



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 7 MAY 2008

AT 3.00 PM

**IN THE BOARDROOM
LINWOOD SERVICE CENTRE
180 SMITH ST, LINWOOD**

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

Community Board Adviser

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT 16 APRIL 2008**

The reports of the Board's ordinary meeting of 16 April 2008 and extraordinary meeting of 17 April 2008 are **attached**.

STAFF RECOMMENDATION

That the report of the Board's ordinary meeting held on 16 April 2008 and the report of the Board's extraordinary meeting held on 17 April 2008 be confirmed.

7. 5. 2008

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Attachment to Clause 2

15. 5. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 16 April 2008 at 3pm
in the Boardroom, Linwood Service Centre**

PRESENT: Bob Todd (Chairperson), John Freeman, Brenda Lowe-Johnson, Tim Carter, and Yani Johanson.

APOLOGIES: An apology for absence was received and accepted from Rod Cameron.

An apology for lateness were received and accepted from David Cox who arrived at 3.20 pm and was absent for Clause 2.1.

Brenda Lowe-Johnson retired temporarily and was absent for clause 12.
John Freeman retired temporarily and was absent for part of Clause 8.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. MOBILITY PARKS ON TUAM STREET, HEREFORD STREET AND MONTREAL STREET

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to change four existing 'mobility' car parks within the central city to include the words "At Any Time".

EXECUTIVE SUMMARY

2. Parking in the central city is in demand at night throughout the week, due to the many activities people wish to attend. Parking restrictions operate from 8am to 6pm Monday to Sunday unless otherwise specified. This means that unless the words "At Any Time" are included on the sign, any vehicle can use the 'Mobility' space after 6pm. The Parking Enforcement Team receive numerous requests for 'Mobility' parking spaces after hours within the central city. The comment the Council has received is that people's disabilities exist beyond 6pm.
3. In 2004 the Council changed all the Mobility parking spaces that existed at that time to "At Any Time". However, since then, four have been installed without this feature.
4. It was not proposed in 2004 to change the suburban 'Mobility' parking spaces at that time, because a demand had not been established.
5. The majority of these 'Mobility' signs within the four avenues are attached to pay and display meter posts. This means that only vehicles displaying 'Operation Mobility' cards are allowed to use these pay and display meters. The pay and display meters operate at different times and these times are displayed on the meter housing. Adding the words "At Any Time" to the signs, means that these parking spaces can be used by vehicles displaying 'Operation Mobility cards' outside the displayed times free of charge and all other vehicles are excluded.

FINANCIAL IMPLICATIONS

6. The cost of this proposal is estimated to be \$1200.

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

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

LEGAL CONSIDERATIONS

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

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

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

11. This contributes to improve the level of service for parking and access for the mobility impaired.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. No consultation has been undertaken to include "At Any Time" on these Mobility Parking areas in the Central City. This proposal will mean all Mobility Parking spaces with the Central City will operate under the same conditions. It is not therefore necessary to consult.

STAFF RECOMMENDATION

That the Council approve:

That the existing parking spaces for vehicles displaying 'Operation Mobility Cards' at the following locations be amended to operate "At Any Time":

- (a) Tuam Street, north side, west of Manchester Street (2 spaces)
- (b) Hereford Street, north side, east of Colombo Street (1 spaces)
- (c) Montreal Street, east side, north of Worcester Street (1 space).

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 FERRYMEAD RESIDENTS' GROUP

Mr Phillip Wright spoke on behalf of the Ferrymead Residents' Group (Mr Swainson and Mrs Clark were unable to attend due to ill health). Mr Wright provided some history to his concerns about the ongoing use of the Ferrymead Reserve for the purpose of operating a tramway. Mr Wright believed the poles were unsightly and the rails a safety risk to other users. He expressed the view that the current use of the tram on the reserve area was inappropriate and not legal.

The Chairman thanked Mr Wright for his submission.

The Board **agreed** to request a report from Council staff regarding the legality of the rails and poles and the use of this particular part of the track in relation to the types of trams being used.

