necessary and look forward to your response.

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
30	Y		<p>In view of the fact that we the residents of Huntsbury Hill have had to put up with noise, dust and visual pollution resulting from the development of Broad Oaks, we should be give first consideration in the Reserve Plan Development</p> <p>Many residents like to walk on the Hill, as do the very many visitors. Therefore the more walking tracks the better. Be inventive and create circuits. Stairways are an excellent idea. Could we have connections to Victoria Park and cycle tracks to Bowenvale? Put stairs where you prefer not to encourage cycles. Paths around the hill link the roads would be good so that one can walk without encountering cars.</p> <p>Low flammability trees and shrubs are surely desirable. Much as I love the gums, they do make me uneasy and I would prefer to see them gone or surrounded by firebreaks.</p> <p>Parking space will have to be provided and perhaps picnic sites. Try to avoid 'popular' sports like the foot of Vista Place. I look forward to walking the proposed zig-zag track down the waterway by how will you avoid the mountain bikers? Stairs?</p> <p>The problems I envisage are vandalism and crime. How could you supervise the area?</p> <p>Can any pressure be put on BroadOaks residents to plant gardens, trees, flowering shrubs, not just pebbles and tussock grass. The houses are so ugly and unsuited to their environment.</p>	<p>Links with Port Hills Bowenvale Reserve connects on the Major Aitken Drive next to number 80 and at the end of Yelverton Place and Swanton Drive. These entranceways currently have no tracks but may be developed in the future.</p> <p>The Project Team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read "firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip along property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include the following: Koromiko, Karamu, Taupata, Broadleaf, Five Finger"</p> <p>A formal parking area is being developed opposite Kenmure Drive.</p> <p>The tracks proposed are for shared use. Good sight lines and track formation/signage will help with possible conflict but in general this is not a problem on other tracks.</p> <p>Council has no say over what is planted in private property.</p>
31		N	<p>I do not support the boundary reserve being fenced with post and wire as we purchased our section liking the idea of no physical (visual) boundary between our section and the reserve.</p>	<p>The proposed post and wire fence will no longer be installed, however, intermittent posts will be placed along the boundary to demarcate between the reserve and private property.</p>
32	Y		<p>The sooner the plan is implemented the better, a lot of this area is becoming overgrown and hard to walk through or access. The ponds at the bottom of the hill look fantastic a few years ago but appear to have been neglected and not reticulating</p> <p>There are a lot of people that walk up and down Whaka Terrace and Major Aitken Drive and I am sure there would be a lot of appreciation for more scenic or nature related track options.</p>	-
33				-

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
34	Y		<p>1. I assume that name should be 'Coronation Reserve' not Coronation Reserve as noted above</p> <p>2. To my knowledge the area has never been know as Coronation Hill – and to the knowledge of my mother who worked as a nurse at 2 of the hospitals around 1950</p> <p>3. I would like development of tracks to be a priority in the 10 year development plan accepting this may necessarily have to occur to a degree with other developments; my reason is that effective use of the area will be possible when tracks are in place.</p> <p>4. Track access from Vista Place is a priority for me (as our property backs on to Vista Place)</p> <p>5. I note the development plan uses the term 'potential shared track access from Vista Place' I would like potential amended to proposed on the plan</p> <p>6. Similarly at the end of Kimbolton Lane, I would seek 'potential' being changed to 'proposed' for link over waterway, I imagine the residents of Kimbolton Lane would oppose this for privacy and security reasons, it would however be good walk option for residents of the wider neighbourhood</p>	<p>The final plan says Coronation Reserve and is on web map as this.</p> <p>Timeframes are indicative and subject to final Board approval and dependent on LTCCP funding.</p> <p>'Potential' removed from text on plan.</p>
35		N	<p>We do not support the concept plan as a whole. We agree about the reserve being developed but we are opposed to the part of the walkway that starts at Major Aitken Drive opposite Kenmure Drive and joins another proposed walkway in the pine trees below. The reasons are as follows:</p> <ol style="list-style-type: none"> 1. No safe parking available near the proposed path 2. Due to the lack of width the steepness of this part of the gully, the proposed walkway would be potentially hazardous to users. 3. This waterway at times of heavy rainfall carries a significant volume of water and combined with the narrowness of this area would create a potentially deadly situation for users. 4. There is already an existing walkway close by off Major Aitken Drive starting near the original medical officer's house and with the addition of the proposed walkway across the valley into the pine trees area the Coronation Reserve would be well covered with safe walkways. 5. Due to the lack of width of this particular part of the reserve, the security and privacy of the dwellings on either side of this part of the proposed walkway will be severely compromised. 	<p>As part of the Board sign off we will be seeking approval to install yellow lines along this section of Major Aitken Drive.</p> <p>Final location of track will be determined by specialist Council staff and will be based on COUNCIL standards.</p> <p>Both sides of the waterway will be planted which will help manage the waterflow and keep use of the reserve at a safe distance from the water itself.</p> <p>Where possible it is ideal to develop as many access points into a reserve as possible.</p> <p>Planting of these boundaries will be undertaken very early to allow this planting to become well established before developing any tracks.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
36		N	<p>We do not support the plan and our main concerns are:</p> <ol style="list-style-type: none"> 1. The general security and privacy of our dwelling []. 2. Safety and danger to walkers due to high volume and pressure of water in waterways when flowing during periods of rain. 3. Cars parked will become a hazard for moving traffic as no adequate parking is available on this proposal. If people parked on Major Aitken Drive it would reduce traffic to one way, this is already a main concern of most residents. 4. Not all residents got the development plan. 5. Proper notification of proposed development plan not given. 6. We have contacted our neighbours on the other side of the reserve late 2007 and we were going to meet up to organise a plan to clean up the reserve between our properties. We were going to contact the Council about helping out with transportation of rubbish and help with new planting. 7. We do support cleaning up and replanting the reserve but not the walkway through to Major Aitken Drive/Kenmure Drive. 	<p>As part of the Board sign off we will be seeking approval to install yellow lines along this section of Major Aitken Drive.</p> <p>Final location of track will be determined by specialist Council staff and will be based on COUNCIL standards.</p> <p>Both sides of the waterway will be planted which will help manage the waterflow and keep use of the reserve at a safe distance from the water itself.</p> <p>Where possible it is ideal to develop as many access points into a reserve as possible.</p> <p>Planting of these boundaries will be undertaken very early to allow this planting to become well established before developing any tracks.</p>
37		N	<p>We do not support the plan and our main concerns are:</p> <ol style="list-style-type: none"> 1. The general security and privacy of our dwelling []. 2. Safety and danger to walkers due to high volume and pressure of water in waterways when flowing during periods of rain. 3. Cars parked will become a hazard for moving traffic as no adequate parking is available on this proposal. If people parked on Major Aitken Drive it would reduce traffic to one way, this is already a main concern of most residents. 4. Not all residents got the development plan. 5. Proper notification of proposed development plan not given. 6. We have contacted our neighbours on the other side of the reserve late 2007 and we were going to meet up to organise a plan to clean up the reserve between our properties. We were going to contact the Council about helping out with transportation of rubbish and help with new planting. 7. We do support cleaning up and replanting the reserve but not the walkway through to Major Aitken Drive/Kenmure Drive. 	<p>As part of the Board sign off we will be seeking approval to install yellow lines along this section of Major Aitken Drive.</p> <p>Final location of track will be determined by specialist Council staff and will be based on COUNCIL standards.</p> <p>Both sides of the waterway will be planted which will help manage the waterflow and keep use of the reserve at a safe distance from the water itself.</p> <p>Where possible it is ideal to develop as many access points into a reserve as possible.</p> <p>Planting of these boundaries will be undertaken very early to allow this planting to become well established before developing any tracks.</p>
38	Y		<p>We live in [] and our boundary connects with Coronation Reserve. We are pleased with the concept plan but being so close would like to be involved in the plants chosen and taken down. The wattles there at present are a nuisance as they block our view and grow very quickly and dead branches are a fire risk. We would like to see miniature natives, cabbage trees planted along track, pohutakawa closer to roadside. My husband weedeats to keep the grass low as it has become a huge fire risk, but we would be willing to help in maintenance if we could have some say in planting.</p>	<p>We will be working in closely with our neighbours as ongoing development takes place.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
39	Y		<p>1. BNA has a long-standing interest in the old Coronation Hospital site. About fifteen years ago the BNA held a public meeting with Fulton Hogan to consider the subdivision plan drawn up by the Hospital Board, and later adopted by Fulton Hogan.</p> <p>2. The reserves areas are not very useful for recreation or revegetation. We are concerned that the City (and ratepayers) have been left with an area that was not chosen for its value to the City and residents, rather it seems to be the land not suitable for development. This devalues the potential amenity value of the reserve right from the start.</p> <p>3. We are very disappointed that it has taken fifteen years for a plan to tackle the weeds and fire risk of the Reserve. In these fifteen years the problems have grown. Not only have the trees and weeds grown, but the amount of ratepayers money needed to salvage the situation has grown. We believe that Fulton Hogan and the City Council needed to have worked together much earlier to control the growth of flammable trees and weeds.</p> <p>4. We are concerned about the cost of the maintenance of the firebreak and are strongly of the view that the firebreak should have been put in place in the first plans. If roads had been used as firebreaks the cost to the ratepayers would have been reduced (with the bonus of pleasant views of trees for the motorists and walkers). In this respect too we feel that the ratepayers interests were not well served in the planning of reserves.</p> <p>5. It is unfortunate that the TB hut remains inaccessible. A car parking area needed to have been planned near this flat pleasant area.</p> <p>6. We are pleased to see that the popular walking track up Whaka Terrace will be linked through the Reserve. We would like to see a track from Bowenvale up to the reserve to link up the Holliss Avenue steps, Whaka Terrace, Huntsbury steps and Aotea Drive steps. A work-out on the hill is valued by those living on the flat.</p> <p>7. The plan does not give a timeline for weed removal and ongoing spot control. We trust that buckthorn, boneseed, broom and brier will be removed in the first financial year of the plan.</p> <p>8. We support the revegetation with indigenous species. This will link the Reserve to Dry Bush, Bowenvale and Huntsbury Reserve revegetation visually and support the ongoing revegetation of the Port Hills Reserves.</p> <p>9. Since this reserve is close to the Port Hills Reserve we ask that the indigenous plants be ecosourced. This is important as the frequent movement by birds amongst the reserves will result in seeds being spread to neighbouring reserves and it is best revegetation practise to maintain local genetic stock.</p> <p>10. Is kowhai a low flammable species? If so it would be good to</p>	<p>All noxious weeds will be removed.</p> <p>The Project Team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read “firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip along property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include the following: Koromiko, Karamu, Taupata, Broadleaf, Five Finger”</p> <p>Due to the pedestrian access we have through Kimbolton Lane to the reserve that we will make better use of the existing gravel carpark by formalising this space.</p> <p>Timeframes are indicative and subject to final Board approval and dependent on LTCCP funding.</p> <p>The botanist will provide advice on the final plant list suitable for this site to include flowering varieties.</p> <p>Staff have met with some adjoining landowners and are working with them in clearing and replanting some smaller areas.</p> <p>A phone conversation has been had with the chairperson and no longer wish to be heard in respect of this submission.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
			<p>see kowhai from seeds from the trees at the head of Bowenvale planted by the water course.</p> <p>11. We support the inclusion of plants that will encourage bellbirds and kereru NZ pigeon to the area. To encourage birds we would like to see more trees with berries planted to supply berries in case the short-lived coprosmas shrubs are shaded out.</p> <p>12. Could “lizard” homes be introduced into the Reserve? The warm aspect may provide good habitat.</p> <p>13. Some species listed in the key as “low flammability” are listed in the Flammability of Native Plant Species brochure as moderately flammable i.e. Harakeke, NZ flax, Ti kouka cabbage tree. Logic would suggest that low flammability species be chosen from the list in the brochure such as horoekea lancewood, papauma broadleaf, and five finger.</p> <p>14. While the canopy and shrub layers are listed, we wonder what species will be used as ground cover and are concerned as to their flammability. Creepers and climbers such as pohuehue, NZ jasmine, NZ convolvulus, and clematis area an important component of Port Hills shrublands and forests. Will they be reintroduced?</p> <p>15. We are concerned about the explosion of broom that almost invariably will accompany the soil disturbance from the progressive removal of the large trees. How will this flammable species be controlled?</p> <p>16. We trust that there will be plenty of opportunities to involve the local community in weed removal and revegetation. Community interest and “ownership” will be essential to spot and deter arsonists and vandals.</p> <p>17. We believe the difficulty in reclaiming Coronation Reserves for recreation and to reduce the fire risk is a huge task that has been left to the Council (and hence the ratepayer) by default.</p> <p>18. We wish to be heard in respect of this submission.</p>	
40	Y		<p>I would be very unhappy to see the removal of the large gum trees in the reserve, as Broadoaks subdivision won an environmental award when it was established partly due to the fact that these trees were left untouched. We chose our house site because of the outlook over the Reserve and trees. I consider the main priority of this work should be the erosion problem on the bank where the reserve borders Major Aitken Drive. This looks very unsightly and is very poorly maintained by the Council. This bank urgently need planting to stop further erosion and slipping on to the road. I think money should be spent on problems before embarking on new projects. The establishment of usable walking tracks through these valuable reserve areas is a great idea. I look forward to being kept informed in the future and appreciate the work being planned to improve our environment.</p>	<p>The remaining eucalypts will be maintained to encourage healthy growth.</p> <p>Request for service reference 90826182 logged for reserve maintenance.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
41	Y		Looks good. Walking tracks should have high priority and be developed as soon as possible.	Timeframes are indicative and subject to final Board approval and dependent on LTCCP funding.
42	Y		We wholeheartedly support the planting of mature trees and shrubs etc in the place of existing alien and exotic plants. We note that there is no detail in the plan relating to the triangular piece of land west of the watercourse and between the 40 and 60 metre elevations part of this land borders our property. Over time the gullies particularly in this area have become choked with vines and cuttings from adjacent firebreak formation. We are keen that this be tidied up and replanted with pockets of native vegetation. We would be happy to collaborate by assistance with planting etc. I believe our northern neighbours have similar views. We would be happy to have an onsite discussion at a mutually agreeable time.	This area has now been identified for clearing and native planting including a firebreak.
43	Y		2008/10 – there is an urgent need to either reduce the height or remove the gum trees along Whaka Terrace. Over recent years these trees have greatly reduced sun light in the winter months and they block street lighting shining onto the lower properties on Major Aitken Drive. This adds to security risks.	The trees have been assessed by Council Arborist and has put forward a recommendation on the number of trees to be removed as indicated on the plan.
44			Lives in the original medical directors house on the first hairpin bend. He has lived in this house since before the subdivision was established and has a lot of history of the site.	-
45	Y		The area immediately in front of our property [] includes trees which are now blocking our views. Perhaps these could be removed? There are also young pines and eucalypts near the Coronation Hospital Reserve, TB Hut area which will block our sun very soon. This suggestion may not be appropriate, but we feel that Kimbolton Lane could benefit with some more trees (not gums) in the proximal half from the entrance.	The trees have been assessed by Council Arborist and has put forward a recommendation on the number of trees to be removed as indicated on the plan.

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
46	Y		<p>Comments on overall plan:</p> <ul style="list-style-type: none"> ▪ It is great that something will be done about the Coronation Reserve ▪ In the long term it would be appropriate to retain the eucalypts from a 'historical' point of view. Although perhaps their long term life is limited? ▪ Where you say 'large scale pines to be managed' I hope that means you will harvest them and replant in native trees. <p>Comments on the water gully/reserve between Old Brick House and Russwick Lane:</p> <ul style="list-style-type: none"> ▪ We would like to see some large native tree species in the gully, (beech, rimu, rata etc.). ▪ I would like to think some larger trees in the middle of the reserve would not cause too much fire danger and provide some character to the reserve for future generations. ▪ Flax and hebe do get a bit boring!! ▪ I would be happy to advance the planting if that is possible <p>All the best for the project.</p>	
47		N	<p>Thank you for giving us the opportunity to comment on the proposed Coronation Reserve development plan. There are a number of things that concern us.</p> <p>After consultation with Council (Murray Watson in 05) we were told that tidying up the reserve and managing the regrowth was some way off in the Councils Planning, but that any regrowth of non native trees could be trimmed as long as native trees were put in their place. To date we have placed over 50 trees and cleaned up all fire hazards in front of our property. But now we are very concerned that these trees along with the established blue gums which are in the fire zone are to be removed. We bought our section because of the reserve in front of us. We would not like to see removal of any of the mature blue gums as we enjoy hearing and seeing bellbirds that live in these trees, along with fantails and occasionally Kotere. We are not in favour of flaxes nor cabbage trees. We would like to see more native trees planted. We would like a fire fighting plan for the area i.e. first response and plans to minimize risk with the council We would like to know more about the wire fence as it may not be within keeping with surrounding properties.</p> <p>Please keep us informed. If you wish to have a site visit we are available most times.</p>	<p>Staff will be working in with residents during the ongoing development of this reserve and there is no intention to remove any of this native planting which has been undertaken.</p> <p>The botanist will provide advice on the final plant list suitable for this site to include flowering varieties.</p> <p>The proposed post and wire fence will no longer be installed, however, intermittent posts will be placed along the boundary to demarcate between the reserve and private property.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
48	Y		<p>I agree with the plan in general, although I would prefer to have this main track traverse the full breadth of the reserve to make use of contour of the land and keep the trail at less than 8% gradient. The reason for that is to make it a good easy mountain bike climbing track. This may require a separate walking track as an ideal offroad access point to the top of Huntsbury and beyond I believe it would be extremely popular especially if it is an easy grade, as there are very few tracks like that in Christchurch.</p> <p>There are also a group of us prepared to help build and maintain the trail in conjunction with Nick Singleton from Port Hills Ranger Services</p> <p>I believe this is a golden opportunity to add a very valuable trail to the world class trail network already in existence. This will contribute to the excellent reputation of the Port Hills Trails and encourage more mountain bike tourism. An obvious benefit to the city.</p>	<p>The tracks shown on the plan are indicative and the final layout and gradient will be determined on site.</p>
49	Y			-
50	Y			-
51	Y		<ul style="list-style-type: none"> ▪ Flax and cabbage trees are moderate flammability. Recommend low or low/moderate flammability species be substituted in 2008/2010 and 2010/2012 plantings. In addition to species in plan, five finger maybe suitable. (It grows with mahoe under firs on other sites) ▪ The dry litter under flax and dead leaves on tracks of cabbage trees make them a fire risk. ▪ Recommend track from Yelverston Place Reserve to Victoria Park track(s) this could be unformed track i.e. cleared route. 	<p>Final plant selection will be considered by the COUNCIL botanist and reflect what is appropriate for the area in respect to flammability.</p> <p>Currently unformed track but will be considered in the future.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
52	Y		<p>Yes I support the concept plan.</p> <ol style="list-style-type: none"> 1. I would like walking tracks in Coronation Reserves linked to Huntsbury Reserve. Weed control is needed in Huntsbury Reserve(broom, boneseed). A track down through Huntsbury Reserve will give access to Albert Terrace Track, Mt Vernon and Rapaki track on Montgomery Spur 2. I would like a track from Bowenvale up to the Coronation Reserve so as to link to Holliss Ave steps 3. I am disappointed that developers such as Fulton Hogan can get away with designating as reserve a fairly useless gully that is neither suitable for development or has much in the way of amenity value. Fulton Hogan has externalised its costs by doing no weed control and hand over a mess for COUNCIL and ratepayers money to sort out. 4. In future COUNCIL subdivision Unit should require a designated reserve area to be maintained and weeds kept under control until the subdivision has been completed, and title and responsibility is handed over to COUNCIL. 5. The consents for subdivisions should stipulate this. 	<p>We will look at linkages wherever possible.</p> <p>Request for service reference 90826184 logged regarding Huntsbury Reserve.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
53	Y		<p>We generally support the development plan, but do not support some details that we have concerns about as outlined in the comments that follow:</p> <p>Maintaining Privacy: We are in favour of development of and formalising the existing walking track other additional tracks if it is done well and in combination with screening planting of natives of around 2 – 3 m high. This would improve the visual appearance, attract birds and also maintain privacy to the Runswick Lane front yards that front onto the reserve. The 10m wide mown strip along the property boundary is very undesirable Apart from the fact mowing this is resource and environmentally adverse and the terrain is probably unsuitable for mowing, this will also remove screening from the reserve to the properties yards and public will end up walking along the mown strip rather than the walking track or both. Low fire risk natives of around 2m high would be much better and low or no ongoing maintenance would be required. This would visually look better and also provide better looking native planting from the track or within the reserve. Rather than low grasses under the Eucalypts – development of native bush that attracts birds would be much more desirable, with systematic removal of the Eucalypts when the natives get established and can supply food source for the birds.</p> <p>Fire Risk: Fire risk is a major concern The Eucalypts are particularly bad for fire risk and probably the thick Wattles also. We support thinning of the larger Eucalypts and especially the ones closest to the boundary of the houses or within the 20m fire break area. Preferably this should be done gradually or systematically as low fire risk native that attract the birds become established. Bellbirds inhabit the reserve probably due to their attraction to Eucalypts. The Wattle trees seem to spread like weeds and are thick, so should probably be removed to make way for planting natives that are low fire risk.</p>	<p>The Project Team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read “firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip along property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include the following: Koromiko, Karamu, Taupata, Broadleaf, Five Finger”</p> <p>We will be working in closely with our neighbours as ongoing development takes place.</p>
54	Y		<p>I support the concept plan for the Coronation Reserve plan, particularly the linking of the informal track at the top of Coronation Reserve to others lower down, as a shared use track, walking mountain biking, so would like to see the top start of track not steps, this should be possible on road reserve. Also the publicising of the track from Major Aitken Drive to the Coronation Hospital Reserve T B Hut and display information.</p>	<p>An information board is to be installed at the car park area opposite Kimbolton Lane.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
55	Y		<p>Because of the fire risk I have cleared section with my neighbours. Would like to think we could start earlier planting shrubs etc because of the risk of fire</p> <p>Perhaps we could have a meeting soon to discuss things.</p>	<p>Staff have met with some adjoining landowners and are working with them in clearing and replanting some smaller areas.</p>
56	Y		<p>Overall concept good. Disappointed emphasis 2008/10 is concentrated on bottom area which has already had considerable work.</p> <p>Myself and neighbours have already done considerable work clearing to reduce fire risk on our boundaries at the higher level. Fire safeguarding should be the councils priority to safeguard and protect planting – work already done in the Reserve. We are willing to do work but would like assistance with plants, which will stabilise against landslip and erosion. We would like to meet with council representatives to discuss so we can progress.</p> <p>The 20 metre propose firebreak is ideal, but achieving a 10 metre mown area will prove difficult on the boundaries of my property due to the contour of the land which is undulating and steep, our section borders the reserve on two boundaries.</p>	<p>The Project Team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read “firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip along property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include the following: Koromiko, Karamu, Taupata, Broadleaf, Five Finger”</p> <p>Staff have met with some adjoining landowners and are working with them in clearing and replanting some smaller areas.</p>
57	Y		<p>I would like to see Kowhai’s added to this list of plants.</p> <p>Also I am in favour of minimal permanent fencing – plantings surely can identify and denote clear boundaries. If your concept is to have a reserve, we should endeavour to have an openness/virgin feel to it.</p>	<p>The botanist will provide advice on the final plant list suitable for this site to include flowering varieties.</p> <p>The proposed post and wire fence will no longer be installed, however, intermittent posts will be placed along the boundary to demarcate between the reserve and private property.</p>
58	Y		<p>So pleased there is a plan to retain some of the natural beauty of our hill</p>	<p>-</p>
59		N	<p>We are concerned regarding the possibility of the eucalyptus trees being removed from our area, as are the other residents we have spoken to. The trees are home to the bellbirds we hear and removing even some of them would be detrimental to increasing the populace of the bellbirds, not to mention the many other birds in the area. One of the attractions for purchasing our section was the trees. We would not be happy if they are removed or thinned out.</p>	<p>The remaining eucalypts will be maintained to encourage healthy growth.</p> <p>The trees have been assessed by Council Arborist and has put forward a recommendation on the number of trees to be removed as indicated on the plan.</p>