2.2 MR ROSS NORTON

Mr Ross Norton of Cannon Hill Crescent spoke to the Board in support of removing the trees from outside 42 Cannon Hill Crescent. Mr Norton was of the view that the trees were a health and safety hazard, and that the year round debris from the trees was a hazard and an annoyance.

In responding to questions from members, Mr Norton advised that he had the support of his neighbours to the removal of the trees. The Board also received a written statement from Mr Russell Murdoch, of Cannon Hill Crescent, which supported Mr Norton's request.

The Chairman thanked Mr Norton for his submission.

The deputation was considered as part of Clause 11.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICE OF MOTION

Nil.

5. CORRESPONDENCE

The Board **received** additional information from the Sumner-Redcliffs Historical Society with further information in support of its request to have the area known as Clifton Bay recognised as Sumner Coronation Reserve. A copy of the information is **attached**.

The Board **agreed** to request advice from staff to return to the Board as soon as practicable on whether the area known as Clifton Bay is a legal road and what the process is for making the area a reserve and for changing the name to Sumner Coronation Reserve.

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and other relevant information, including two memoranda relating to petitions presented to the Board on Ruru Road and Waterman Place / Ferry Road intersection.

Steve Hughes, Barry Cook and Mark Teesdale joined the meeting to provide an update on the requested Crime Prevention Through Environmental Design (CPTED) plan for Moorhouse Avenue. Mr Cook outlined recent work in the area, including lighting improvements, new signals and kerb buildouts.

The Board **agreed** to seek a report back from staff in early August 2008 on the impact of the parking restrictions in Moorhouse Avenue to assist decision making on whether there was still a need for a CPTED plan for the area.

The Community Board Adviser was requested to follow up with relevant staff to identify where funding for CPTED reports might be sourced.

8. MEMBER'S QUESTIONS

Nil.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING REPORT – 2 APRIL 2008

The Board **resolved** to confirm the report of its ordinary meeting of 2 April 2008 subject to an amendment to Clause 1, Board Recommendation should include reference to flooding issues.

10. TREE REMOVAL RADBROOK STREET FRONTAGE OF PROPERTY ADDRESS 42 CANNON HILL CRESCENT

The Board considered a report seeking approval to remove two Eucalyptus trees from the roadside berm at the front of number 42 Cannon Hill Crescent.

Concerns were raised by two members with respect to the lack of consultation with the relevant Residents' Association.

The Board **resolved** to:

- (a) Approve the application to remove the trees from the berm at the frontage of number 42 Cannon Hill Crescent.
- (b) Note that the applicant does not contribute to the cost of removal of the trees.
- (c) Note that the applicant does not contribute to the cost purchase and planting of the replacement trees.
- (d) Note that the trees are replaced either:
 - Within the same berm area; or
 - Within the same street; or
 - Within a park in the immediate vicinity.

Yani Johanson and John Freeman abstained from voting on this item and asked for this to be noted.

11. FRANCELLA RESERVE LANDSCAPE CONCEPT PLAN

The Board considered a report seeking approval of the landscape concept plan for the development of Francella Reserve following consultation with the local community.

The Board **resolved** to approve the **attached** Francella Reserve landscape plan (LP3018), and for the City Environment and Capital Programme Groups proceed to design, tender and construction.

12. SCOTT PARK TOILETS CONCEPT PLAN

The Board considered a report seeking approval of the concept plan for the provision of public toilets in Scott Park following consultation with the local community, and the occupation of legal road reserve by the replacement building.

Chris Freeman joined the meeting and provided an update on progress with Scott Park, noting that there were other issues which would be brought back to the Board at a later date and expressing the view that the other issues should not stop work on the toilets proceeding. He noted that there was some who objected to the construction of the toilet block.

The Board **resolved** to approve:

- (a) The proposed Scott Park public toilets concept plan.
- (b) The occupation of the legal road reserve at Scott Park (by the new public toilets building).
- (c) That the City Environment and Capital Programme Groups commence the design, tender and construction programme.

13. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – PAULA RUTH ENGLAND

The Board considered a report seeking approval for funding from the Board's Youth Development Scheme for Paula Ruth England in the amount of \$750.00.

Paula spoke briefly to the Board outlining her fund raising activities to date and information about her sailing and training schedule.

The Board **resolved** to approve the application and allocate \$750 from the 2007/08 Youth Development Scheme to Paula Ruth England to attend the 2008 Youth Squad Clinics with Yachting New Zealand and associated competitions.

14. 2007/08 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

The Board considered a report providing an update on the balance of its 2007/08 project funding allocations and progress on expenditure of those funds.

During discussion it was noted that the attachment to the report was incomplete. The report with full attachments will be submitted to the next meeting.

The meeting concluded at 5.15 pm.

CONFIRMED THIS 7TH DAY OF MAY 2008

**BOB TODD
CHAIRPERSON**

That the invitation be accepted.

Clause 4. Received.

Clause 5. Death of Archbishop Paul Sheehan.
 His Worship the Mayor moved the resolution or something contained in this clause which was carried in silence all present standing.

Clause 6. Coronation Tree Planting. Received.
 His Worship the Mayor moved that the Council express its appreciation to all officers of the Council, and also the senior officers but also Messrs Black, Steel and others for assistance in connection with the Coronation Celebrations and also officers of the Police Department, Fire Brigade and other organisations.

Seconded by Cr. Christie and carried.

Cr. Bell expressed to His Worship the Mayor and the Chairman of the various Committees, the appreciation of Councillors for the excellent work done by them.

Seconded by Cr. McLean and carried.

Clause 7. Mail Affairs. Received.

RESOLUTIONS - ADMINISTRATIVE DECISIONS:
 1. 111.

The Town clerk submitted his Statement of Accounts (as per copy attached marked "A").

It was resolved, in the motion of Cr. McCombs, Seconded by Cr. Sheppard,
 That the accounts be paid for payment by the Finance Committee, to be passed.

BUSINESS OF THE DAY - HIS WORSHIP THE MAYOR'S STATEMENT:
 His Worship the Mayor presented his statement (as per copy attached marked "B").

Classes 1 to 3. Received.

Clause 4. Tree Planting to mark the Coronation.
 It was resolved, in the motion of His Worship the Mayor, Seconded by Cr. Manning,
 That the resolution as contained in this clause be adopted.

Commander of Reserve -
 Title of Section - I. Keala.

1. PROPOSING TO MARK THE CORONATION.
 As the month of June is a most suitable time to carry out tree planting I recommend that a tree be planted in the Botanic Garden to commemorate the Coronation of Her Majesty Queen Elizabeth II.

The Director of Reserves has received offers from various organisations willing to take part in or to assist with any tree planting scheme which may be embarked upon as part of the Coronation celebrations.

A tree was planted in the Botanic Gardens to commemorate the Coronation of King Edward VII and trees have also been planted on the occasion of visits of other members of the Royal House.

I also recommend that the Council should assist organisations desirous of planting trees on city reserves during the Coronation celebrations.

2. THE HONOUR GARDEN TEAM - A.E. MADDISON.

... have been raised, as in Britain, by their willingness to devote time and energy and money to the organization of large-scale expeditions. The two-fold attempt in Everest last year by the eagerly-trained and superbly-equipped British expedition, headed by British's exclusive interest in the area; heretofore, British expeditions would have to clear their place in a kind of international mountaineering queue. Had Colonel Hunt's expedition failed this year, British might not have all another opportunity for several more ahead—years in which the mountain would have been attached, perhaps from both north and south, but French were to have had the cut-throat through Nepal in 1951, and the Swiss again in 1952; and if Hillary were luckier in his attempt for an early expedition through Tibet.