	Y	N	COMMENTS	PROJECT TEAM RESPONSE
60	Y		<p>We were delighted to get your proposed plan. Our property bounds the reserve which currently is in a disgraceful condition. It is full of noxious weeds (boneseed and thistle) and this is covered in blackberry. Our neighbour and I have recently spent considerable time clearing our area in front of our properties (a fire break) and would welcome some assistance to plant now or at least maintain the area until it can be planted – I understand our neighbour has requested a meeting in this regard. Hopefully a majority of the bluegums will go as they do obstruct the view from a number of homes. No doubt all pine trees will be removed. We would welcome planting of trees and shrubs – even undergrowth – that will retain and encourage the very good bird life we currently have. We have a visit on a regular basis from a number of quails. There were 12 last time and it would be good to return these. We hope it is possible to get rid of the possums and stouts and any other predators. Good luck with the development and we hope it can be completed sooner rather than later.</p>	<p>Staff have met with some adjoining landowners and are working with them in clearing and replanting some smaller areas.</p>
61			<p>Why are plants that are fairly flammable (e.g. AkeAke) being included? Even Cabbage Trees are moderately flammable – I thought we are supposed to be reducing the fire risk by planting low flammability species where possible (according to the brochure included in the mailout) – or does this apply only to home owners and not to the Christchurch City Council?</p> <p>Not the brochure about flammability that accompanied the plan has flax and cabbage trees as moderately flammable but the plan for the period 2010/2012 has them as low flammability. Which is correct?</p>	<p>Final plant selection will be considered by the COUNCIL botanist and reflect what is appropriate for the area in respect to flammability.</p>
62	Y		<p>We support the proposal in principle subject to: The time line for developing the areas to the north and south of Eridge Place be developed in the 2008/10 period and not 2010/2012 because</p> <ol style="list-style-type: none"> 1. The area is a fire hazard and a danger to the adjoining houses. The northern area adjacent to Whaka Terrace has already had a fire which threatened houses. 2. The area north of Eridge Place is infested with blackberry and other noxious weeds and requires immediate clearance, to avoid further infestation. 	<p>The Project Team has revised the 10m mown strip as indicated on the concept plan and will be changing the wording to read “firebreak to be 20m from property boundaries. Within this zone maintain a 10m strip along property boundaries with low flammability native plants or mown grass where appropriate. Low flammability species include the following: Koromiko, Karamu, Taupata, Broadleaf, Five Finger”</p> <p>Timeframes are indicative and subject to final Board approval and dependent on LTCCP funding.</p>

10. GAINSBOROUGH RESERVE TREE REPLACEMENT

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Angela Abel, Consultation Leaders and Tony Armstrong, Arborist

PURPOSE OF REPORT

1. The purpose of this report is to approve a final landscape plan for tree removal and replacement in Gainsborough Reserve (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. Gainsborough Reserve is a small well established local reserve located in Hoon Hay.
3. There are a number of trees that have been identified for removal due to health and safety and poor form/condition. Fifteen (15) 'specimen' trees have been surveyed and assessed as part of the proposal with the predominant species being mature oak with alder and birch.
4. The stocking rate for the reserve based on this is approximately twenty (20) trees per hectare, which is a relatively lower than average rate currently recorded for urban parks in Christchurch City. The result of the assessment recommends the removal of only one (1) prunus tree due to its poor form and condition although other trees require maintenance pruning.
5. The large poplars on the north eastern corner and more recently a willow from the south western corner have previously been removed.
6. The replanting plan proposes to replant nine (9) trees with new species of alder and some field maple in order to compliment the existing trees in the reserve and replace some of the previously removed trees.
7. Overall the plan proposes to address the problem of ageing or poor quality trees by replacement planting and maintenance of remaining trees to renew the asset and amenity for this local and community park.

FINANCIAL IMPLICATIONS

8. The estimated total cost of the project is \$15,000. The funding from Council is being provided from the "Major (Park) Tree Renewals" capital budget 2008/09.

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

9. Yes. Funding is provided from within the Transport and Greenspace Major (Park) Tree Renewals capital budget.

LEGAL CONSIDERATIONS

10. All work will be carried out by a Council approved contractor.

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

11. Yes. As per above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. LTCCP 2006-16
Parks, Open spaces and waterways – page 123
 - Safety – By ensuring our Parks, open spaces and waterways are healthy and safe places.
 - Community – By providing welcoming areas for communities to gather and interact.
 - Environment – By offering opportunities for people to contribute to projects that improve our cities environment.

10 Cont'd

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

13. Yes. As per above.

ALIGNMENT WITH STRATEGIES

14. Social wellbeing.
Safer parks policy.

Do the recommendations align with the Council's strategies?

15. Yes. As per above.

CONSULTATION FULFILMENT

16. In May 2008 a publicity leaflet was distributed to approximately 110 residences and key stakeholders (refer to **Attachment 2**). This pamphlet included a summary of the concept, initial concept plans and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported.
17. The consultation received 32 responses and community feedback was generally very positive (refer to **Attachment 3**).
- 26 submitters responded "YES – I support the concept plan"
 - 3 submitters responded "NO – I do not support the concept plan"
 - 3 submitters neither supported or opposed the proposal
18. The key issues identified by submitters relate to:
- (a) **Requests for additional playground equipment and change to playground surface**
A previous consultation agreed on the current play equipment and the open space was also valued by the community. There is currently no funding for additional play equipment and due to the size of the reserve any additional equipment would compromise the open space. There is currently no funding available for us to change the undersurfacing however as playgrounds are upgraded across the city this is taken into consideration where funding allows.
 - (b) **Requests for additional trees and shade around playground seating**
One additional Alder is to be planted alongside the seating by the play equipment.
 - (c) **Pruning, tidying of existing planting**
Maintenance (pruning and tidying) will be undertaken as part of the project including the lifting of canopies.
 - (d) **Pruning or removal of Mirbeck Oaks (Samuel Street)**
There is no arboricultural reason to remove these trees but maintenance which will include pruning, will be undertaken as part of this project.
 - (e) **Height/denseness and amount of planting (visibility of the playground and ensuring properties were not affected by shade and litter)**
When considering tree replacement, safety and sightlines are one of the key principals applied to all designs. Maintenance (pruning and tidying) of existing trees will be undertaken as part of the project including the lifting of canopies.
 - (f) **More natives be planted**
This is more a tree 'replacement' rather than tree a 'renewal' project, hence we are only looking at replacing a number of trees that have or are proposed to be removed. As the reserve is planted with exotic, deciduous plants (which allow more sunlight in winter) the design is in keeping with this and is complimentary with its choice of species.

10 Cont'd

19. Following consultation the following change has been made to the final plan.

- One additional Alder is to be planted alongside the seating by the play equipment.

20. It is pleasing to note that this small reserve is well used and regarded by neighbouring residents and the local community.

STAFF RECOMMENDATION




It is recommended that the Spreydon/Heathcote Community Board resolve to approve the final landscape plan for Gainsborough Reserve and proceed with the implementation of the project.

CHAIRPERSON'S RECOMMENDATION

Not seen by Chairperson.



LEGEND

-  Existing tree to remain
-  Proposed new tree (9)
-  Existing tree to be removed (2)

Original Plan Size: A3
 ISSUE 16/7/08
 Scale 1:500

Final plan for board approval

GAINSBOROUGH RESERVE - TREE REPLACEMENT 08/09



GAINSBOROUGH RESERVE TREE REPLACEMENT PROPOSAL

Gainsborough Reserve is a small well established local reserve located in Hoon Hay. The reserve contains an existing playground, petanque court and informal open space. The trees in this reserve provide a background around the perimeter of the park and contribute to the amenity of the neighbourhood and for the local community.

To ensure the ongoing amenity and safety for park users, there are a number of trees that have been identified for removal due to health, safety and poor form/condition. Previously (poplar) trees have been removed and replacement planting is now overdue. The attached landscape plan highlights the issues for your perusal. Trees that have been marked for removal are highlighted by red crosses on the plan, replacement trees are marked in green and existing trees contain black crosses.



It's your City
Have Your Say!
www.ccc.govt.nz/haveyoursay

HAVE YOUR SAY

To assist us with this tree replacement proposal, the Capital Development Unit would like to determine the views of the local community prior to commencing the proposal. We would appreciate you taking the time to complete the enclosed comment form with any feedback and returning it in the reply paid envelope by **Friday 27th June 2008**.

If you would like any further information or assistance in regard to this project, please do not hesitate to contact either:

Ann Campbell
Consultation Leader – Greenspace
phone 941 5111 or (027) 473 3792

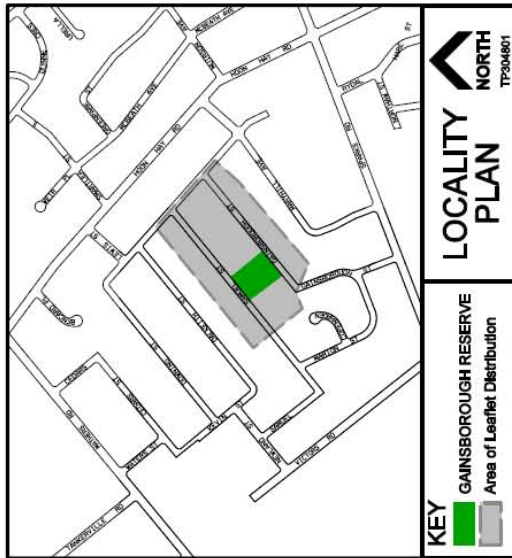
OR

Tony Armstrong
Arborist
phone 941 8578 or (027) 279 6398.

TIMELINE

Once consultation has been completed and any necessary alterations to the proposed plan finalised, approval will be sought from the Spreydon/Heathcote Community Board to proceed with the tree removal project.

It is anticipated that this project will be undertaken and completed by the end of September 2008, dependent on weather and contractor availability.



PLEASE HAVE YOUR SAY

Your input will mean that the Gainsborough Reserve tree replacement project fulfils community aspirations and provides a safe and improved landscape environment for everyone to enjoy.

Comments regarding this proposal are invited from local residents. Please return your submission in the reply paid envelope no later than:

Friday 27th June 2008

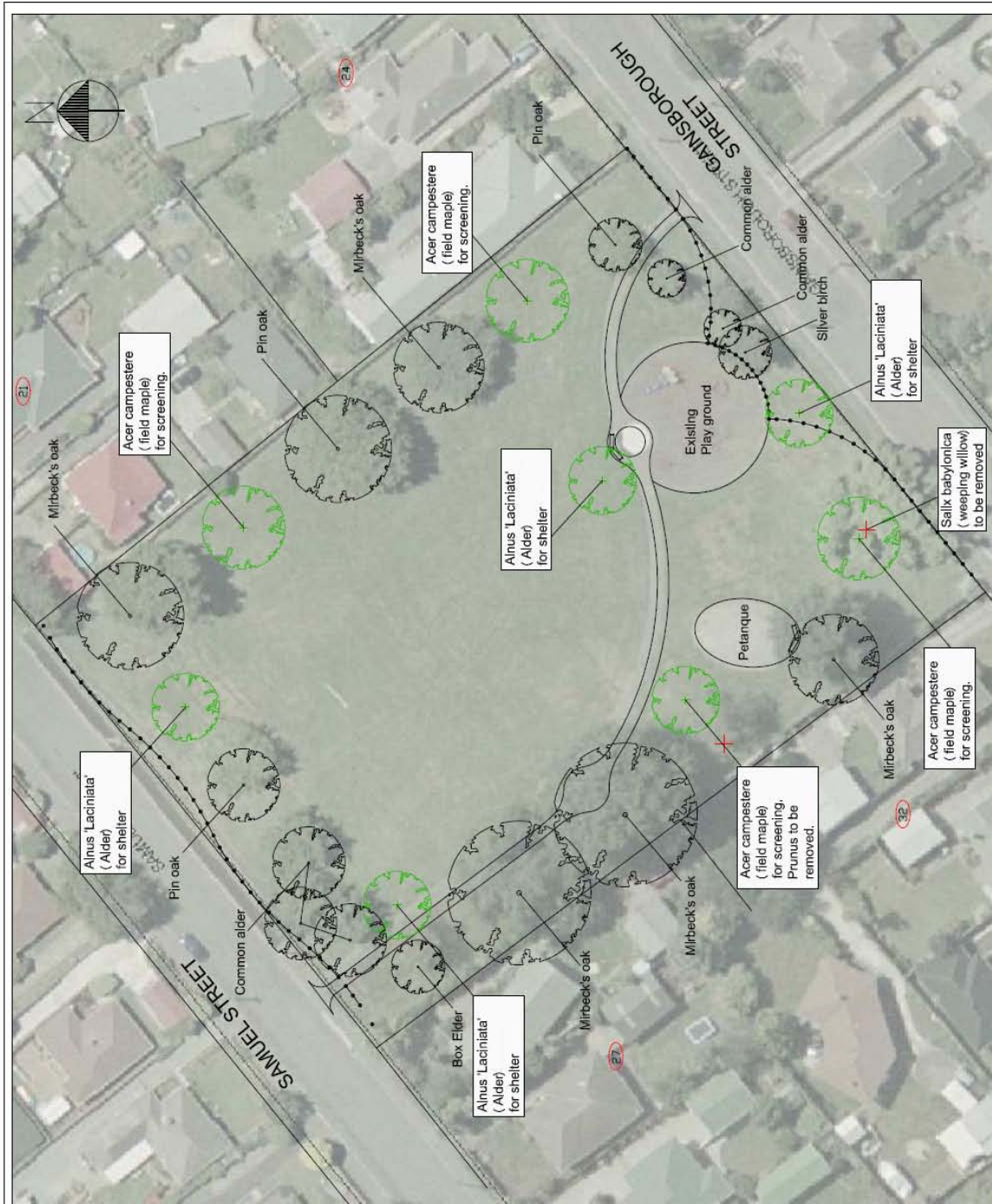
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CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY



LEGEND

Existing tree to remain

Proposed new tree (8)

Existing tree to be removed (2)

Original Plan Size: A3
 ISSUE 26/5/08
 Scale 1:500

FOR CONSULTATION

GAINSBOROUGH RESERVE - TREE REPLACEMENT 08/09



GAINSBOROUGH RESERVE TREE REMOVAL AND REPLACEMENT PLANTING PROJECT Consultation Summary

The consultation on this project was carried out in June 2008 and received 32 submissions (30% response rate) from 110 pamphlets distributed.

Submitters were asked to respond to a concept plan for a tree removal and replacement planting project in Gainsborough Reserve.

Landscape Proposals	Number of Responses	Percentage
<i>Yes – I support the proposed concept plan</i>	26	81%
<i>No – I do not support the proposed concept plan</i>	3	9.5%
<i>Position not indicated</i>	3	9.5%

While these figures indicate strong support for the project in general, the following issues were also identified:

- 5 submissions related to maintenance issues including requesting revamps and additions to the playground and pruning, tidying of existing planting.
- 4 submissions were concerned about the height/denseness and amount of planting. They wanted to maintain open spaces and visibility of the playground and ensuring their properties were not affected by shade and litter.
- 4 submissions were requesting more natives be planted.
- 3 submissions were concerned about the Mirbeck Oaks (Samuel Street), submitters would prefer these were pruned or removed.

GAINSBOROUGH RESERVE – TREE REPLACEMENT PROPOSAL

"Note: Names and addresses, along with personal identifying information (denoted by []) have been deleted from this document for privacy reasons. This information has been taken into consideration in the analysis of submissions."

REF	YES	NO	COMMENTS	PROJECT TEAM RESPONSE
1	Y		<ol style="list-style-type: none"> 1. Remove the Silver Birch tree and replace it with a Maple Tree. 2. Please do not consider the planting of flax, or the ugly and untidy native grasses which are now spoiling our lovely cities green image. 	<p>There is no arboricultural reason to remove tree. No other planting will be undertaken as part of project.</p>
2	Y		Can't have too many trees the more the better.	An additional alder is to be planted by playground.
3.	Y		Would like more shade trees around playground seating.	An additional alder is to be planted by playground.
4	Y			-
5	Y		<ul style="list-style-type: none"> - idea of additional planting is agreed upon by our family - we wonder if petanque court could be better utilised as it does not appear to be used - we believe in a need for additional playground equipment for size of park the play equipment does not reflect this. Sometimes not enough activities for the children to explore and be entertained by. 	A previous consultation agreed on the current play equipment and the open space was also valued by the community.
6	Y		Yes support	-
7	Y with alterat ions		Replace the Mirbecks Oak in the side of house number []. This tree is shadowing the house most of the day. Perhaps replaced with a smaller tree. Two years ago when I try to sell the property several prospective buyers objected the existence of such a large tree so close to the fence. Thankyou. SW.	There is no arboricultural reason to remove tree but maintenance will take place as part of this project.
8	Y		One comment: There is currently a grass mound on the Samuel Street side. This would be better situated behind the soccer goal to stop balls going onto the road when kids play soccer. It is currently off to one side.	Currently there is no funding available to do this.
9	Y			-
10	Y		My only concern is that with the extra seclusion the reserve will become even more desirable to an undesirable element who have been congregating there recently. Empty alcohol containers, syringes and junk food debris are a common find on the pathway and playground.	When considering tree replacement safety and sightlines are one of the key principals applied to any design.
11	Y		Just do it. The reserve with the right trees and the right placement, is ok with us. Go for it.	-
12	Y		Sounds good.	-
13	Y			-
14	Y		We think it's a good idea but would suggest that the two big Mirbecks Oak trees adjacent to [] need trimming back as they give too much shade to the houses which were there before the trees were planted. Suggest the playground area be built up as it gets flooded in the winter.	<p>Lifting and pruning of all existing trees will be undertaken as part of the project. Request for service 90821943 logged for investigation of the flooding.</p>

REF	YES	NO	COMMENTS	PROJECT TEAM RESPONSE
15	Y		Could the kids get another set of soccer posts as the last re development took one lot away.	When the playground was redeveloped the soccer posts were removed. There is not sufficient room for both.
16	Y		We support the concept plan. Please could you prune all remaining trees in the park first then instead of Alder trees please put in evergreen trees. We are really over cleaning up leaves which are such a hassle in the drains etc and really consider where you plant new trees so they don't block the views of all the residents watching the small children playing in the park. 'for safety reasons' Thank you for information all of us.	This is a tree replacement rather than tree renewal project, hence we are only looking at replacing a number of trees that have or are proposed to be removed. As the reserve is planted with exotic, deciduous plants (which ensure sunlight in winter) the design is in keeping with this and is complimentary with its choice of species. Maintenance will be undertaken as part of the project including the lifting of canopies. When considering tree replacement safety and sightlines are one of the key principals applied to all designs.
17	Y		<ol style="list-style-type: none"> 1. Don't know a lot about the species of trees proposed hope that they will not grow as large as the trees previously removed. 2. Good to see trees around the perimeter, but leaving some actual park space to run around in, and clear path through the park. 3. Too many large trees could lead to a dark 'unsafe' feel to the park – hence comment (1) above. I would like to walk through at any time of the day or night and not be worried about somebody leaping at from behind a large tree or stand of trees. 	This is a tree replacement rather than tree renewal project, hence we are only looking at replacing a number of trees that have or are proposed to be removed. As the reserve is planted with exotic, deciduous plants (which ensure sunlight in winter) the design is in keeping with this and is complimentary with its choice of species. Maintenance will be undertaken as part of the project including the lifting of canopies. When considering tree replacement safety and sightlines are one of the key principals applied to all designs.
18	Y		Keep up the good work	-
19	Y		I have just moved to [] six months ago, and I love it. All the trees and houses look so nice especially with the autumn leaves still on the trees. My daughter persuaded me to move here from Casebrook she lives in Huranui Street and she wanted me closer in case I needed help at any time. One thing I miss, I used to play petanque at the Papanui Club, and I believe you propose to start playing it in Gainsborough Reserve. It is a very enjoyable game and I miss playing it very much. I had thought that I might still go occasionally to the Papanui Club, but with Petrol going up so much I have had to think again. I am 72 years old. I suffer from gestational diabetes which I keep under control with insulin. I do all my own chores and meals. The only thing I miss is petanque and the friendships you can make while playing it.	There is a pentanque court but no formal club.
20	Y		Many thanks for keeping us informed.	-

REF	YES	NO	COMMENTS	PROJECT TEAM RESPONSE
21			<p>Prune them all, starting with the Mirbeck Oak, Samuel Street</p> <p>This looks ugly no shape over neighbours fence. Alunus Loeiniata, tell us more about it. Pin Oak, tell us more about it. Common Oak, two out of the three ok, third on in power lines. Box Elder, like this one. Mirbeck Oak, both the trees. Over the neighbours fence, stopping sunshine damp green fence all year round should be cut in half. Acer compestere, tell us more about it. Mirbeck Oak, same thing left to long before pruning. Weeping willow was good. Alunus lacimatar, check for size etc. Silver Birch, Common Alder, Pine Oak. Little tidy up would help. Mirbeck outside of my house. Prune it, how come it has not lost its leaves have to pay to get my spouting cleaned twice a year. Pine Oak, outside my section and next doors house which he keeps pruning as it hits his house.</p> <p>If the pin oak look like this one, don't bother putting them in.</p>	<p>This is a tree replacement rather than tree renewal project, hence we are only looking at replacing a number of trees that have or are proposed to be removed. As the reserve is planted with exotic, deciduous plants (which ensure sunlight in winter) the design is in keeping with this and is complimentary with its choice of species. Maintenance will be undertaken as part of the project including the lifting of canopies.</p>
22	Y		Thank you for keeping me informed.	-
23	Y		<p>Please can you also consider adding more playground equipment. We use the park most days and would love a few more options of equipment. The tree replacement looks great.</p>	<p>A previous consultation agreed on the current play equipment while also retaining the large area of open space for informal play. There is currently no funding for additional equipment.</p>
24	Y			-
25			<p>I think it is a great idea to plant more trees, however I don't agree with removing the beautiful willow tree. I thought that it was a shame that the Poplar trees were cut down as well. I would prefer to have more trees including the willow tree. What is the reason for having it removed? It looks structurally sound. Also, what about planting some more flaxes along the fence line to attract native birds? Thanks for your time, kind regards Nathalie.</p>	<p>The willow tree has been removed due to poor condition.</p> <p>There is not funding for additional planting.</p>
26			<p>My concern regarding the proposals for all three reserves (Rydal, Remuera, Gainsborough) is that there is no apparent change from that which as gone before either in terms of what is planted and the pattern of planting. I feel very strongly that tree planting in Christchurch should almost always include natives (I do not mean <u>just</u> natives) not just for their intrinsic value but very very importantly for the restoration of bird and other life in our community. Also where are the seats. An ageing and disabled population needs seating.</p>	<p>This is a tree replacement rather than tree renewal project, hence we are only looking at replacing a number of trees that have or are proposed to be removed. As the reserve is planted with exotic, deciduous plants (which ensure sunlight in winter) the design is in keeping with this and is complimentary with its choice of species. Maintenance will be undertaken as part of the project including the lifting of canopies. When considering tree replacement safety and sightlines are one of the key principals applied to all designs.</p>
27	Y			
28		N	<p><u>What more trees</u> The ones you have are hanging over my section. Have been trying for 2 years to get them cut back. Would be nice if I had them done soon. My own trees are forced to grow almost sideways because of this. The trees are the two Mirbecks Oak on the fence line of [] .</p>	<p>Maintenance will be undertaken as part of the project.</p>
29	Y			-

REF	YES	NO	COMMENTS	PROJECT TEAM RESPONSE
30		N	<p>We support planting of trees in the reserve but would like to see some native trees in the plan and have some suggestions about creation of some gardens with suitable native species. We believe the park could be a much more pleasant, interesting and valuable place for the community than it is now. The park certainly does not invite people to spend time in it (apart from the play ground). We believe that planting a variety of attractive native species would have a number of benefits – it would make the park a nicer place aesthetically (better than just looking at grass) and would provide habitat and food for native animals. We would love to see and hear more native birds in our area! We believe that there would be general community support for planting and landscaping around the periphery of the park as this would still allow for use as a sports area in the central grass area. We have spoken to several neighbours on [] and they are also in favour of planting native gardens. We think it would be a good opportunity to involve the local community in a planting day at the reserve perhaps in conjunction with a bbq or sports event for kids. This would encourage people to meet each other, take ownership of the reserve and enjoy spending time in it. The Council should be taking a lead in promoting native biodiversity and implementing the biodiversity strategy. We are keen to discuss these ideas further with Council staff responsible for the reserve.</p>	<p>This is a tree replacement rather than tree renewal project, hence we are only looking at replacing a number of trees that have or are proposed to be removed. As the reserve is planted with exotic, deciduous plants (which ensure sunlight in winter) the design is in keeping with this and is complimentary with its choice of species. (Currently there is no funding available to do more.) Maintenance will be undertaken as part of the project including the lifting of canopies. When considering tree replacement safety and sightlines are one of the key principals applied to all designs.</p> <p>Request for service reference 90823451 has been logged for border garden request.</p>
31		N	<p>While we really appreciate having this nice park nearby, it's landscaping is dull and lacking in meaning. We'd be keen to see something more imaginative than planting a few European trees. For a start, we'd much rather see native trees used. Kowhai would be great, or if a deciduous tree is deemed essential lacebark would be an option (although Kowhai trees don't cast deep shade). A totara at the north end of the park would be superb, where it wouldn't shade neighbouring properties. A huge plus in doing this is that these trees would be useful for native birds, with kowhais flowers for bellbirds and totara fruits for bellbirds, kereru etc. Field maple is useless for native birds, has no local meaning and hopefully won't show the invasive tendencies of sycamore. Some flaxes along the fence would be great two they're a favourite with birds. Thanks for caring for our park. Something more distinctive and 'Kiwi' would be great.</p>	<p>This is a tree replacement rather than tree renewal project, hence we are only looking at replacing a number of trees that have or are proposed to be removed. As the reserve is planted with exotic, deciduous plants (which ensure sunlight in winter) the design is in keeping with this and is complimentary with its choice of species. (Currently there is no funding available to do more.) Maintenance will be undertaken as part of the project including the lifting of canopies. When considering tree replacement safety and sightlines are one of the key principals applied to all designs.</p> <p>Field maple is habitat for birds.</p>
32	Y		<p>Good choice of replacement trees. Not part of this proposal: ? access for wheelchairs etc to childrens playground.</p>	<p>There is currently no funding available for us to change the undersurfacing however as playgrounds are upgraded across the city this is taken into consideration where funding allows.</p>

11. RYDAL RESERVE TREE REPLACEMENT

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Angela Abel, Consultation Leader and Tony Armstrong, Arborist

PURPOSE OF REPORT

1. The purpose of this report is to approve a final landscape plan for tree removal and replacement in Rydal Reserve (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. Rydal Reserve is a small well established local reserve located in Hoon Hay.
3. There are a number of trees that have been identified for removal due to health and safety and poor form/condition. Twenty seven (27) 'specimen' trees have been surveyed and assessed as part of the proposal with the predominant species being oak, alder, poplar, willow and plane.
4. The stocking rate for the reserve based on this is approximately fifty (50) trees per hectare, which is a relatively higher than average rate currently recorded for urban parks in Christchurch City. The result of the assessment recommends the removal of thirteen (13) trees due to their poor form and/or condition although a large poplar has recently been removed due to splitting of its trunk.
5. The majority of trees proposed for removal are either damaged, in poor condition or are considered inappropriate either due to their species or placement within the landscape.
6. The replanting plan proposes to replace thirteen (13) trees with new species of alder, willow and plane with additional maple and kahikatea as feature or interest trees.
7. Overall the plan proposes to address the problem of ageing or poor quality trees by removal, replacement planting and maintenance of remaining trees to renew the asset and amenity for this local and community park.

FINANCIAL IMPLICATIONS

8. The estimated total cost of the project is \$25,000. The funding from Council is being provided from the "Major (Park) Tree renewals" capital budget.

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

9. Yes. Funding is provided from within the Transport and Greenspace Major (Park) Tree Renewals capital budget.

LEGAL CONSIDERATIONS

10. All work will be carried out by a Council approved contractor.

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

11. Yes. As per above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. LTCCP 2006-16
Parks, Open spaces and waterways – page 123
 - Safety – By ensuring our Parks, open spaces and waterways are healthy and safe places.
 - Community – By providing welcoming areas for communities to gather and interact.
 - Environment – By offering opportunities for people to contribute to projects that improve our cities environment.

11 Cont'd

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

13. Yes. As per above.

ALIGNMENT WITH STRATEGIES

14. Social wellbeing.
Safer parks policy.

Do the recommendations align with the Council's strategies?

15. Yes. As per above.

CONSULTATION FULFILMENT

16. In May 2008 a publicity leaflet was distributed to approximately 60 residences and key stakeholders (refer to **Attachment 2**). This pamphlet included a summary of the concept, initial concept plans and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported.

17. The consultation received 12 responses and community feedback was generally very positive (refer to **Attachment 3**).

- 9 submitters responded "YES – I support the concept plan"
- 2 submitters responded "NO – I do not support the concept plan"
- 1 submitters neither supported or opposed the proposal

18. The key issues identified by submitters relate to:

(a) **Requests for additional seating, picnic tables and a change to the playground surface.**

- (i) There is currently no funding available for us to change the undersurfacing however as playgrounds are upgraded across the city this is taken into consideration where funding allows.

- (ii) Requests for additional seating and picnic tables have been added to the city-wide request list. However Rydal Reserve does already have existing furniture and it is unlikely these requests will be satisfied in the near future given that many parks have no seats or have furniture which needs to be replaced.

(b) **Requests that more natives be planted**

The proposed willow on the northern boundary will now be replaced with 2 or 3 (native) Kahikateas, which will be feature trees within the reserve.

(c) **Concerns with the height of the trees and resulting shade and litter onto surrounding properties**

As part of this development existing trees will be pruned and lifted to make the canopy higher and allow more sun into the reserve, and neighbouring properties. Replacement trees will be planted away from boundaries, further into the park to reduce shade and litter to neighbouring properties.

19. Following consultation the following change has been made to the final plan.

- The proposed willow on the northern boundary will now be replaced with 2 or 3 (native) Kahikateas, which will be feature trees within the reserve.

20. It is pleasing to note that this small reserve is well used and regarded by neighbouring residents and the local community.

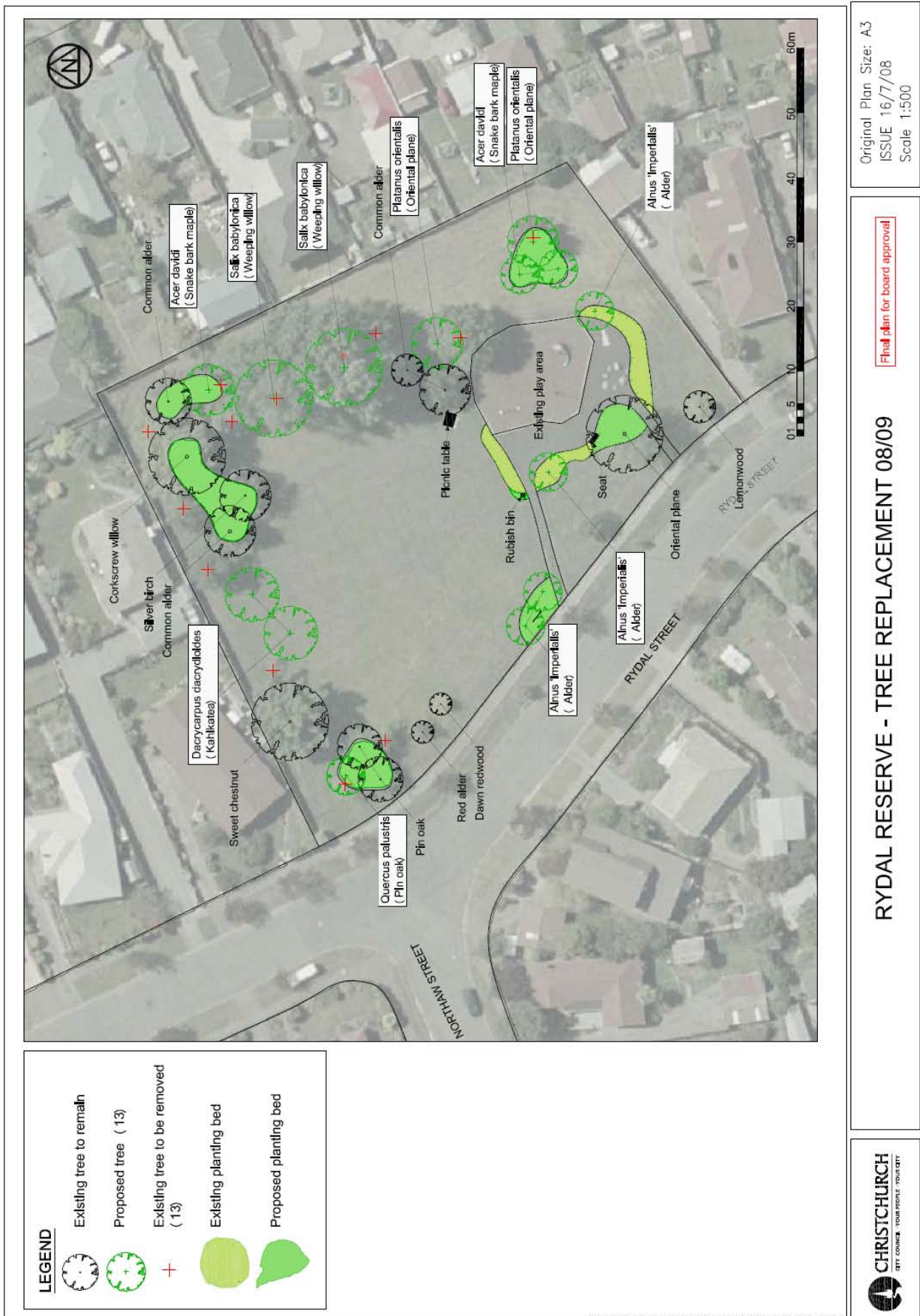
11 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board resolve to approve the final landscape plan for Rydal Reserve and proceed with the implementation of the project.

CHAIRPERSON'S RECOMMENDATION

Not seen by Chairperson.



RYDAL RESERVE TREE REPLACEMENT PROPOSAL

Rydal Reserve is a small well established local reserve located in Hoon Hay. The reserve contains an existing playground and informal open space. The trees in this reserve provide a background around the perimeter of the park and contribute to the amenity of the neighbourhood and for the local community.

To ensure the ongoing amenity and safety for park users, there are a number of trees that have been identified for removal due to health, safety and poor form/condition. Previously (poplar) trees have been removed and replacement planting is now overdue. The attached landscape plan highlights the issues for your perusal. Trees that have been marked for removal are highlighted by red crosses on the plan, replacement trees are marked in green and existing trees contain black crosses.



It's your City
 Have Your Say!
www.ccc.govt.nz/haveyoursay

HAVE YOUR SAY

To assist us with this tree replacement proposal, the Capital Development Unit would like to determine the views of the local community prior to commencing the proposal. We would appreciate you taking the time to complete the enclosed comment form with any feedback and returning it in the reply paid envelope by **Friday 27th June 2008**.

If you would like any further information or assistance in regard to this project, please do not hesitate to contact either

Ann Campbell
Consultation Leader – Greenspace
phone 941 5111 or (027) 473 3792

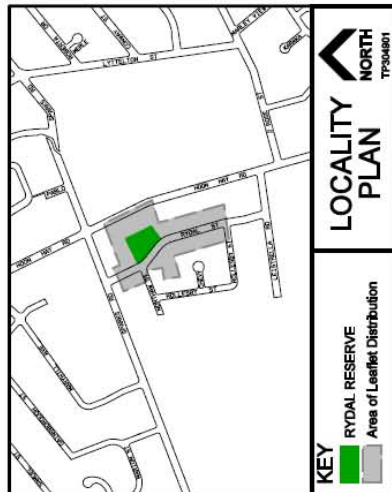
OR

Tony Armstrong
Arborist
phone 941 8578 or (027) 279 6398.

TIMELINE

Once consultation has been completed and any necessary alterations to the proposed plan finalised, approval will be sought from the Spreydon/Heathcote Community Board to proceed with the tree removal project.

It is anticipated that this project will be undertaken and completed by the end of September 2008, dependent on weather and contractor availability.



PLEASE HAVE YOUR SAY

Your input will mean that the Rydal Reserve tree replacement project fulfils community aspirations and provides a safe and improved landscape environment for everyone to enjoy.

Comments regarding this proposal are invited from local residents. Please return your submission in the reply paid envelope no later than:

Friday 27th June 2008

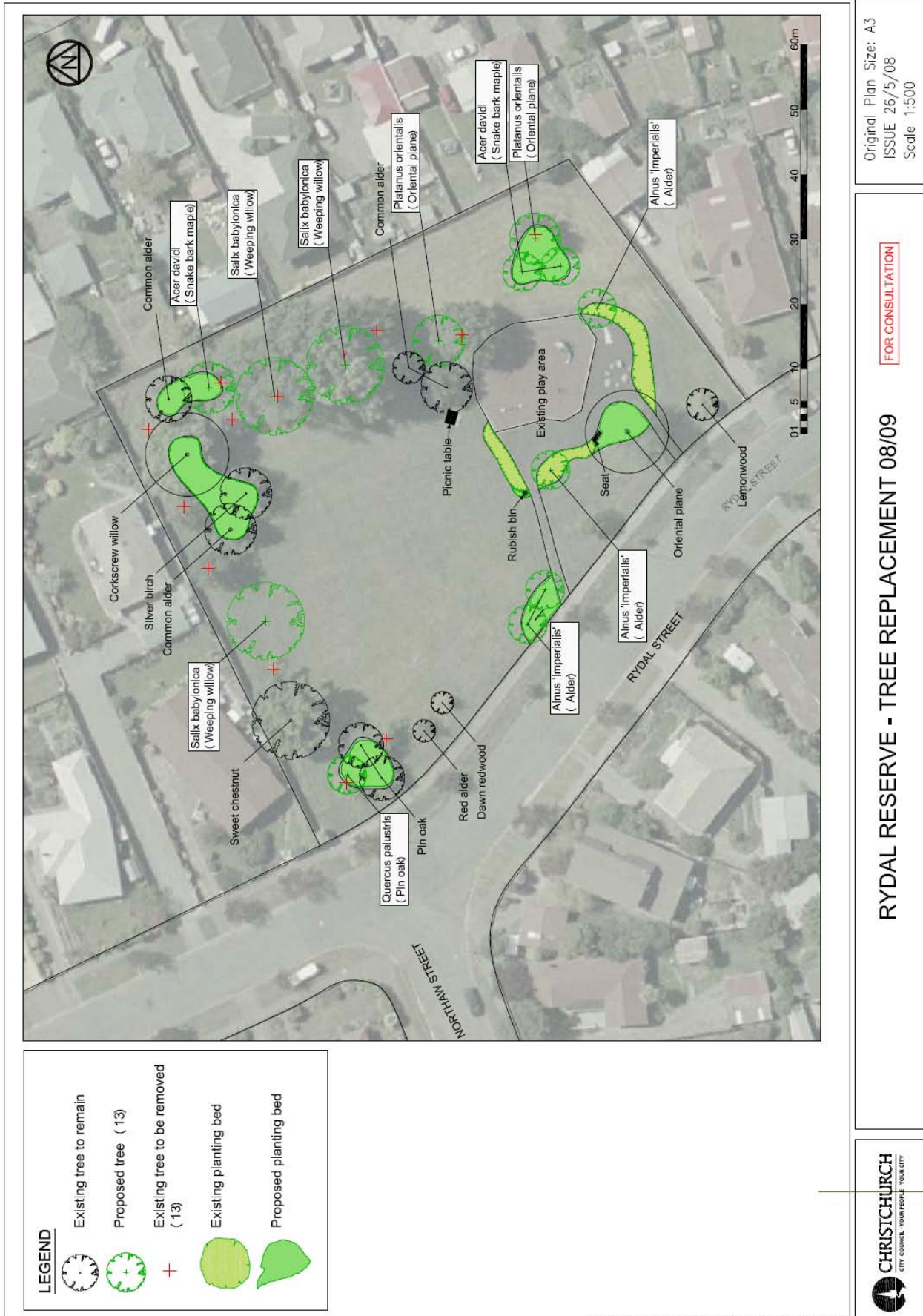
It's your City
 Have Your Say!
www.ccc.govt.nz/haveyoursay

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Capital Development Unit
Christchurch City Council
Beckenham Services Centre
PO Box 12 033
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Email: Ann.Campbell@ccc.govt.nz

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Transport and Greenspace Unit
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Phone: 941 8578 or (027) 279 6398
Email: Tony.Armstrong@ccc.govt.nz



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CITY COUNCIL - YOUR PEOPLE - YOUR CITY



19. 8. 2008

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RYDAL RESERVE TREE REMOVAL AND REPLACEMENT PLANTING PROJECT Consultation Summary

The consultation on this project was carried out in June 2008 and received 12 submissions (20% response rate) from 60 pamphlets distributed.