And so Colonel Hunt's party had neither great incentives to stand over all the difficulties that stand in its way; if it failed, the main visit of the hours of all its members would fall to another tick. The British party in its turn, no doubt, will acknowledge a debt it owes to the Swiss who were very close to cross last year. But the real motivation of victory was laid by Sir Edmund Hillary's reconnaissance expedition of two years ago, which proved beyond all reasonable doubt a practicability of the "south-western approach," long regarded as spoken by those who had possessed it from a distance, and little forbidding when viewed at close quarters from above. After the persistence of these British and Swiss expeditions, it became clear at to succeed an expedition must ascend the steep heights of the mountain, even to the lofty South Col, in considerable strength, so that it is of three parties, or even more, and be in a position to make decisive ascents on the last side of the mountain. The expedition, Colonel Hunt's party are to have carried out with Hillary's expedition. Whether the members were specially favoured by a weather may not be known for the time; it is certain, however, that of success in this respect has very close regard as the last indispensable factor necessary to the success of an Everest expedition. are one, of course, many others, by some of which the world has been way of success that was, great, courage, strength, endurance, energy, intelligence, and leadership. In conclusion, in the face of pulling difficulties. These the of Colonel Hunt's expedition at all have contributed, certainly, to the success of Hillary and his party. In this, truly significant achievement.

... the first two pages of the company's operations, and at any time, it will not exceed 3 per cent. This is to prevent the company from carrying a profit-making concern. Applications for 500 shares were filed in 11 of the morning. All members of the public will be invited to become shareholders.

FIRE IN HOTEL AT PORT CHALMERS

VOLUNTEER BRIGADE'S PROMPT SAVE

DUNEDIN—Fire 2 A prompt save was made by members of the Port Chalmers Volunteer Fire Brigade this morning when part of the Spring Hotel, Port Chalmers, caught fire. The brigade consisted of 100 men in the kitchen, which was burnt out. Most of the other damage was caused by smoke and water.

The Coronation Celebrations

As the feast on the Port Hills lasted for last night, the major part of the official Coronation celebrations in Christchurch was over, and the Mayor (Mr. E. M. Macfarlane), the City Council, and all who shared in two great days could rest satisfied that they had marked an historic occasion well. The services began on the Queen's Birthday, the civic service yesterday morning, and the procession in the afternoon, with the music and other festivals, will long be remembered by the thousands who thronged the city. These events were not a trifling one—they could not be—for their "superb pigment in the world" in London; but they gave the people of the city and province an opportunity of sharing in some part in a great national event and of showing their high regard for the young Queen, now entering on her life's work. The reality of this sense of sharing could be felt in the often-expressed hope that the sun would shine in London for the Queen as it had for her subjects half a world away. There was something of the same sentiment in the thrill of national pride that ran through the Christchurch crowd when they cheered Hillary, a new Elizabethan who had given New Zealand the honour of the first great achievement of the new reign.

These days will not soon be forgotten by those who took part, most of whom do not expect another coronation in their lifetime. They will be the most happily remembered by those able to lend the voice of the Mayor at the simple ceremony in Lichfield square, when he presented them that in the Queen was dedicating her life to the Royal responsibility of serving her people, that, too, had responsibilities in the State as well as the privileges won by past generations. That is the lesson the celebrations should teach.

Generous Response To Appeal

PALACE MENACED BY DECAY

VERMILION—The generous response to an appeal for funds has exceeded that which was expected to a £25,000,000 plan to restore and safeguard the Lincoln Palace at Vermilion, which is in a grave state of decay. With an estimated value of £2,500,000, the plan to restore and safeguard the Lincoln Palace at Vermilion, which is in a grave state of decay. With an estimated value of £2,500,000, the plan to restore and safeguard the Lincoln Palace at Vermilion, which is in a grave state of decay.

DRIVER KILLED

STYCKLAND—James E. A student of Massey Agricultural College was killed early this morning when the car he was driving collided and struck a telephone pole in Market Road, Kaitake. He was killed.

CAR HITS POWER POLE

STYCKLAND—James E. A student of Massey Agricultural College was killed early this morning when the car he was driving collided and struck a telephone pole in Market Road, Kaitake. He was killed.

DRIVER ADMITTED TO HOSPITAL

STYCKLAND—James E. A student of Massey Agricultural College was killed early this morning when the car he was driving collided and struck a telephone pole in Market Road, Kaitake. He was killed.