Submitters were asked to respond to a concept plan for a tree removal and replacement planting project in Gainsborough Reserve.

Landscape Proposals	Number of Responses	Percentage
<i>Yes – I support the proposed concept plan</i>	9	75%
<i>No – I do not support the proposed concept plan</i>	2	17%
<i>Position not indicated</i>	1	8%

While these figures indicate strong support for the project in general, the following issues were also identified:

- 4 submissions related to maintenance issues including requesting additional seating, picnic tables and a change to the playground surface.
- 2 submissions were requesting more natives be planted.
- 2 submissions were concerned with the height of the trees and resulting shade and litter onto their properties.

RYDAL RESERVE TREE REPLACEMENT PROPOSAL

Note: Names and addresses, along with personal identifying information (denoted by []) have been deleted from this document for privacy reasons. This information has been taken into consideration in the analysis of submissions.

	YES	NO	COMMENTS	PROJECT TEAM COMMENTS
1	Y		We think the proposal is very sensible and as we understand it, the reserve will be opened up to more sunlight and make the reserve visually more attractive even though it is attractive at present.	-
2		N	The sweet chestnut tree must go because it's the only tree in the reserve that over hangs Private Property. I object to: the catkins in the spring because I get hayfever (all the windows have to be kept closed). Gutters require cleaning in the spring and autumn. The catkins soil the washing. Bird droppings soil the washing. In the autumn time has to be spent daily sweeping up leaves from my back yard (can't be left as could cause an accident when wet). They do not compost so don't disintegrate and have to be bagged in rubbish bag. Autumn leaves fill the down water drain and I'm the person who usually has to sweep out to prevent flooding. If left water can build up across the road. Come and see the leaves under the tree now! Surely a better choice of tree could be planted out further into the reserve? Too long I have been patient for change.	There is no arboricultural reason to remove this tree. Maintenance will be undertaken as part of the project including pruning and the lifting of canopies.
3		N	1. I am very disappointed that no native trees (apart from lemonwood) are on the list of new plantings. A Totara, Kahikatea, Rimu etc instead of the Willows. 2. Rydal Street for most part (except for verge in front of reserve) is planted with purple leafed crab apple. This is a very attractive look in the spring time but this avenue is spoilt by the trees lining the street in front of the reserve. Can these native trees be replaced and transferred into the reserve?	The proposed willow on northern boundary will now be replaced with 2 or 3 (native) Kahikateas. Request for Service reference 90823506 has been logged to investigate the street tree request.
4	Y		Many thanks for the proposed removal of the poor condition common alder trees along fence line of []. The new plan looks like it will add to the pleasure of many families that come to spend time at the park. Comment: The proposed plan has 4x willow/2x maple trees. We have looked out on the willow (huge now) for 40 years. Would it be possible to change replanting to a maple type tree against boundary fence no. 7 & 9 Rydal Street?	The proposed willow on northern boundary will now be replaced with 2 or 3 (native) Kahikateas.
5	Y		Perhaps some extra seating near the play area/or near the proposed planting beds these would be appreciated, I'm sure by carers usually older persons. Again Ann a very clear good plan so easy to understand.	Request for Service reference 90823514 has been logged to investigate additional seating requests.

	YES	NO	COMMENTS	PROJECT TEAM COMMENTS
6	Y			-
7	Y		Hopefully it will look good when it is completed. I would like to see further picnic tables in the area. The fence that has been erected looks very neat and appealing.	Request for Service reference 90823514 has been logged to investigate additional seating requests.
8			My concern regarding the proposals for all three reserves (Rydal, Remuera, Gainsborough) is that there is no apparent change from that which as gone before either in terms of what is planted and the pattern of planting. I feel very strongly that tree planting in Christchurch should almost always include natives (I do not mean <u>just</u> natives) not just for their intrinsic value but very very importantly for the restoration of bird and other life in our community. Also where are the seats. An ageing and disabled population needs seating.	The proposed willow on northern boundary will now be replaced with 2 or 3 (native) Kahikateas. Request for Service reference 90823514 has been logged to investigate additional seating requests.
9	Y		No we haven't but we are sure the Council will do a good job to replant the area.	-
10	Y		The last time we had a planting bed in the back left hand corner it became a dumping ground for rubbish eg news papers dumped by a child/young adult who couldn't be bothered delivering them. Please replace the trees you are removing on the Hoon Hay Road boundary with large trees as the easterly wind sweeps across the park. Thanks for the fence it looks good and has stopped the hoons driving on the park at night.	The replacement trees are large and will protect from the wind.
11	Y		I would like trees planted that did not grow tall and shield the late sun from shining into our backyard. Thankyou.	Large poplars are being removed as part of project. Replacement trees will be planted away from boundaries, further into the park to reduce shade and litter to neighbouring properties.
12	Y		I agree with tree replacement species. Although not part of this project I wonder about wheelchair access to the childrens playground. Soft fall similar to that used at Burwood Park would be appreciated.	There is currently no funding available for us to change the undersurfacing however as playgrounds are upgraded across the city this is taken into consideration where funding allows.

12. PROPOSED SEWER EASEMENT – VISTA RESERVE

General Manager responsible:	General Manager City Environment, Jane Parfitt; DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace, Alan Beuzenberg
Authors:	Tom Lennon, Property Consultant

PURPOSE OF REPORT

1. To seek the Community Board's approval for the granting of an easement over a portion of Vista Reserve (Lot 10 DP 47201) occupied by an existing 150mm sewer PVC pipeline. The proposed easement will be granted pursuant to the requirements of Section 48 (6) of the Reserves Act 1977 (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. As part of a subdivision at Broad Oaks the developer was required to lay a new sewer line across a portion of Vista Reserve.
3. The new pipeline recently installed by the developer connects to an existing sewer pipeline also located within Vista Reserve which is already protected by an easement. The proposed easement for the new pipeline and the existing easement are both identified in the **attached** plan.

FINANCIAL IMPLICATIONS

4. The installation cost for the new pipeline have been covered by the developer. The costs associated with the legalisation of the proposed easement will be covered by Council.

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

5. The easement legalisation costs will be funded from City Water and Waste budgets.

LEGAL CONSIDERATIONS

6. Vista Reserve, being Lot 10 DP 47201 and contained in Certificate of Title CB27F/428, is a recreation reserve vested in the Council which is held under the provisions of the Reserves Act 1977.
7. The easement requested is for an easement in gross, because the utility will service the properties in the adjacent subdivision. The easement will be granted under section 48 (1)(f) of the Reserves Act 1977.
8. No public advertising will be required because :
 - 3 *(a) The reserve is vested in an administering body and is not likely to be materially altered or permanently damaged; and*
 - (b) The rights of the public in respect of the reserve are not likely to be permanently affected.*
9. The Council is required to grant an easement in its favour, in accordance with the requirements of section 48(6) of the Reserves Act 1977. Ownership of the utility service will vest with the Council once the easement process is completed in accordance with the conditions of the subdivision approval. The relevant section of the reserves act requiring the Council to grant an easement in its favour is set out below.

- (6) *Rights of way and other easements may be granted under this section to any person, including, notwithstanding any rule of law to the contrary, the administering body in which the reserve is vested, and, where the right of way or other easement is granted to the administering body, covenants and agreements in respect of any such transaction may be entered into by the administering authority in the one capacity so as to bind or benefit the administering body in the other capacity as fully and effectually as if the administering body were a separate person in each capacity.*

12 Cont'd

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

10. The legal implications associated with the granting of the easement are minor and are covered in sections 6 to 9 above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Not applicable.

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

12. Not applicable.

ALIGNMENT WITH STRATEGIES

13. The proposed legalisation of the easement is a minor issue and consequently it is not specifically mentioned in the LTCCP.

Do the recommendations align with the Council's strategies?

14. The proposed legalisation of the easement to protect existing infrastructure is neutral and not in contravention of any Council strategies.

CONSULTATION FULFILMENT

15. Not required, see section 8 above.

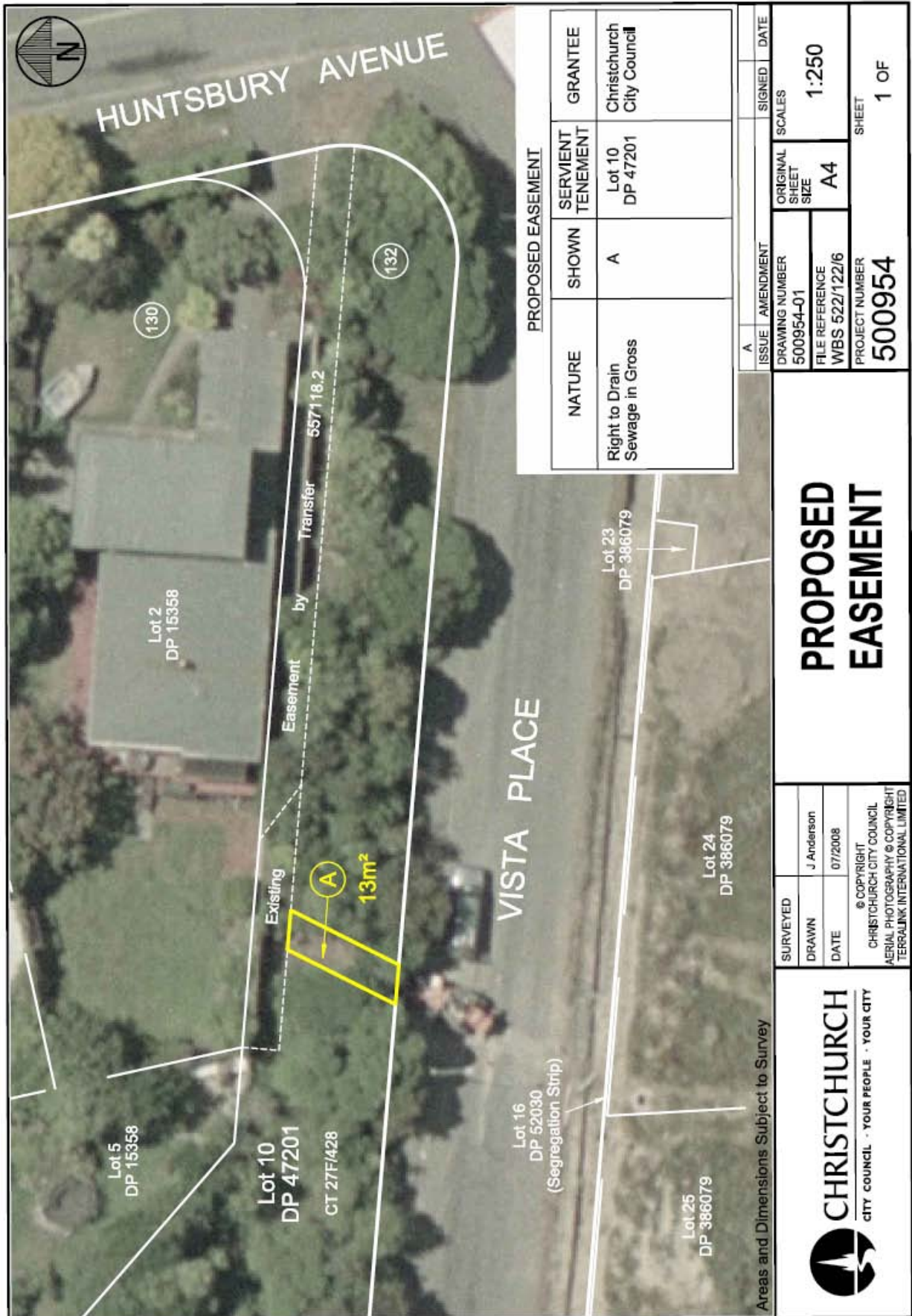
STAFF RECOMMENDATION

It is recommended that the Board approve, in accordance with the requirements of section 48 of the Reserves Act 1977, the granting of an Easement for Sewer in Gross over approximately 24 square metres (3 metres wide) of Lot 10 DP 47201, a recreation reserve held under the Reserves Act 1977 which is vested in the Council contained in Certificate of Title CB27F/42 in favour of Christchurch City Council as shown on the **attached** plan subject to the following condition:

- (a) that the consent of the Department of Conservation for the proposed easement be sought.

CHAIRPERSON'S RECOMMENDATION

For discussion.



PROPOSED EASEMENT			
NATURE	SHOWN	SERVIENT TENEMENT	GRANTEE
Right to Drain Sewage in Gross	A	Lot 10 DP 47201	Christchurch City Council

ISSUE / AMENDMENT		SIGNED		DATE	
A					
DRAWING NUMBER	500954-01	ORIGINAL SHEET SIZE	1:250		
FILE REFERENCE	WBS 522/122/6	SHEET	1 OF 1		
PROJECT NUMBER	500954				

PROPOSED EASEMENT

SURVEYED	J Anderson
DRAWN	
DATE	07/2008

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Areas and Dimensions Subject to Survey

13. PORT HILLS ROAD – PROPOSED NO STOPPING RESTRICTION



General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Lorraine Wilmshurst/Patricia Su, Network Operations and Transport Systems Team

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's recommendation to Council to approve the installation of the no stopping restrictions at the Port Hills Road/Chapmans Road intersection (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. The Council has received a request for a stopping restriction to be placed on the slip lanes at the Port Hills Road/Chapmans Road intersection.
3. This section of Port Hills Road is part of State Highway 73 while Chapmans Road is on the boundary between the Hagley/Ferrymead and the Spreydon/Heathcote Board areas. A recommendation is therefore sought from each of the Board to Council to approve the proposed no stopping restriction within their Board area. A similar report is going to the Hagley/Ferrymead Community Board.
4. A report on the no stopping restriction within the Hagley/Ferrymead Community Board's area was considered at the Hagley/Ferrymead Community Board meeting of 6 August 2008.
5. The proposed no stopping restriction will extend into Chapmans Road and two parking spaces will be removed from the west side of Chapmans Road at the exit from the slip lane on Port Hills Road, near the entrance to the French Bakery.
6. At present, there is all day parking in these two parking spaces and this causes vehicles using the slip lane to track out towards the centreline of Chapmans Road.
7. There are no parking restrictions on either of the slip lanes at Chapmans Road. However most all day parking occurs north of the intersection.
8. A no stopping restriction through both of the slip lanes and extending to the north on Chapmans Road will remove the need for vehicles to track towards the centreline of Chapmans Road to avoid parked vehicles.
9. There are only two businesses affected by the proposal. The French Bakery located on the northwest corner of the intersection supports the proposal. However, Independent Lines, the company located on the northeast corner of the intersection is concerned with the loss of the two parking spaces. There is no residents association for this area.
10. As this intersection is part of the State Highway, consultation has been undertaken with Transit NZ and they agree to the restriction being installed.

FINANCIAL IMPLICATIONS

11. The cost of this proposal is estimated to be \$300.

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

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

LEGAL CONSIDERATIONS

13. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.

13 Cont'd

14. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

17. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

19. As above.

CONSULTATION FULFILMENT

20. The businesses at the Chapmans Road intersection have been consulted. The French Bakery on the west side supports the no stopping restriction. However, Independent Lines, the business on the east side of Chapmans Road is concerned with the loss of the two parking spaces on the west side of the road.
21. There are no residents group in this area.
22. As this work affects the State Highway, Transit NZ have been consulted and they agree to the proposed no stopping restriction being installed.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommends to Council:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Port Hills Road, commencing at a point 54 metres west of its intersection with Chapmans Road and extending westerly for a distance of 33 metres.
- (b) That the stopping of vehicles be prohibited at any time on the north-west side of the slip lane from Port Hills Road into Chapmans Road.
- (c) That the stopping of vehicles be prohibited at any time on the west side of Chapmans Road, commencing at a point 28 metres north of its intersection with Port Hills Road and extending northerly for a distance of 12 metres.

CHAIRPERSON'S RECOMMENDATION

Not seen by Chairperson.



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Original Plan Size: A4
 ISSUE. 1 04.03
 RAH

PORT HILLS ROAD / CHAPMANS ROAD
 Proposed No Stopping
For Board Approval



\\Strada-01\hardisk-01\PROJECTS\001 TO 2008\08 TO 08\04 CSR\01\CONTRACTED\WAGDISPORT HILLS ROAD BY L S -06407013\08 PORT HILLS RD.DWG

14. **ADDINGTON CLUSTER II STAGE 1 KERB AND CHANNEL RENEWAL – COTTERILL STREET, DICKENS STREET, HARMAN STREET, PARLANE STREET, POULSON STREET AND GROVE ROAD**

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Christine Toner, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Spreydon/Heathcote Community Board for the proposed Kerb and Channel Renewal in Cotterill Street, Dickens Street, Harman Street, Parlane Street and Poulson Street to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. Addington Cluster II is a group of twelve streets in Addington, on the western side of Selwyn Street. All twelve streets are scheduled for kerb and channel renewal by June 2012.
3. Stage 1 consists of Cotterill Street, Dickens Street, Harman Street, Parlane Street and Poulson Street. Stage 1 is scheduled for construction by 30 June 2009. Grove Road, which was approved for construction in August 2007, is to be included in this group for construction in conjunction with Harman Street.
4. Initial issues consultation was carried out throughout the entire Cluster in February 2006. These streets were withheld from the programme until early 2008 due to funding constraints.
5. A series of options were evaluated against the initial feedback from residents, property owners and stakeholders, and in May 2008 a series of 'preferred option' plans fulfilling community and council objectives were developed for community consultation, and presented to this Community Board prior to distribution to stakeholders, property owners and residents. Over 1300 leaflets were mailed, emailed and delivered throughout all twelve streets in the cluster and to stakeholders, residents groups, other interested parties, and the council stakeholders list. Eighty responses were received.
6. The five streets have been designed to continue the theme successfully established in the first Addington Cluster to the east of Selwyn Street. Overall, thresholds at intersections and mid block have been used to lower the traffic speed, streets have been narrowed where appropriate with grass berms and planted areas being introduced to support the speed reductions while retaining sufficient street parking to satisfy current demand. Details of each street renewal are provided in sections 30 to 39 under Options.
7. After consideration of the feedback, changes, where appropriate, were made to the plan for Board approval (refer to **Attachment 1** Five street plans for Board Approval) and section 23 Changes made as a result of Community Consultation.

FINANCIAL IMPLICATIONS

8. The Kerb and Channel Renewal works for these are programmed in the LTCCP for implementation in the 2008 – 2009 financial year. The Transport and Greenspace Unit has the following budget provision for this project:

Cotterill Street	\$446,435
Dickens Street	\$635,721
Harman Street	\$1,221,900
Parlane Street	\$465,432
Poulson Street	\$882,631

9. LTNZ funding will be sought for the kerb & channel component for this project at the rate of 43%.

14 Cont'd

10. The revised project cost estimates (using updated data and taking in to account all of the scheme modifications resulting from consultation) are:

Cotterill Street	\$215,400
Dickens Street	\$487,900
Harman Street	\$1,045,600
Parlane Street	\$404,000
Poulson Street	\$848,400

There are no changes from the initial cost estimates.

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

11. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

LEGAL CONSIDERATIONS

12. There are no property issues associated with this project. Community board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.

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

13. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. As above.

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. 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?

17. As above.

CONSULTATION FULFILMENT

18. 62 residents/property owners responded to initial issues consultation in February 2006, raising concerns about traffic speed, on-street parking, drainage, lighting, footpath surfaces and landscaping.

19. The preferred option plans for all five streets, developed after consideration of this feedback, were presented to this Board at a seminar in April 2008, prior to being distributed for consultation.

14 Cont'd

20. The preferred option plans for the five streets were sent to internal and external stakeholders and over 1200 residents/occupants and 700 absent property owners (throughout the entire area of the Addington Cluster II including businesses on Lincoln Road), in the form of an 8 page booklet containing the plan for consultation, key project objectives and a standard feedback form. During the three week consultation period in May /June 2008, two public information sessions were held at Manuka Cottage in Dickens Street (attended by 4 residents altogether) and to meetings of the Addington Neighbourhood Society (6 attendees) and the Addington Bush Society (6 attendees).
21. A total of 80 responses were received including those with comments about other streets in the cluster of 12. Of 59 responses about these 5 Stage 1 streets, 50 ticked the box on the form that indicated they were in support of the proposals, and nine gave no clear indication of their position. However, many respondents made comments – both positive and negative - about specific issues and these comments have been very helpful to the project team in refining and modifying the street plans for this recommendation.
22. A summary of feedback and project team responses is included in **Attachment 2: Addington Cluster Consultation Summary**.
23. **Issues raised in the feedback:**
- (a) **Cotterill Street**
- Parking beside #() could be a problem as many cars go in and out.
- (b) **Dickens Street**
- Narrowing at Lincoln Road making it difficult for left turning traffic having to wait for right turners.
 - Loss of parking outside #()
 - Berm not wanted at #() and #()
 - Concern about speed and wrong side driving round bend at Manuka Cottage
 - Would like an artwork in the new reserve.
 - There has been bad subsidence due to flooding in the northern end of Dickens Street. Emerson Poulson corner floods badly.
- (c) **Harman Street**
- Traffic speed is a problem
 - Loss of parking a BIG issue for man at #()
 - Concern about shade from trees on south side
- (d) **Parlane Street**
- #() Parlane St has 2 drive ways neither of which appears on our plan. Both drives are used.
 - Owner of #() Selwyn Street planning to build a motel there. Would need provision to be made for a vehicle crossing onto Harman Street.
 - #() Harman owner very concerned about the condition of the property next door at #(), and has been concerned by the careless attitude of the owner who has not responded to his requests for improvement in the past. (Passed to enforcement).
 - More trees please (one person)
 - Lighting not good enough (one person).
- (e) **Poulson Street**
- Parking outside #31 Poulson Street flats – and opposite – and all along the street – there is high demand and church/ school demand extends along there too.
 - Concern about height of platform and sharp gradient – don't want new ones to be like that at Spencer Street.

14 Cont'd

- #() cut off by threshold.
- Various requests for different varieties of trees.
- Request for meandering footpath, not beside kerb, no flaxes near footpath, no grasses.
- Addington Bush Society very pleased with plan – some concerns about totara and kowhai not being the right tree, and desire to receive street water.

24. Changes made as a result of community consultation were as follows:

- (a) **Cotterill Street** – no changes. All driveways were checked to ensure the plans show legal driveways currently in use. Driveway at #34 was repositioned and one driveway added at #22 Cotterill Street.
- (b) **Dickens Street** – Alternative designs for traffic calming were investigated, that would incorporate parking in the buildout, in response to concerns from residents adjacent to one of the narrow points. The investigation showed that the original design is better for traffic calming, safety, landscaping, and adequately meets parking demand on the street. The alternative would also have reduced the traffic calming effect of the narrowing. In addition, a driveway was added to the plan and two driveways removed that are no longer being used and have been blocked off. Two residents requested changes to the grass berms proposed outside their properties – one will be landscaped and a decision about the other will be made during detailed design.
- (c) **Harman Street** - No design changes – and a second driveway at one property was removed from the plan as it is blocked off.
- (d) **Parlane Street** – No design changes – and one driveway added, one removed and one repositioned on the plan.
- (e) **Poulson Street** - Alternative designs for traffic calming were investigated, that would incorporate parking in the buildout, in response to concerns from residents adjacent to one of the narrow points. The investigation showed that the original design is better for traffic calming, safety, landscaping, and adequately meets parking demand on the street. The alternative would also have reduced the traffic calming effect of the narrowing. One driveway was removed and one added.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) approve the **attached** plans for this cluster for final design, tender and construction
- (b) approve in principle, cycle lanes on the north and south sides of Harman Street, from to Selwyn Street to Lincoln Road (through a Special Consultative Procedure, these lanes will be formally added to the second Schedule of the Traffic and Parking Bylaw.
- (c) approve the following parking restrictions:

Cotterill Street:

- (i) That the stopping of vehicles be prohibited at any time on the western side of Cotterill Street commencing at the extension of the Harman Street kerb line on the southern side and extending for 11 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Cotterill Street commencing at the extension of the Harman Street kerb line on the southern side and extending for 11 metres in a southerly direction.

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Dickens Street:

- (iii) That the stopping of vehicles be prohibited at any time on the eastern side of Dickens Street commencing at the extension of the Lincoln Road kerb line on the southern side and extending for 12 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Dickens Street commencing 87 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 14 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Dickens Street commencing 185 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 25 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Dickens Street commencing at the extension of the Poulson Street kerb line on the northern side and extending for 15 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the western side of Dickens Street commencing at the extension of the Lincoln Road kerb line on the southern side and extending for 16 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Dickens Street commencing 86 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 20 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the western side of Dickens Street commencing 124 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 19 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Dickens Street commencing 186 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 18 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the western side of Dickens Street commencing at the extension of the Poulson Street kerb line on the northern side and extending for 15 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Dickens Street commencing 32 metres in a northerly direction from the extension of the Poulson Street kerb line on the northern side and extending for 17 metres in a northerly direction.

Harman Street:

- (xiii) That the stopping of vehicles be prohibited at any time on the north-eastern side of Harman Street commencing at the extension of the Lincoln Road kerb line on the southern side and extending for 17 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the north-eastern side of Harman Street commencing 70 metres in a south-easterly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 30 metres in a south-easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Harman Street commencing 99 metres in a westerly direction from the extension of the Grove Road kerb line on the western side and extending for 27 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the northern side of Harman Street commencing 44 metres in a westerly direction from the extension of the Grove Road kerb line on the western side and extending for 26 metres in a westerly direction.

14 Cont'd

- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Harman Street commencing 8 metres in a westerly direction from the extension of the Grove Road kerb line on the western side and extending for 5 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Harman Street commencing 79 metres in a westerly direction from the extension of the Grove Road kerb line on the western side and extending for 47 metres in a westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the northern side of Harman Street commencing at the extension of the Selwyn Street kerb line on the western side and extending for 55 metres in a westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the south-western side of Harman Street commencing at the extension of the Lincoln Road kerb line on the southern side and extending for 41 metres in a south-easterly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the south-western side of Harman Street commencing 80 metres in a south-eastern direction from the extension of the Lincoln Road kerb line on the southern side and extending for 21 metres in an easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 108 metres in a westerly direction from the extension of the Grove Road kerb line on the western side and extending for 11 metres in a westerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 50 metres in a westerly direction from the extension of the Grove Road kerb line on the western side and extending for 15 metres in a westerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 23 metres in a westerly direction from the extension of the Grove Road kerb line on the western side and extending for 5 metres in a westerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 10 metres in an easterly direction from the extension of the Grove Road kerb line on the eastern side and extending for 19 metres in an easterly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 130 metres in a westerly direction from the extension of the Cotterill Street kerb line on the western side and extending for 13 metres in a westerly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 82 metres in a westerly direction from the extension of the Cotterill Street kerb line on the western side and extending for 15 metres in a westerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 35 metres in a westerly direction from the extension of the Cotterill Street kerb line on the western side and extending for 17 metres in a westerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing at the extension of the Cotterill Street kerb line on the western side and extending for 11 metres in a westerly direction.
- (xxx) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing at the extension of the Cotterill Street kerb line on the eastern side and extending for 15 metres in an easterly direction.
- (xxxi) That the stopping of vehicles be prohibited at any time on the southern side of Harman Street commencing 56 metres in a easterly direction from the extension of the Cotterill Street kerb line on the eastern side and extending for 11 metres in a westerly direction.

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Parlane Street:

- (xxxii) That the stopping of vehicles be prohibited at any time on the eastern side of Parlane Street commencing at the extension of the Lincoln Road kerb line on the southern side and extending for 11 metres in a southerly direction.
- (xxxiii) That the stopping of vehicles be prohibited at any time on the eastern side of Parlane Street commencing 57 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 25 metres in a southerly direction.
- (xxxiv) That the stopping of vehicles be prohibited at any time on the eastern side of Parlane Street commencing 91 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 14 metres in a southerly direction.
- (xxxv) That the stopping of vehicles be prohibited at any time on the eastern side of Parlane Street commencing 61 metres in a northerly direction from the extension of the Poulson Street kerb line on the northern side and extending for 12 metres in a northerly direction.
- (xxxvi) That the stopping of vehicles be prohibited at any time on the eastern side of Parlane Street commencing at the extension of the Poulson Street kerb line on the northern side and extending for 14 metres in a northerly direction.
- (xxxvii) That the stopping of vehicles be prohibited at any time on the western side of Parlane Street commencing at the extension of the Lincoln Road kerb line on the southern side and extending for 13 metres in a southerly direction.
- (xxxviii) That the stopping of vehicles be prohibited at any time on the western side of Parlane Street commencing 57 metres in a southerly direction from the extension of the Lincoln Road kerb line on the southern side and extending for 20 metres in a southerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time on the western side of Parlane Street commencing at the extension of the Poulson Street kerb line on the northern side and extending for 14 metres in a northerly direction.
- (XL) That the stopping of vehicles be prohibited at any time on the western side of Parlane Street commencing 59 metres in a northerly direction from the extension of the Lincoln Road kerb line on the northern side and extending for 16 metres in a northerly direction.

Poulson Street:

- (XLi) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing at the extension of the Spencer Street kerb line on the eastern side and extending for 17 metres in an easterly direction.
- (XLii) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing 61 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 10 metres in an easterly direction.
- (XLiii) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing 122 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 14 metres in an easterly direction.
- (XLiv) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing 141 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 20 metres in an easterly direction.
- (XLv) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing 224 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 17 metres in an easterly direction.

14 Cont'd

- (XLvi) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing at the extension of the Dickens Street kerb line on the western side and extending for 12 metres in a westerly direction.
- (XLvii) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing at the extension of the Dickens Street kerb line on the eastern side and extending for 12 metres in an easterly direction.
- (XLviii) That the stopping of vehicles be prohibited at any time on the northern side of Poulson Street commencing 36 metres east of the extension of the Dickens Street kerb line on the eastern side and extending for 23 metres in an easterly direction.
- (XLix) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing at the extension of the Spencer Street kerb line on the eastern side and extending for 17 metres in an easterly direction.
- (L) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing 58 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 20 metres in an easterly direction.
- (Li) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing 122 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 33 metres in an easterly direction.
- (Lii) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing 224 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 17 metres in an easterly direction.
- (Liii) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing 260 metres east of the extension of the Spencer Street kerb line on the eastern side and extending for 18 metres in an easterly direction.
- (Liv) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing 29 metres west of the extension of the Emerson Street kerb line on the western side and extending for 25 metres in a westerly direction.
- (Lv) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing at the extension of the Emerson Street kerb line on the western side and extending for 17 metres in a westerly direction.
- (Lvi) That the stopping of vehicles be prohibited at any time on the southern side of Poulson Street commencing at the extension of the Emerson Street kerb line on the eastern side and extending for 10 metres in an easterly direction.

BACKGROUND (THE ISSUES)

25. The design of these five streets, and the remaining 7 streets in the cluster, has links to the designs of the first Addington Cluster to the east of Selwyn Street.
26. The final selected option takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.
27. A detailed investigation of the crash history has been carried out using Land Transport New Zealand's Crash Analysis System over the last ten years (i.e. 1998-2008). The investigation shows:

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- (a) **Cotterill Street**
There have been no crashes in Cotterill Street recorded for the five year period between 2003 and 2007. However there has been one accident in which alcohol was suspected where a vehicle was too far right on entering or leaving a property.
- (b) **Dickens Street**
There have been two crashes recorded in Dickens St for the five year period between 2003 and 2007. In one accident, where alcohol was suspected to be involved, the vehicle was too far left/right, the driver's attention diverted and vehicle rolled. In the other crash, the second car was too far left/right and collided with a parked vehicle.
- (c) **Harman Street**
There have been 11 crashes recorded for the five year period between 2003 and 2007 inclusive. Two vehicles lost control while entering Harman Street from Lincoln Road. One was travelling too fast on entering corner while alcohol was suspected in the other. Seven of the accidents were caused by vehicles failing to stop or give way at the Harman Street/Grove Road intersection. There is a "STOP" control on Grove Road. One vehicle lost control under acceleration to overtake another vehicle in Harman Street at the Grove Road intersection. One vehicle was rolled in Harman Street 50 metres west of the Cotterill Street intersection in heavy rain (alcohol was involved).
- (d) **Parlane Street**
There have been two crashes recorded for the five year period between 2003 and 2007. Both accidents involved a single vehicle which was either entering the street at speed and lost control or exiting the street at speed and drove on through the intersection. A new inexperienced driver was involved in the first accident whilst drugs were thought to be involved in the second.
- (e) **Poulson Street**
The Land Transport Safety Crash Analysis System shows there have been 3 crashes recorded for the five year period between 2003 and 2007 inclusive. One crash involved a vehicle which lost control while entering the Poulson Street/Parlane Street intersection (a new driver showing inexperience). Another crash involved a vehicle which was travelling too fast when entering the Poulson Street/Parlane Street intersection and failed to stop. There are no controls on this intersection. The third crash was caused by a vehicle failing to stop at the Poulson Street/Spencer Street intersection. There are no controls at this intersection.

THE OBJECTIVES

28. The primary objectives of this project are to:
- (a) Replace the existing kerbs and dished channels with kerb and flat channel.
 - (b) To maintain or improve road user safety.
 - (c) Upgrade areas of inadequate street lighting to comply with current standards.
 - (d) Address any flooding problems and incorporate storm water quality treatments where designs are agreed to between City Streets/Greenspace.
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2008/09 financial year.
29. The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:
- (a) Reduce traffic speed where appropriate in the local residential streets.
 - (b) Improve pedestrian, cycle and landscape linkages between existing and potential green spaces.
 - (c) Maximise street enhancements consistent with other areas of Addington which have recently been upgraded and the NIP.
 - (d) Provide suitable parking to meet the needs of the residents.

14 Cont'd

THE OPTIONS

30. **Cotterill Street**

Two options – the preferred option as described in detail below, and a 'do minimum' option that does not involve any traffic calming measures.

31. **Dickens Street**

A 'do minimum' option involving replacement of the kerb and channel on the existing alignment and the existing speed humps as is where is – considered unsatisfactory to meet aims and objectives.

Option 1 – thresholds at Lincoln Road and Poulson Street, narrowing at the new reserve, and outside Manuka Cottage on the bend near Poulson Street – not acceptable as it removes parking outside Manuka Cottage where there is significant demand, inadequate separation of commercial and residential areas, and the design may not reduce speed sufficiently.

Option 2 – two slow points as in preferred option described in detail below, and narrowing to 9 metres along the length of the street – considered too narrow at Lincoln Road.

Option 3 – preferred option as described in detail below – satisfies aims and objectives.

32. **Harman Street**

- (a) Option 1 not been selected as the preferred option because no cycle lanes are provided, not enough green space for landscaping has been provided, the additional complexity of the drainage path proposed and the power poles that would need to be moved.
- (b) Option 2 – similar to the preferred option with cycle lanes, an allowance for extra green space on the southern side of Harman Street when compared to Option 1, kerb build-outs which would require moving several power poles. This option would remove 20 on-street car parks from the existing layout. It has not been selected as the preferred option because not enough space has been provided for landscaping, it would be expensive to move the large number of power poles and the storm water drainage path would be overly complex.
- (c) Option 3 – similar to Option 2 with additional kerb build outs involving further loss of parking but optimising the landscaping potential – again not preferred because of the expense of moving power poles.
- (d) Option 4 - Narrowing of the carriageway to 12 metre wide carriageway for the length of Harman Street, with the exception of localised narrowing, a 2.5 metre wide off-road contra-flow cycle path on the southern (residential) side of the road, removal of 30 car parking spaces – but no need to move power poles although they are too close to the cycle way – and clearance from parked cars is insufficient. This option not selected as the preferred option because the disadvantages of the off-road cycle path with regard to road crossings and entry and egress to the route outweigh the advantages with regard to removing cyclists from the road itself.
- (e) Option 5 – the preferred option as described in detail below. The drainage channel is located between the cycle lane and parking bays which will simplify the drainage path by-passing the proposed kerb build-outs. This removes the need for extra sumps at the build-outs reducing the cost of the storm water infrastructure. The parking bays and extended kerb provides the greatest amount of space for a landscaping buffer. This option reduces the loss of car parking spaces to a minimum. The provision on parking bays will require a loss of 19 on-street car parks. This option does not require the relocation of power poles.

14 Cont'd**33. Parlane Street**

- (a) Option 1 - involves narrowing to 9 metre wide carriage way for the entire length of Parlane Street, a type C treatment at the Lincoln Road intersection, narrowing to 6 metres wide and a 75 mm high raised platform at the intersection with Fielding Street and a 6 metre wide 75mm high raised mid block platform at #35, with narrowing 6 metres at the intersection with Poulson Street. Option 1 has not been selected as the preferred option because there would be no need for the proposed intersection platform, there was no separation of residential and business zones, and the two platforms were not considered to calm traffic as effectively as the existing speed humps.
- (b) Option 2 – involves narrowing to 9 metre wide carriage way for the entire length of Parlane Street, with a paved intersection treatment at Lincoln Road, two 3 metre wide, 75mm high, raised single lane mid block slow points at #11 and #35 and narrowing to 6 metres at the intersection with Poulson Street. This option was not selected as the preferred option because of the narrow intersection treatment with Lincoln Road requiring the design vehicle to cross the Parlane Street centreline.
- (c) Several options for traffic calming in the area were discussed by the project team. The options presented included angled chicanes and two way raised platforms. It was decided that for consistency with the east Addington Cluster a single lane raised slow point was preferred. This decision was carried through for the remaining option.
- (d) Option 3 as described in detail below has been selected as the preferred option because the one-lane slow points will further reduce the speed of traffic and provide a separation to the business zone, the 10 metre wide carriageway provides more manoeuvring space for the business zone traffic, the intersections are wider to allow turning movements and avoid service conflicts and the placement of the kerb will allow a substantial berm to be provided on the southern side of the street.

34. Poulson Street

- (a) Option 1 – similar to Option 2 but with the kerb lines on either side equi-distant. This option was not selected because the proposed kerb alignment may conflict with the 66kv power cables and the water main. This would create a risk to the project if these were required to be moved, or were damaged during construction.
- (b) Option 2 – the preferred option described in detail below was selected as the preferred option because the kerb alignment would avoid major service conflicts and the traffic calming would reduce traffic speeds on the street to a level compatible with a local road.
- (c) Option 3 – similar to Option 2 with the alignment of the kerb is pushed as far to the south as possible to allow space for an open swale on the northern side and to avoid conflicts with the known services. Not selected as the preferred option because the traffic calming was not deemed to be sufficient for this local road, the swale drain would cause a risk of conflict with the underground services which out-weighs the enhancement to the storm water drainage system and the swale is not consistent with designs in the larger Addington Cluster.

The Preferred Options**35. Cotterill Street**

- Full pavement reconstruction for the length of Cotterill Street between Harman Street and Poulson Street.
- Replacement of kerb and channel on the existing kerb and dish channel line, retaining the 7.1m carriageway width.
- Installation of a 4m long, 7m wide paved surface flush with the carriageway near # 16 Cotterill Street to provide for traffic calming.

14 Cont'd

- Tie into the existing kerb and flat channel at the Poulson Street intersection.
- Construction of a Type B intersection treatment at the Harman Street intersection to create a separation between the Harman, a collector road, and Cotterill a local road.
- Upgrade of street lighting to comply with AS/NZS 1158.3.1.
- Installation of tactile pavers at the intersection pedestrian crossing points to make crossing easier for the visually impaired.

36. Dickens Street

- Full pavement reconstruction for the entire length of Dickens Street between Poulson Street and Lincoln Road.
- Narrowing to a 9m wide carriageway from Poulson Street to the western one lane slow point, then a 10m wide carriageway to Lincoln Road. This will provide extra manoeuvring space near the commercial area which experiences a high parking demand during peak times.
- Replacement of the kerb and deep dish channel with kerb and flat channel.
- Installation of a paved surface treatment at the Lincoln Road intersection. This is a modified version of the type B standard design, being wider to allow turning movements and avoid service conflicts.
- Provision of two 3m wide, 75mm high, raised, one-lane slow points at #17 and #35 to reduce the traffic speeds in the area.
- Construction of a 1.5m kerb build-out at the proposed walk-way entrance on the west side of Dickens Street. This would provide space for low level planting and encourage crossing by narrowing the effective carriageway width.
- Narrowing to 6m at the intersection with Poulson Street to reduce the crossing distance for pedestrians.
- Upgrade street lighting to comply with AS/NZS 1158.3.1.
- Installation of tactile pavers at the intersection.

37. Harman Street

- Full pavement reconstruction for Harman Street between Lincoln Road and Selwyn Street.
- Narrowing to provide a 15m wide carriageway for the length of Harman Street, with the exception of areas of localised narrowing discussed below.
- Provision of 2.5m wide parallel parking bays on the north side of Harman Street, to allow for the on-street parking of heavy vehicles associated with the Industrial/Commercial area.
- Provision of 2.5m wide parallel parking bays on the southern side of Harman Street for residential on-street parking.
- Provision of a drainage V-channel which will follow the edge of the cycle lane, creating a low point between the parking bays and the cycle lane. This will create a linear drainage path which then by-passes the proposed kerb build-outs simplifying drainage.
- Provision of 1.8m wide cycle lanes on both sides of the road.
- Provision of 3.2m wide marked traffic lanes.
- Provision of kerb build-outs in the parking area to provide for extra green space planting.
- Provision of a 10m long kerb build-out on the south side of Harman Street to provide a pedestrian crossing point into Cornelius O'Connor Reserve.
- Provision of 6m long kerb build-outs on the south side of the street. The buildouts are designed to provide extra space for the planting of a green buffer zone.
- These are placed adjacent to #38 and #34 and at the end of the Cornelius O'Connor Reserve.
- Provision of a 6 m long green space kerb build-out, in the parking space on the north side of the street adjacent to #59.
- Tie into the proposed roundabout at the intersection with Grove Road.
- Narrowing of the carriageway to 10m on the corner near #20 to provide extra space for landscape planting.
- Upgrade of street lighting to comply with AS/NZS 1158.3.1

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- Installation of tactile pavers at the crossing to make crossing easier for the visually impaired.
- This option requires the plan proposed by PDL for the industrial/commercial development at the north western end of Harman Street to be modified, moving the kerb line north by 1m.

38. Parlane Street

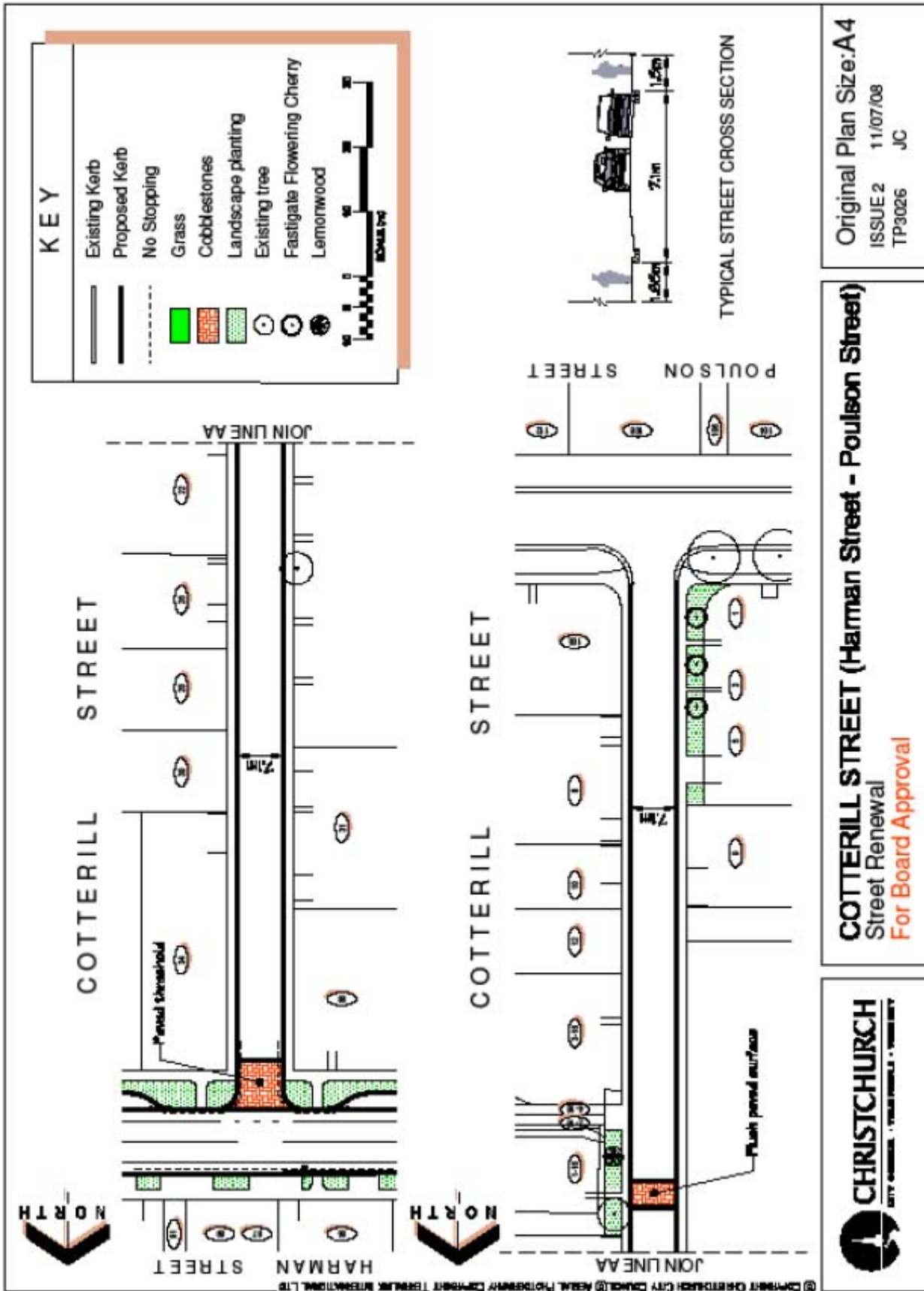
- Full pavement reconstruction for the entire length of Parlane Street between Poulson Street and Lincoln Road.
- Narrowing to a 9m wide carriageway from Poulson Street to the western one lane slow point, then a 10m wide carriageway to Lincoln Road. This will provide extra manoeuvring space near the commercial area which experiences a high parking demand during peak times.
- Replacement of the kerb and deep dish channel with kerb and flat channel.
- Installation of a paved surface treatment at the Lincoln Road intersection. This is a modified version of the type B standard design, being wider to allow turning movements and avoid service conflicts.
- Provision of two 3m wide, 75mm high, raised, one-lane slow points at #14 and #35 to reduce the traffic speeds in the area.
- Narrowing to 6m at the intersection with Poulson Street to reduce the crossing distance for pedestrians.
- Upgrade street lighting to comply with AS/NZS 1158.3.1.
- Installation of tactile pavers at the intersection pedestrian crossing points to make crossing easier for the visually impaired.

39. Poulson Street

- Full pavement reconstruction for the entire length of Poulson Street between Spencer Street and Church Square.
- Replacement of the kerb and deep dish channel with kerb and flat channel.
- Realignment of the kerb to the north, which means it will avoid conflict with the 66kv power cables and the water main.
- Narrowing to a 9m wide carriageway for the entire length of Poulson Street between Spencer Street and Church Square, except in the specific locations referred to below. This will reduce the speed environment on the street to a level compatible with a local road.
- Narrowing the road to 7m wide and construction of 75mm high raised platforms at the intersections with Parlane Street, Dickens Street and Spencer Street. This will help to further reduce traffic speeds in the area and draw attention to the intersections.
- Narrowing the road to 6m wide and construction of 75mm high raised mid-block platforms adjacent to #11 and #31. This will help to reduce traffic speeds in the area and create a slow zone around the entrance to the prison walkway.
- Upgrading of street lighting to comply with AS/NZS 1158.3.1.
- Installation of tactile pavers at the intersections and pedestrian crossing points to assist vision impaired pedestrians.

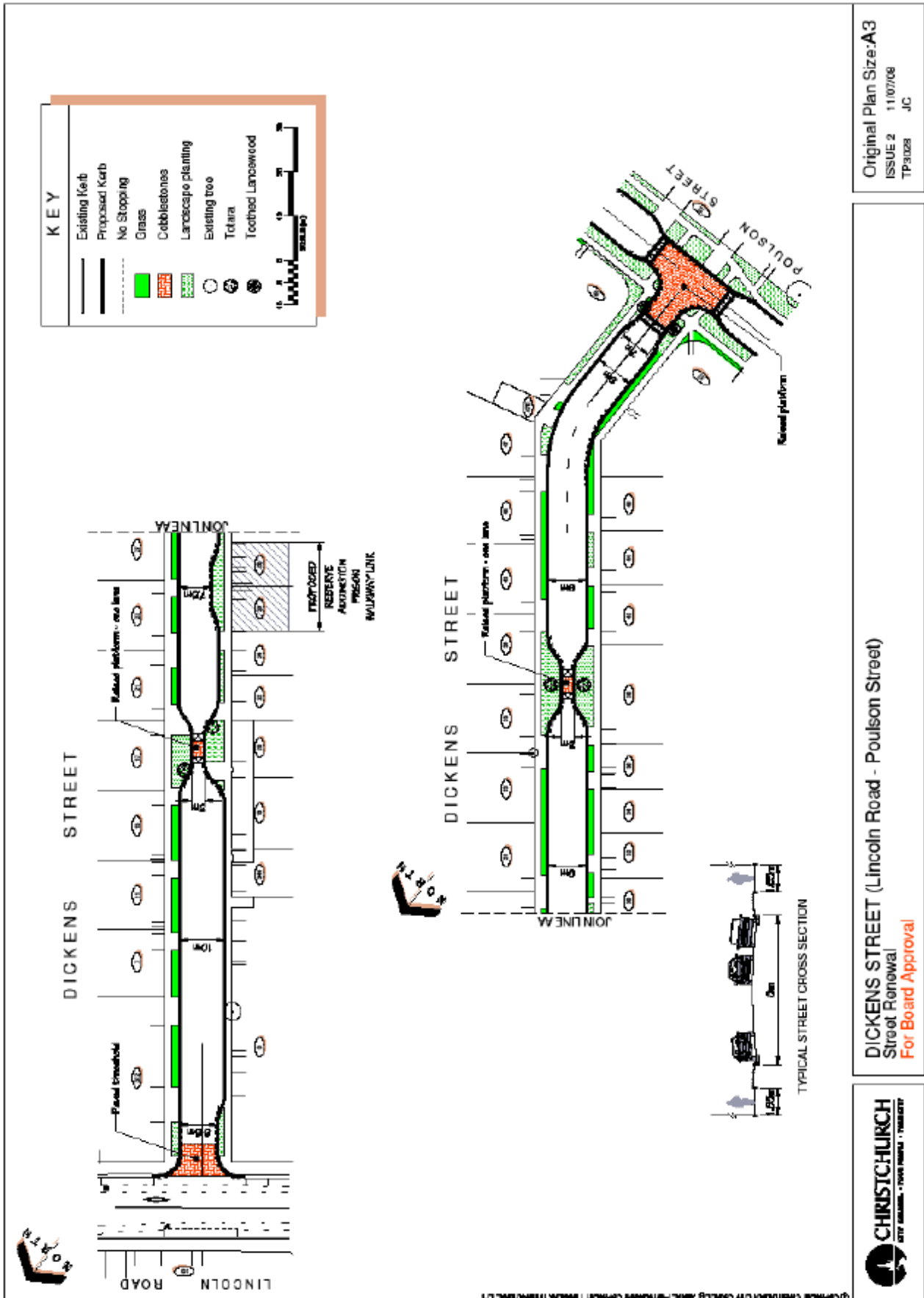
CHAIRPERSON'S RECOMMENDATION

For discussion.



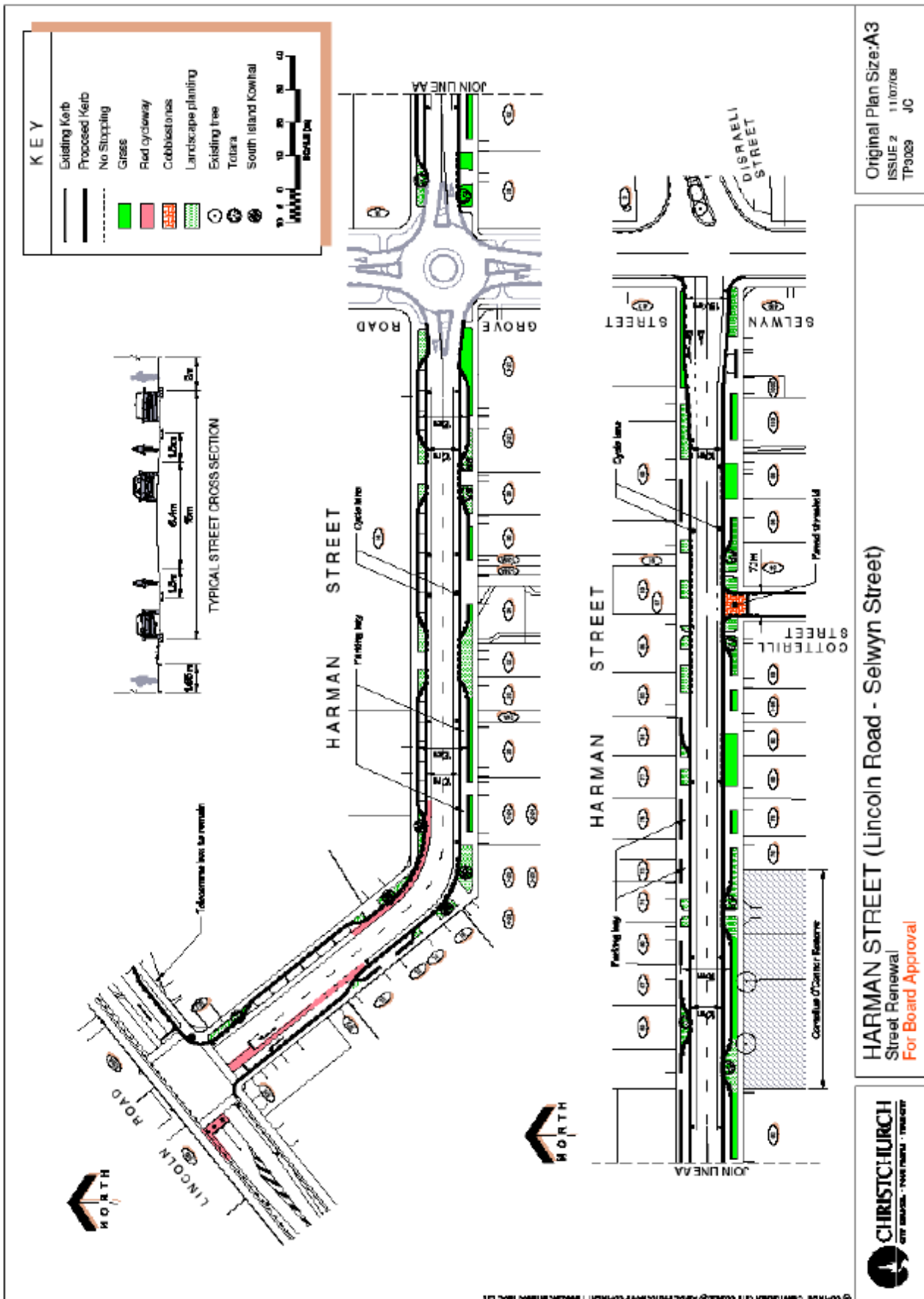
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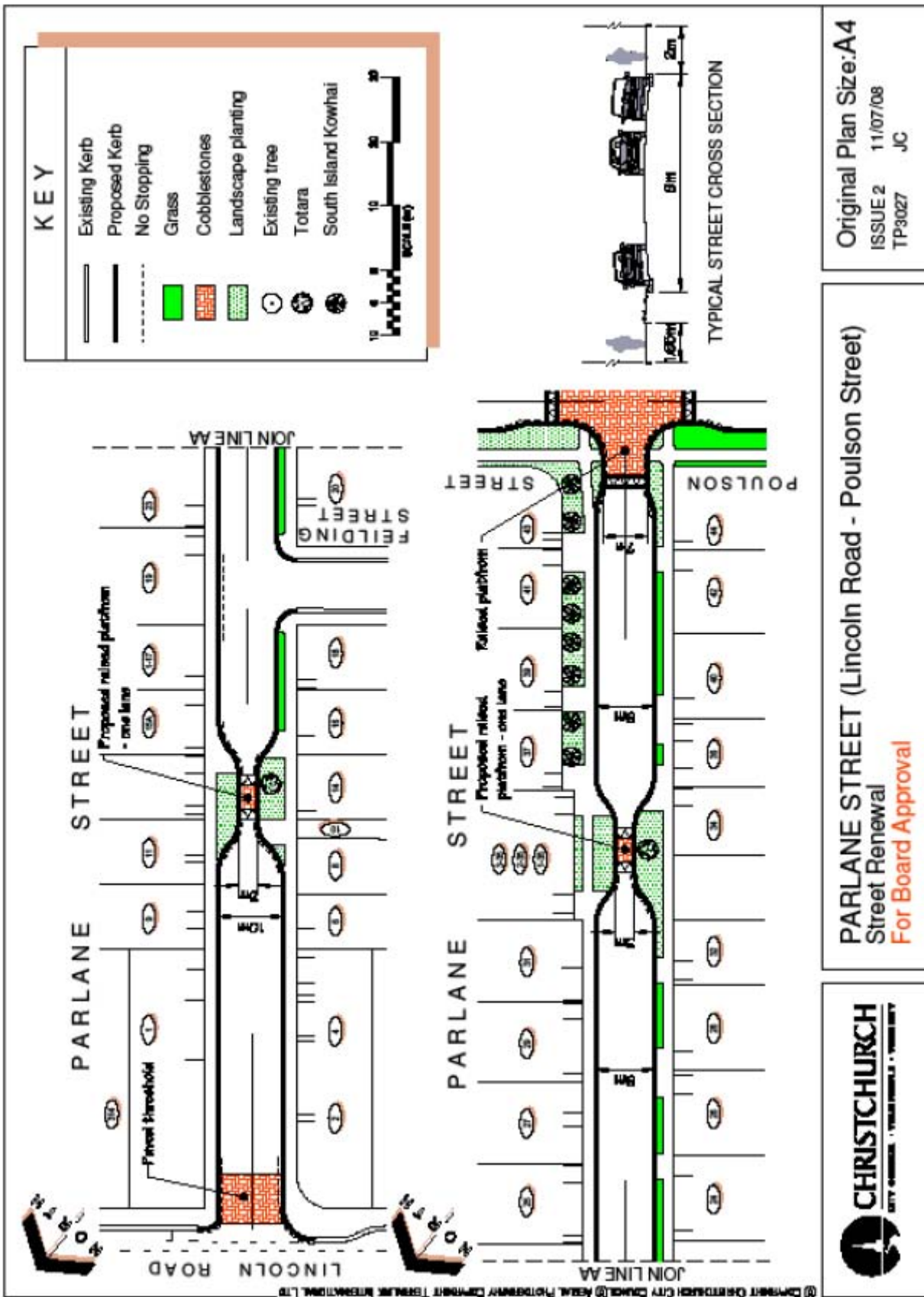


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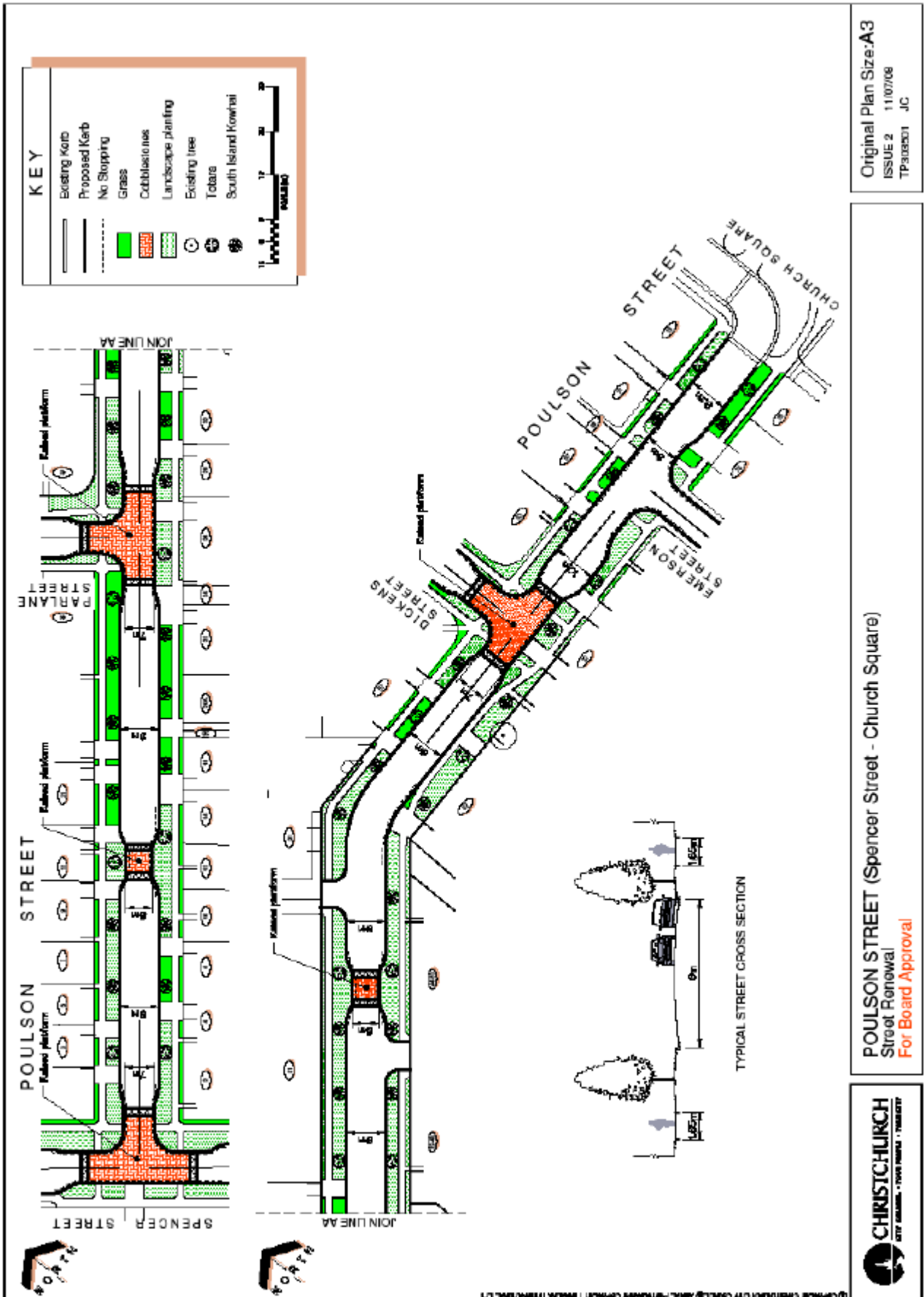
Original Plan Size:A3
ISSUE 2 11/07/08
TP30029 JC



Original Plan Size: A4
 ISSUE 2 11/07/08
 TP3027 JC

PARLANE STREET (Lincoln Road - Poulson Street)
 Street Renewal
For Board Approval





Addington Cluster II – Stage 1 - first group of streets Attachment 2 - Summaries of feedback on Preferred Option Plans June 2008

SUMMARY BY ISSUE PER STREET

Cotterill Street	
Concern	Summary Description
Traffic & Parking	Parking beside () Cotterill St could be a problem as many cars go in and out.
Dickens Street	
Concern	Summary Description
Traffic & Parking	Narrowing at Lincoln Rd making it difficult for left turning traffic having to wait for right turners. Loss of parking outside () Dickens St with kerb build-out – three flats with little off-street parking. Concern about speed and wrong side driving round bend at Manuka Cottage. Concern re loss of parking, and re narrowing. () Dickens St now has a different driveway position than on the plan. () Dickens St shows a driveway on the plan that is not really a driveway. () Dickens St has a bridge that is in use that is not shown on the plan.
Landscaping	Berm not wanted at () Dickens St but happy to have paving – will not mow grass. Berm not wanted at () Dickens St – resident has native garden planted on fence side and would like to maintain this Would like an artwork in the new reserve.
Drainage	There has been bad subsidence due to flooding in the northern end of Dickens St. Emerson St / Poulson St corner floods badly.
Jacksons Creek	Sounds like a good project. Not entirely sure where it's going exactly but if it tidies up the area I am all for it.
Harman Street	
Concern	Summary Description
Traffic & Parking	Owner of () Selwyn St planning to build a motel there. Would need provision to be made for a vehicle crossing onto Harman St. Traffic speed is a problem – speed bumps requested Loss of parking a BIG issue for man at () Harman St - needs four on street parks for staff. Loss of parking a concern at () Harman St
Landscaping	Concern about shade from trees on south side - preference for Totara Trees () What type of landscaping will be used Concern about using rates to pay for garden maintenance
Drainage	Concern that drainage is attended to

Jacksons Creek	Cost to ratepayers of electrical power to pump the water? The proposal to increase the water flow would enhance the planting and give the creek a real facelift and hopefully encourage children to play in the area as I did in my younger days. I support the concept of augmentation of the water flow and further naturalisation. In principle we are in favour of the augmentation of the water flow in Jacksons Creek on the basis of the details outlined.
Parlane Street	
Concern	Summary Description
Traffic & Parking	() Parlane St has two drive ways neither of which appears on our plan. Both drives are used. Need for a lot of parking – one resident has five vehicles parked on street at () Parlane St – other resident wants P60 limits A big truck always parked making visibility difficult
Landscaping	More trees please (one person)
Lighting	Lighting not good enough (one). Prefer and support undergrounding
Outside Scope of Project	() Harman owner very concerned about the condition of the property next door at () and (), and has been concerned by the careless attitude of the owner who has not responded to his requests for improvement in the past.
Poulson Street	
Concern	Summary Description
Traffic & Parking	Need much more parking. () Poulson St needs a lot of street parking for 250 residents and only 100 car parks inside. Would like angle parking. Also outside Salvation Army. Need to cater for church and school parking as well. Concerned about loss of parking outside () Poulson St – five flats there. Loss of parking outside () Poulson St – at threshold – no access to house. Two new flats at corner of Emerson St need kerb crossings Speed is of concern Platform height of concern at Spencer St – request for new ones to be easier and wider Difficulty backing out of driveway onto Parlane St now – concern that narrowing will make it more difficult
Landscaping	Do not want large shadey trees - prefer smaller varieties or bushes – Kowhai ok Would prefer elms, lindens or similar No natives or evergreens Wants all natives Wants more playground equipment Wants blackboy peach, plum, pear, nectarine trees – no pathways directly underneath Stinging nettles in the middle of larger sized plantings to deter lurkers. No flax in plantings as it trips people up. Addington Bush Society are working with Council on their request to gain more water into the bush.
Lighting	Extra lighting needed – requests for period lighting standards like those outside () Poulson St
Outside Scope of Project	Speed bumps between Selwyn St and the church Wants dates for the eastern end of Poulson. Eastern end needs lighting review, speed bumps and reduction of shortcutting

<p>Jacksons Creek</p>	<p>This is an excellent proposal - currently it is an eyesore and health risk - we have had mosquitoes in the summer. It is basically a good idea but first replace the concrete creek bed because as it goes past my house its badly in need of replacement before extra water is put into it. Over land flow great idea What you propose to do looks ok to me. It seems a good idea to augment the flow of water but if it is at the expense of using water that would compromise private drinking water then I would say no. There is also the added danger of having more water in the creek for younger children to be at risk. ? Fencing?? These areas would then have to be fenced, I think it is a good idea and support it Our section backs onto the creek and we have ready access to the rear of our property including Jacksons Creek where we have spent considerable money stopping the bank and planting natives. 1) Will the plan include continuous water this far along the creek past the rear of our section. 2) Is it the Council's intention to remove or replace the old concrete trough the normal water flows? We fully agree with and would like to have a continuous flow of water in Jacksons Creek behind our place. Sounds good. Wherever possible it would be an asset if a small pathway/walk way could be included along Jacksons Creek in the Macaulay St area for easy walking especially for the many senior citizens and partially disabled in the area</p>
<p>Feedback from other streets about Jacksons Creek</p>	
	<p>From a Macauley St resident - The creek at () Macauley St has been done. Flow enhancement is the way to go. It used to flow better, prior to the building of the Westpac Stadium which is the source area. From a Spencer St resident who is familiar with Jacksons Creek near Hastings St in Sydenham - says there are leaves and green slime in it at times. Would like to know what the green slime is and how it is caused, and will that happen at the eastern end when the augmentation is done. From a Ward St resident - Jacksons Creek goes through our house and we really LOVE the good ideas you have for it. We would like it if there was more water in it and some fish. We like it but at the moment it just looks crappy. We really love your ideas. We both LOVE the idea with the Jacksons Creek to have more water and fish and look better and nicer, Thank you very MUCH. Looking forward to the proposed improvement for Jacksons Creek especially the increased flow at low flow times From a man who lives in Tancred St - Fully support the Jacksons Creek idea - would be great to see more water and it functioning better</p>

Note: The Jacksons Creek feedback has been passed on to Greenspace team - not involved in the roading project specifically.

DETAILED COMMENTS AND TEAM RESPONSES BY INDIVIDUAL RESPONDENT PER STREET

All streets	Y e s	N o	Comment	Team Response
1			Rock Gas has reticulated gas mains in and around the proposed work area. Plans CP64 and CP65 are enclosed for your info (sent to Peter Brocklehurst.	Noted
2	1		From the RNZFB's perspective we have a number of members living and commuting through this area so would like to see tactile tiles at each intersection. With the layouts as indicated warning tiles where the landscaping leads to the crossing point and directionals where there is a mid block crossing to a corner.	The design includes tactile paving at each intersection
Cotterill				
C1	1		Driveway beside #() carries a lot of traffic to Courts that have 67 units, with 35-40 cars - it is hard to get in to driveway now so they use Cotterill St as it doesn't have speed bumps.	The wider kerb crossing provided in the new design will give easier access into this driveway even if cars are parked nearby.
Dickens				
D1	1		Love the idea but be sure that the cobblestones are not a worry to walking sticks holder	Noted
D2	1			
D3	1		Underground wiring would be the best use of money.	There is no funding available for undergrounding in any of these streets
			The narrowing of the Dickens Lincoln Rd intersection is stupid. Any right turning traffic leaving Dickens St will have to wait whilst left turning vehicles sit behind the right turning vehicle thereby creating congestion/stress at a busy and dangerous intersection. Either allow for two turning lanes when exiting Dickens Street or stop people turning right! Outside #() you have not included a bridge that is existing and in use.	The design maintains the current level of service at the junction and will be retained as the preferred option. The design team will check all driveways on all streets to ensure the plans show the legal driveways currently in use. Non-legal driveways and crossings will not be included in the new build and will have to be referred to a regulatory person in COUNCIL
D4	1		Yes I think this is a very good proposal. I fully support the idea.	
			Jacksons Creek - Sounds like a good project. Not entirely sure where it's going exactly but if it tidies up the area I am all for it.	
D5	1		Parking and access to Manuka Cottage is already a problem, narrowing the street will only give us the same problems as Grove Rd, Collins and Simeon St!! I think the foot paths would be better slightly wider, with no grass verge. I also like the idea of replacing the speed humps with 'one-lane raised areas' and the paving looks to be awesome. Slowing down the traffic at either end of the street will better suit than making the whole street narrower!	Loss of only six on-street car parking spaces on this street. Considered to be enough remaining parking spaces. The threshold treatment at Poulson St intersection with Dickens St will slow north bound vehicles as will the mid block thresholds so speeding should not be a problem.
D6			I DO NOT want a grass verge outside my property () Dickens) unless the council, in writing, confirms that they will mow and care for it. I have had a \$12 quote from "Jims" to mow it in addition to my current lawns and garden. I would prefer to have a parking space indent instead or pavers.	Replace grass with planting on this frontage.

D7		Very concerned about loss of parking due to kerb build out across entire frontage of property and would like the narrowing to be elsewhere in the street. Would like an artwork in the reserve	The location of the build-out is the best place for traffic calming - the design team reviewed the form of the build out to see if some parking spaces can be provided within it and decided against changing it. There is a brief for the reserve, and it is hoped that it can be built when the road is renewed. Some funding is available for an artwork. Consideration of subject will include a Dickensian or literary character in keeping with the streets and or the Benjamin Mountfort prison architecture.
		Here has been bad subsidence in the street due to flooding The Emerson St/Poulson St corner floods badly	Drainage will be part of the design. Drainage team are aware of this
D8		Have a native garden on the footpath side of fence and do not want grass verge	Team members spoke to resident and will consider options during detailed design.
Harman			
H1	1	We own () Selwyn St and are planning to build a motel there. We would need provision to be made for a vehicle crossing onto Harman St. Thank you	Project Manager to contact this owner
		Jacksons Creek - Cost to ratepayers of electrical power to pump the water??	Possibilities for augmentation are to either divert a drain upstream into Jackson's Creek or for overflow from existing water supply pump. Neither would require additional electricity.
H2	1		
H3	1		
H4	1	I would like to see more trees in the upgrade otherwise I think the proposed plans look good and I look forward to seeing the finished project.	Trees are incorporated in the design as space permits
		The proposal to increase the water flow would enhance the planting and give the creek a real facelift and hopefully encourage children to play in the area as I did in my younger days.	Noted
H5	1	This is an excellent proposed plan for Harman St and I endorse it 100%. Being one of the oldest historic places in our city I am please that the Council sees fit to enhance it and the adjacent surrounding areas.	Noted
		However one very important addition to your layout would be the location of speed bumps to minimise the reckless use of heavy trucks and commercial vehicles that travel along Harman St - they shake our hoses to pieces.	Cannot place speed bumps on a collector road. The combination of cycle lanes and new road markings, with the narrowing to 10m kerb to kerb (excluding parallel parking bays) will give a significant perceptual narrowing and will slow the traffic down.
H6	1	Speed bumps would be good as other streets.	Cannot place speed bumps on a collector road. The combination of cycle lanes and new road markings, with the narrowing to 10m kerb to kerb (excluding parallel parking bays) will give a significant perceptual narrowing and will slow the traffic down.
		Not happy with loss of car parking (19) in the street. We will not be able to provide parks for visitors at all!	There are street parks near these properties. There is no requirement to provide on-street staff parking. The threshold formalises what is legally a no stopping area opposite and within 10 m of the intersection of Cotterill St.
		Would prefer the totara trees outside no () and () Harman St to be smaller trees, deciduous. With a huge 5 storey car park casting shadows all winter, we do not need evergreen huge trees.	Tree management
		On the positive side, the new gutters and drains will be appreciated.	
H7	1	Wonderful, thank you	
H8	1		
H9	1	Harman St needs something added to hinder the speed of cars near the Lincoln Road end.	Cannot place speed bumps on a collector road. The combination of cycle lanes and new road markings, with the narrowing to 10m kerb to kerb (excluding parallel parking bays) will give a

		The kerb build out at () Harman St should have a raised platform the same as those found on plans for Poulson St. I realise that this may not be practical though as Harman St is not strictly residential. An alternative solution needs to be found to prevent the many speeding cars along our street.	significant perceptual narrowing and will slow the traffic down.
H10	1	Owner of () Harman St	
		I support the planting in Harman St and the cycle marking also	
		Jacksons Creek – I support the concept of augmentation of the water flow and further naturalisation.	
H11	1	He has a commercial building at () Harman, and is very concerned about the condition of the property next door at (), and has been concerned by the careless attitude of the owner who has not responded to his requests for improvement in the past.	Suggested he make a new CSR to link with his previous one in Mar07 (provided the number)
H12		Need 4 staff car parks outside - no room on driveway as we need to allow space for trucks to come in and deliver things	There are street parks near these properties. There is no requirement to provide on-street staff parking. . The threshold formalises what is legally a no stopping area opposite and within 10 m of the intersection of Cotterill St.
		Concerned about gardens here and there using rate payer's money to maintain.	Noted
H13			
H14	1	We would like assurance that the current drainage system which in some cases does not appear to be coping with storm water drainage, will be enhanced in concert with the reconstruction of Harman Street road surface.	Drainage will be part of the design.
		In principle we are in favour of the augmentation of the water flow in Jacksons Creek on the basis of the details outlined.	
H15	1	Well done and overdue. The existing dish guttering is dangerous and ugly. I agree with anything council wants to do to improve the streets and area in general. I would like to urge the council to act quickly and not let the project drag. For example why wait till 2012 to complete Ward, Fielding, Meredith, Spencer, Selwyn St work. Get it underway now.	
H16	1		
Parlane			
Pa1		I live at () Parlane Street Addington and would like to suggest that a p60 parking limit be installed between Lincoln road and number 10 Parlane street for people visiting the shopping area. At this point of time no one can park in our street as the person at number 9 Parlane street thinks he owns it. At present he has 1 x bus, 1 x truck, 1 x car, 1 x van, and 1 x trailer parked in the street and has no regards for the neighbours or people going to the shops. Hope this will be considered in your new plan.	Normal all day parking will be permitted initially and if future problems arise the situation will be referred to Network Operations for consideration of restricted parking.
Pa2	1	We support the proposed plan for Parlane St but would prefer and support underground power at the same time.	There is no funding for undergrounding in these streets
Pa3	1	The proposal is excellent. Thanks to the COUNCIL for the initiative. This area of Addington looks pretty rough at present.	
		Even more trees, such as those suggested for Parlane St would enhance it further. There are not many substantial trees on private property because the sections are relatively small.	There are service conflicts that prevent more trees being planted in this street. Team will consider protection of the street trees and could ask Addington Bush Society to supply trees for residents to plant on their properties that will help green up the street.

Pa4	1		Lighting not good enough	Lighting will be addressed as part of the scheme.
Pa5	1		I own () Parlane St. It has 2 drive ways neither of which appears on your plan. Both drives are used. Please check you have allowed for these in your plan as the green area is covering the front of my house. See drawing	Likely only one driveway is legal. To be checked by design team as part of a driveway survey.
Poulson				
P1	1		I am committee secretary representing all the owners of 50 units at 31 Poulson St. We are pleased the council are improving the street and look forward to the developments. However, there are two issues we ask the council to reconsider. 1. One is parking. At 31 Poulson, there are up to 250 persons living at this address, and we have been limited to 100 car parks within the boundary. Many are forced to park outside on the street, including any visitors. If it was possible to have angle parking, we believe this would increase the capacity and reduce congestion. It appears from the drawings that more grass will be planted, not only will this cause more cost to our members due to lawn cutting, we would much prefer the space to be used for parking. Lawn and trees can still part of the new areas. We really like the ideas for slowing traffic; it's such a good opportunity to increase the parking capacity. There are also flats opposite our units, I am sure they too would like more parking. Thank you for the chance to have our say. Consider 509	Loss of only seven on-street car parking spaces on this street. Considered to be enough remaining parking spaces.
			2. With respect to trees being planted, we would not like to see large trees there as in time, it will reduce the light on those units facing the road. We would prefer smaller varieties, or even bushes. However we are happy with the kowhai.	Tree planting and landscaping design will consider these requests.
P2	1			
P3	1		I would like to see a couple of speed bumps on Poulson St from Selwyn St to the church. They speed up there and it is very scary. There are young kids on both sides of the street. I'm scared someone will be hurt or killed if the speedsters are not stopped now.	Outside scope of project – referred to Maintenance
P4			Could you please inform us when our end of Poulson St is to be renewed?	
P5	1		While the proposal for the western end of Poulson St looks excellent, something needs to be done about the eastern end. The street lighting is extremely poor and we have consistent problems with people speeding (especially during the day) putting speed bumps at the church square end and Selwyn St end would help this and reduce the number of people who use Poulson St as a short cut.	Outside scope of project – referred to Maintenance
			This is an excellent proposal - currently it is an eyesore and health risk - we have had mosquitoes in the summer	
P6	1		Excellent - should improve our area. Any other ideas to stop the tagging would be great.	
P7	1		Very pleased the upgrade is taking place	
P8			It is basically a good idea but first replace the concrete creek bed because as it goes past my house its badly in need of replacement before extra water is put into it.	Will be considered, depending on the location.
P9	1		I'd prefer different species to be used as the street trees. Elms, lindens or	Tree planting and landscaping design will consider these requests.

		similar. I don't think kowhai and totara look the best as solitaires. Thanks for asking.	
P10	1	Looks good. No natives or evergreens as street trees.	Tree planting and landscaping design will consider these requests.
		Jacksons Creek - Over land flow great idea	
P11	1	Any improvement is better than nothing	
		What you propose to do looks ok to me.	
P12	1	Parallel parking outside () Poulson St and Sallies and Council flats.	
		Period lighting round Church Square. And we hope that power lines are going down at the same time.	Will be considered in lighting review. There is no funding for undergrounding in these streets.
		Native trees on both sides and one side of street. Poulson and Corners. All natives and more playground equipment and maybe a skateboard ramp or basketball hoop with backboard.	Tree planting and landscaping design will consider these requests.
P13	1		
P14		comments in Spencer St	
P15		Looks good on paper but to me as in other proposals the parking to me is reduced not only when you narrow the street down but when you add grass verges and trees! Especially outside the old prison area. There are many cars parked out on the road 24/7. Visitors to the complex. Angle parking would allow for more parking and could also look good outside this area. Dickens St - also outside the Community House would be reduced parking?? Salvation Army - another area needing parking facilities. Somebody needs to come out and see just how much parking is required for these areas and how much the proposals will reduce it. As I have suggested maybe angle parking could be considered in some of the areas.	Loss of only seven on-street car parking spaces on this street. Considered to be enough remaining parking spaces.
		It seems a good idea to augment the flow of water but if it is at the expense of using water that would compromise private drinking water then I would say no. There is also the added danger of having more water in the creek for younger children to be at risk. ? Fencing?? These areas would then have to be fenced.	It won't compromise drinking water availability. Creek enhancement would include gently sloping natural banks which pose less risk for animals and children. Where there will be significant falls in public areas such as road crossings, headwalls and protective fences will be used.
P16	1	We also suggest that you ask the Building Manager of the complex for his thoughts on this. His name is () and he mans the office inside the entranceway. He deals with a lot of the parking woes and may be able to provide some helpful suggestions.	Noted
		We would definitely like to see increased parking alongside #31 Poulson St. There are at least 250 residents at Amber Mews, 31 Poulson St and parking for only 100 cars inside the complex. That means there could be the necessity for a further 150 cars to be parked on the street. Plus visitors cars to the complex also, who presently are not able to park inside the complex. The more parking the better, even if it means sacrificing a tree or two. Please consider the benefits of angle parking, especially as this is a quiet street, perhaps a little of the 'landscape planting' could be sacrificed for parking. Aims to provide suitable parking to meet the needs of the residents - so please provide extra compared with what is on the plan. It would then meet the residents needs	Loss of only seven on-street car parking spaces on this street. Considered to be enough remaining parking spaces.
		Please make sure that extra lighting in this area because of the large	Will be considered in lighting review.

		volume of tenants at 31 Poulson St	
P17	1	Jacksons Creek – I think it is a good idea and support it	
P18	1		
P19	1	In general I support. I am not sure whether you intend to narrow Parlane St even more. Difficulty in reversing out driveway onto Parlane, especially if cars parked on roadside.	The proposed 9m wide carriageway will provide sufficient room for entry/exit to driveways.
		Also lots of cars parked outside the flat complex at () Poulson St, across road and Salvation Army. Wouldn't parallel parking on one side allow for narrowing and accommodate car parking? Parking for Catholic Church on Sundays impacts on my visitors who find it difficult to find a park. This plan takes away several parks for this, including Parlane St cnr changes. Please do not ignore the reality of where and when parking on the roadside is an issue, nor that residents may experience difficulty at times with being able to park on the roadside.	Loss of only seven on-street car parking spaces on this street. Considered to be enough remaining parking spaces.
		I note that Poulson St flats complex has period lights outside the entrance. This type of lighting should be put around Church Square and the approaches to.	Will be considered in lighting review.
P20	1		
P21		Concerned about loss of parking for her friends in Poulson St at #() beside the narrowing - they currently have no driveway but park on the street, and would park off street if they could get there - can we put a bay or driveway in. Also concerned about church and school parking requirements not being met, and for the new flats in Emerson St cnr Poulson where there are two driveways missing off the plan.	Loss of only seven on-street car parking spaces on this street. Considered to be enough remaining parking spaces.
P22		Please plant fruit trees - plums, Blackboy peach, pear, and nectarine and don't put pathways underneath where fruit will drop and get stood on. Place stinging nettle in the centre of plantings so preventing people hiding in there and doing stranger danger things. Flax trips people up on the footpath. Grasses catch fire. Put the footpath beside the road so people can get out t of cars and not have to walk across boggy grass. Meandering footpath costs more. Please place seats and trees so that the angle of the sun gives shade in summer, sun in Winter.	Tree planting and landscaping design will consider these requests.
P23	1	We have no problem with the plan in general except that the rise up onto the platforms be of a reasonable gradient, not sharp as is the present platform at Poulson/Spencer St intersection in particular the one nearest Jerrold St north end of the platform.	The platform will be built to standard dimensions which should be easier to mount than the current one.
		Jacksons Creek - Our section backs onto the creek and we have ready access to the rear of our property including Jacksons Creek where we have spent considerable money stopping the bank and planting natives. 1) Will the plan include continuous water this far along the creek past the rear of our section. 2) Is it the Council's intention to remove or replace the old concrete trough the normal water flows? We fully agree with and would like to have a continuous flow of water in Jacksons Creek behind our place.	Following augmentation, there will be a continuous flow of water. Restoration works would include replacement of the concrete trough with a natural bed in selected locations.
P24	1	As long as I can get into my driveway with no hassles its fine with me.	
		A lot of speeders along Poulson and Selwyn Street. It's great	
		Jacksons Creek - Sounds good.	

P25	1	It would be a vast improvement if there were to be underground wiring included in the upgrading of Poulson St Parlane St junctions otherwise all other improvements are very welcome	There is no funding for undergrounding in these streets.
		Wherever possible it would be an asset if a small pathway/walk way could be included along Jacksons Creek in the Macaulay St area for easy walking especially for the many senior citizens and partially disabled in the area	The possibility of a footpath adjacent to the waterway will be investigated. Would require agreement from Salvation Army for access from COUNCIL housing complex.
P26	1	I am the director of the Salvation Army Addington Supportive Accommodation. In principle I agree with your proposals	
		My concern is that we may lose some of the on street parking that we now have. Sited beside the hostel is a used clothing and furniture store. We use this to raise funds for the hostel. There is some off street parking but most days parking on the street is required. To lose this would be devastating.	Loss of only seven on-street car parking spaces on this street. Considered to be enough remaining parking spaces.
P27	1	I am very concerned about the removal of street parking outside #() Poulson St when there are 5 flats immediately adjacent. Would it be possible to incorporate off street parking bays in the plan.	Loss of only seven on-street car parking spaces on this street. Considered to be enough remaining parking spaces.
The following feedback is from streets other than those in this Stage 1 group. It has not been responded to by the team – it will be included in the relevant street decisions. The respondents have received a letter thanking them for their feedback and summarising the above issues, with a note that their feedback on these other streets will be dealt with later this year.			
Selwyn			
Se1		Just disappointed that we have to wait another 4 years for work to commence in our street.	
		Would suggest that we could do with a roundabout or lights at our corner Harman/Selwyn Sts. Very poor visibility here especially traffic coming from right at Harman St. Lots of near misses here. We will need something for I see the new building on Hazeldine Road will house 500 people all needing to make a quick getaway!	
Se2	1	Keep up the good work guys. Great improvements made already to this area. Look forward to when Selwyn St is completed. Good use of ratepayers \$\$\$	
Se3	1		
Macaulay			
M1	1	Yes please bring it on	
		The creek at No () Macaulay St has been done. Flow enhancement is the way to go. It used to flow better, prior to the building of the Westpac Stadium which is the source area.	
Spencer			
s1	1	Kowhai is a poor street tree in my opinion. Totara OK, although would prefer oriental planes as in Grove Road. Kowhai tree outside () Poulson is in driveway.	
		Underground wiring is desirable. Don't forget good street lights	
		Would like to see it opened up as shown, Extra flow good.	
s2	1	I live on Spencer St and I support the proposal but am disappointed that the phone and power lines will not be below ground.	
S3		Was a school bus years ago that came from Halswell - no longer, but the	

		Manual Training bus and special trips buses stop near the northern gate? Children line up outside the office. Need a bus stop formalised there to prevent parents parking there. Parents of many cultures - don't seem to understand about yellow lines and no stopping. Poulson St Gates are memorial Gates - cant be closed off as used for parking and emergency services but can be kept shut during the day	
Ward			
W1	1	We can't see our street in your letter but it says Ward St will be done later. We really like the idea that it will be nicer because at the moment the road is very UGLY. The only think is - why do we have to wait so long. We are just flating teenagers but we would like you to make lour street nicer. We don't like litter and the boring grey street. We want nicer edges and some trees and plants to make our walks nicer. And we have to walk to the bus stop and go to the shops. It would be VERY COOL if it was nicer with trees and nice edges and not so much speeding cars and stuff like that.	
		Jacksons Creek goes through our house and we really LOVE the good ideas you have for it. We would like it if there was more water in it and some fish. We like it but at the moment it just looks crappy. We really love your ideas. We both LOVE the idea with the Jacksons Creek to have more water and fish and look better and nicer, Thank you very MUCH.	
W2	1	Looking forward to the proposed improvement for Jacksons Creek especially the increased flow at low flow times	
W3		attended meeting	
Other streets not specified			
O1		Fully support the Jacksons Creek idea - would be great to see more water and it functioning better	
O2		Why is Feast Place not in these maps? Is car access going to be cut off to Feast Place?	Phoned.
O3		Great stuff. The narrower the carriageway the better. If we can slow cars down then the kids will be safer on their bikes. Please also consider some traffic calming for Collins Street.	
O4	1	Great work - need lots of garden in streets and modernising area.	
O5		I live in Church Sq - I really thing Collins St into Church Sq needs urgent attention. Narrowing of the street, one way through. We have so many cars and heavy traffic. It is an accident waiting to happen. We have been promised attention to this problem. As an active member of Addington Neighbourhood Watch all our neighbourhood agree that a one way system is needed from Church Sq to Collins S	Outside scope of project – referred to Maintenance

15. SAFE COMMUNITIES CONFERENCE 2008

General Manager responsible:	General Manager Regulation and Democracy Services, Peter Mitchell DDI 941-8462
Officer responsible:	Democracy Services Unit Manager
Author:	Jenny Hughey Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is for the Board to decide whether to approve funding for Board member Chris Mene to attend the International Safe Communities Conference 2008 to be held in Christchurch.

EXECUTIVE SUMMARY

2. Christchurch City Council is co hosting with the Safe Communities Foundation of New Zealand, the 17th International Safe Communities Conference, this year. Chris Mene has expressed an interest in attending this Conference.
3. The conference aims to celebrate and strengthen community safety as an integral part of national and international injury and violence prevention policy, research and practice. As such it has been designed to increase synergies and foster partnerships between those working at all levels of injury, violence and crime prevention to improve the evidence base of community safety. This conference is an opportunity for enhancing expertise, exchanging and transferring knowledge, and facilitating partnerships. The conference programme is **attached**.

FINANCIAL IMPLICATIONS

4. The cost for one member to attend would be \$985.00, which would be met from the Board's operational budget for 2008/09. This would cover conference registration only, as the conference is held in Christchurch.

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

5. Yes.

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

6. There are no legal considerations.

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

7. Yes. Democracy and Governance Support.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

8. Yes, Page 59 of the LTCCP, Strategic Direction: Strong Communities.

CONSULTATION FULFILMENT

9. Not applicable.

15 Cont'd

STAFF RECOMMENDATION

It is recommended that the Board decide whether to approve funding for Board member Chris Mene to attend the Safe Communities Conference to be held in Christchurch from 20-23 October 2008.

CHAIRPERSON'S RECOMMENDATION

For discussion.

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"Working together to make a difference"

The Safe Communities Foundation of New Zealand is pleased to be co-hosting the 17th International Safe Communities Conference, which is supported by the WHO Collaborating Centre on Community Safety Promotion. As an active member of the International Safe Communities Network for many years I know first hand the benefits of participating in International Safe Communities Conferences. These include: building networks; sharing knowledge of what works and also what doesn't work; being inspired to focus your efforts more; being reminded that we all have an important part to play in community safety; learning of the cost-benefit of improved community safety efforts; hearing the latest research and evaluation findings; and identification of best-practice models.

Building on these issues, the 2008 International Safe Communities Conference in New Zealand aims to celebrate and strengthen community safety as an integral part of national and international injury and violence prevention policy, research and practice. As such it has been designed to increase synergies and foster partnerships between those working at all levels of injury, violence and crime prevention to improve the evidence base of community safety. This conference represents an opportune moment for enhancing expertise, exchanging and transferring knowledge, and facilitating partnerships at regional and global levels.

Your active participation will be very much appreciated. I therefore, strongly encourage practitioners, researchers, community leaders, policy makers and advocates to join the debates and make this 17th International Conference on Safe Communities a milestone in our efforts towards a safer world.

Dr Carolyn Coggan

Chair, 17th International Safe Communities Conference
 Director, Safe Communities Foundation of New Zealand

See you in Christchurch in 2008

Welcome from Leif Svanstrom

Chair WHO Collaborating Centre on Community Safety Promotion and Chair International Society for Violence and Injury Prevention

Welcome from Christchurch's Mayor Bob Parker

Thank you to our Principal Sponsors:



Important Dates

Registrations are now open!
[Click here](#)

Close Early Bird Registrations - Extended!
 18 July 2008

[Click here](#) to read the explanation of the conference logo

Programme

The Conference begins on the afternoon of Monday 20 October 2008 with an Opening Ceremony and Powhiri; this day hosts pre-conference meetings with a Welcome Reception amongst the trade exhibition in the evening. Learn more about the powhiri

Tuesday 21, Wednesday 22, Thursday 23 are conference session days with an interesting and challenging mixture of keynote presentations, parallel sessions and workshops. The designation of Christchurch City takes place on Wednesday evening alongside the Conference Dinner, guaranteed to be filled with fun, good food/wine and entertainment.

Please note this programme is subject to change and will be updated regularly.

http://www.conference.co.nz/index.cfm/iscc08/call_for_abstracts Monday 20th, October, 2008

08.00 onwards	Registration and Information Desk opens
10.00-15.00	Pre-conference workshops and business meetings (refer to www.safecom2008.org.nz for further information). Certifying Centre Meeting Round Table Discussion (invited members only)
16.00 - 18.00	Official Welcome Powhiri Chair and Keynote Speeches (Prof. Leif Svanstrom) Official Party Addresses (government and local government representatives)
18.00 - 19.00	Welcome drinks and networking
19.00 onwards	Keynote Speaker Dinner (invited guests only) hosted by SCFNZ.

Tuesday 20th October 2008

07.00 onwards	Registration and Information desk opens						
08.30 - 10.45	<p>Keynote Speaker Session Conference Chair: Dr Carolyn Coggan</p> <p>Dr Carolyn Coggan Dr Alex Butchart Dr Colin Tukiatonga Professor Lu Pai Commissioner Howard Broad Game Over - Crash Bash</p>						
10.45 - 11.15	Morning Tea						
11.15 - 12.45	<p>Parallel Sessions (1A-1F) - Working together to reduce risk of injury and crime, making a difference to:</p> <table border="1"> <tr> <td>1A Child Safety</td> <td>1D Road Safety</td> </tr> <tr> <td>1B Added value of national safe community networks</td> <td>1E Home and Family Safety</td> </tr> <tr> <td>1C Falls & Older Person's Safety</td> <td>1F Fire Safety</td> </tr> </table>	1A Child Safety	1D Road Safety	1B Added value of national safe community networks	1E Home and Family Safety	1C Falls & Older Person's Safety	1F Fire Safety
1A Child Safety	1D Road Safety						
1B Added value of national safe community networks	1E Home and Family Safety						
1C Falls & Older Person's Safety	1F Fire Safety						
12.45 - 13.45	Lunch Break Poster Sessions, Exhibition						
13.45 - 1515	<p>Parallel Sessions (2A-2F)- Working together for vibrant and safe communities/cities:</p> <p><i>Please select one session from the eight streams below</i></p> <table border="1"> <tr> <td>2A Engaging businesses in safe communities</td> <td>2D Road Safety Partnerships</td> </tr> <tr> <td>2B Environmental design</td> <td>2E Reducing crime and violence</td> </tr> <tr> <td>2C Integrating research, policy</td> <td>2F</td> </tr> </table>	2A Engaging businesses in safe communities	2D Road Safety Partnerships	2B Environmental design	2E Reducing crime and violence	2C Integrating research, policy	2F
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2C Integrating research, policy	2F						

	and practice	Alcohol and other drug misuse						
15.15 - 15.45	Afternoon Tea							
15.45 - 17.15	<p>Parallel Workshop Sessions (3A-3F) - Working together to reduce risk of injury and crime, making a difference to:</p> <p><i>Please select one session from the eight streams below</i></p> <table border="1"> <tr> <td>3A Child Safety</td> <td>3D Road Safety</td> </tr> <tr> <td>3B Workplace</td> <td>3E Home and Family Safety</td> </tr> <tr> <td>3C Suicide Prevention</td> <td>3F Fire Safety</td> </tr> </table>		3A Child Safety	3D Road Safety	3B Workplace	3E Home and Family Safety	3C Suicide Prevention	3F Fire Safety
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3B Workplace	3E Home and Family Safety							
3C Suicide Prevention	3F Fire Safety							
18.00	Designation of Christchurch City International Safe Community							

07.00 onwards	Registration and information desk opens
08.00 - 08.30	Interactive display presentations
08.30 - 10.45	<p>Keynote Speaker Session</p> <p>Mr Paul Kells Dr Marilyn Brewin Gerard Vaughan Paulette Moulos Professor Leif Svanstrom</p>
10.45 - 11.15	Morning Tea
11.15 - 12.45	<p>Parallel Sessions (4A-4F) - Building the Networks:</p> <p><i>Please select one session from the eight streams below</i></p> <p>4A Canada, Australia, New Zealand, America 4B Asia Region 4C Rest of World 4D Safety within schools 4E Graffiti/Crime Prevention 4F Pacific Nations workshop</p>
12.45 - 13.45	Lunch, Poster Sessions, Exhibition
14.00 - 17.00	<p>Parallel Sessions (5A-5F) - Building the Networks</p> <p><i>Please select one session from the six streams below</i></p> <p>5A Canada, Australia, New Zealand, America 5B Asia Region 5C Domestic Violence 5D Child Safety 5E Gangs/Crime Prevention 5F Road Safety</p>
15.15 - 15.45	Afternoon Tea

15.45 - 17.15	<p>Parallel Sessions (6A-6F) - Working together for vibrant and safe communities/cities.</p> <p><i>Please select one session from the six streams below</i></p> <table border="1"> <tr> <td>6A Government & Community Partnerships</td> <td>6D Road Safety Partnerships</td> </tr> <tr> <td>6B Workplace</td> <td>6E Reducing Crime and Violence</td> </tr> <tr> <td>6C Safety Within Schools</td> <td>6F Alcohol and other drugs</td> </tr> </table>	6A Government & Community Partnerships	6D Road Safety Partnerships	6B Workplace	6E Reducing Crime and Violence	6C Safety Within Schools	6F Alcohol and other drugs
6A Government & Community Partnerships	6D Road Safety Partnerships						
6B Workplace	6E Reducing Crime and Violence						
6C Safety Within Schools	6F Alcohol and other drugs						
19.00 onwards	Conference Dinner, "Cruising the Pacific"						

07.30 - 08.30	Registration and information desk opens						
08.30 - 10.45	<p>Keynote Speaker Session Professor Caroline Finch Dr Robert Ekman Katrina Ings Dr Gillian McIlwain Professor Louis Francescutti</p>						
10.45 - 11.15	Morning Tea						
11.15 - 12.45	<p>Parallel Sessions (7A-7F) - Working together to reduce the impact and consequences of crime and injuries.</p> <p><i>Please select one session from the eight streams below</i></p> <table border="1"> <tr> <td>7A Treatment Providers making a difference</td> <td>7D Advocacy</td> </tr> <tr> <td>7B Community Safety Tools</td> <td>7E Behavioural Models</td> </tr> <tr> <td>7C Linking research, policy and practice</td> <td>7F Community safety and vulnerable groups</td> </tr> </table>	7A Treatment Providers making a difference	7D Advocacy	7B Community Safety Tools	7E Behavioural Models	7C Linking research, policy and practice	7F Community safety and vulnerable groups
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7B Community Safety Tools	7E Behavioural Models						
7C Linking research, policy and practice	7F Community safety and vulnerable groups						
12.45 - 13.45	Lunch, Poster Sessions, Exhibition						
13.45 - 15.15	<p>Parallel Sessions (8A-8F) - Working together to reduce risk of injury and crime, making a difference to:</p> <p><i>Please select one session from the eight streams below</i></p> <table border="1"> <tr> <td>8A Child Safety</td> <td>8D Road Safety</td> </tr> <tr> <td>8B Workplace</td> <td>8E Reducing crime and violence</td> </tr> <tr> <td>8C Water Safety</td> <td>8F NZ Safe Communities round table discussion</td> </tr> </table>	8A Child Safety	8D Road Safety	8B Workplace	8E Reducing crime and violence	8C Water Safety	8F NZ Safe Communities round table discussion
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8B Workplace	8E Reducing crime and violence						
8C Water Safety	8F NZ Safe Communities round table discussion						

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15.15 - 15.45	Afternoon Tea
15.45 - 17.15	Closing Conference Session Questions and Answers Tamati's Story Video Prof. Leif Svanstrom Dr Carolyn Coggan Farewell Video and handover
18.00	Conference Closes

16. NEW STANDING ORDERS

General Manager responsible:	General Manager Regulation & Democracy Services, Peter Mitchell , DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Lisa Goodman, Democracy Services Manager

PURPOSE OF REPORT

1. To advise all Community Boards of the new Standing Orders for the Christchurch City Council, as adopted by the Council on 24 July 2008, and to seek a decision from each Community Board as to whether a Chair's casting vote will be used in meetings of their Board.

EXECUTIVE SUMMARY

2. On 24 July 2008 the Council adopted new Standing Orders. The previous Standing Orders were based on the New Zealand standard 9202:1992, with some local amendments. In 2003 Standards New Zealand issued a revised model (NZS9202:203) which has been used as the basis for the Council's new Standing Orders adopted on 24 July.
3. These new Standing Orders now apply to all of the Community Boards in the Council's district. A copy has been circulated **separately** to Board members.
4. The new Standing Orders are generally similar to the previous ones, but provide greater clarity in some areas and incorporate a range of useful information in the appendices. Key changes are:
 - (a) *Closure motions*: Inclusion of a provision that requires a vote of not less than 75 percent of the members present before a closure motion can be accepted by the Chairperson (3.12.2).
 - (b) *Reading of speeches*: the words "with the permission of the Chairperson" have been deleted (3.8.5).
 - (c) *Casting of Votes*: the words "and therefore the act of question is defeated and the status quo is preserved" have been deleted. There is now no casting vote for the chair of the Council or its committees (2.5.1(2)(b)). **Community Boards can individually decide whether or not they wish to use the casting vote, and this report seeks a decision from each Community Board on this issue.** A casting vote is where the chair has, in addition to a normal vote as a member, a second, "casting" vote to ensure a decision is made. In the absence of a casting vote, a motion will lapse if there is no majority for it.
 - (d) *Deputations and Presentations*: Deputations for the Council are now only in relation for reports that are on the agenda for the meeting for which the deputation is requested. **Council Committees and Community Boards retain the existing system of making a request of the Chair of the Committee or Community Board (3.19.1.2).**
5. A new Code of Conduct for the Council was also adopted on 24 July, modelled on the Council's current version. As that Code of Conduct binds Councillors only, a separate report will also be submitted to Community Boards in the near future seeking adoption of the new version.

FINANCIAL IMPLICATIONS

6. There are no financial implications.

LEGAL CONSIDERATIONS

7. Clause 27, schedule 7 of the Local Government Act 202 requires the Council to adopt a set of Standing Orders for the conduct of its meetings and those of its committees. Those Standing Orders must not contravene that Act, the Local Government Official Information and Meetings Act 1987, or any other Act.

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8. As stated above, these new Standing Orders also apply to all of the Community Boards in the Council's district.

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?

9. Not applicable.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

10. Not applicable.

CONSULTATION FULFILMENT

11. None required.

STAFF RECOMMENDATION

It is recommended that the Community Board:

- (a) Note that on 24 July 2008 the Council adopted new Standing Orders for the Christchurch City Council, which are applicable to all of the Council's Community Boards.
- (b) Decide whether the Chairperson or other person presiding at meetings of the Spreydon/Heathcote Community Board and its committees and subcommittees shall have a casting vote in the case of an equality of votes.

CHAIRPERSON'S RECOMMENDATION

For discussion.

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- 17. COMMUNITY BOARD ADVISERS REPORT**
- 18. BOARD MEMBERS' INFORMATION EXCHANGE**
- 19. MEMBERS' QUESTIONS**