FALL FROM WHARF

STYCKLAND—James E. A student of Massey Agricultural College was killed early this morning when the car he was driving collided and struck a telephone pole in Market Road, Kaitake. He was killed.

SHIP'S BOSSON SUFFERS HEAD INJURIES

STYCKLAND—James E. A student of Massey Agricultural College was killed early this morning when the car he was driving collided and struck a telephone pole in Market Road, Kaitake. He was killed.

ELDERLY CYCLIST INJURED

STYCKLAND—James E. A student of Massey Agricultural College was killed early this morning when the car he was driving collided and struck a telephone pole in Market Road, Kaitake. He was killed.

The Check Sheet 3/4/5B

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Page Sixteen

The Christchurch Star-Sun

MONDAY, JUNE 1, 1964

Tree-Planting at New Garden Reserve Begins Sumner's Celebrations

SUMNER'S Coronation celebrations started this morning when the Mayor (Mr R. M. Macfarlane, M.P.) planted a pohutukawa tree at the foot of Clifton Spur.

He was assisted by the City Council's Parks and Reserves Director (Mr M. J. Burnett) and a 90-year-old Sumner resident (Mr E. A. Barton).

The triangular area where the tree was planted will be made into a garden to be known as the Sumner Coronation Garden.

The plot already contains the Borough of Sumner memorial commemorating the constitution of the Borough of Sumner in June, 1891, and its 73rd anniversary in 1964.

The City Council decided that the borough should take a prominent part in the Coronation celebrations, said Mr G. F. Allen, chairman of the Sumner Coronation Committee and president of the Sumner Residents Association.

"We thought it fitting to have a garden plot that could be seen for all time as a symbol of loyalty and rejoicing at the time of the Coronation of Queen Elizabeth II," Mr Allen said.

The Mayor congratulated the residents of Sumner and the Coronation committee on their work.

To the children among the 150 present Mr Macfarlane said: "In a few hours' time, in Great Britain, many New Zealanders will see a great ceremony. We in New Zealand, to-day and tomorrow, are commemorating the same great occasion."

Empire 'Solid'

The British Commonwealth and Empire was not "in any shape or form" crumbling. It was not as some had claimed a few years ago "down and out." In fact it was more solid to-day than ever, he said.

While Mr Burnett tramped in the earth, Mr Macfarlane swung the official spade, filling in the hole. Cameras clicked and whirred as he named the plot.

"I name this plot the Sumner Coronation Garden plot, and declare this tree well and truly planted—I hope," Mr Macfarlane said.

Representatives of the Lyttelton Harbour Board, Christchurch City Council, and Christchurch Transport Board attended.

The Sumner Silver Band, conducted by Mr Louis Fox, played "Elizabeth of England," and the National Anthem.

Two S.C. Men In Final of

MURDER OF TAXI-DRIVER SUSPECTED

The police suspect that an Auckland taxi-driver, Mr James Anderson Henderson, of Titirahi, whose body was found on the Mt. Somers district today, was murdered.

It is understood that last night Mr Henderson took a fare into a country.

He did not return home and police inquiries were immediately instituted.

Senior Sergeant C. H. Beardon, Ashburton and Detective P. Burns, Christchurch, went to Mt Somers this morning, and it was later learnt that the taxi had been found in the area.

Mr Henderson is married with a child.

The Superintendent of Police at Christchurch, Mr E. H. Sargent, is Chief Detective (Mr McQueen Brown) and other members of a Christchurch police left for Ashburton this morning. They were accompanied by a pathologist.

N.Z. Championship Road Race Watched By Big Crowd

By the Sea - Special

PLUNGED. Today, about 10,000 people packed the 1.75-mile Otago Sports Car Club racing circuit in the city streets to see the New Zealand championship road race and two minor events today.

The sun was shining and there was a cold wind, but this did not prevent many enthusiastic spectators from arriving before 2 a.m. to take up vantage points around the circuit for this Dunedin's first motor race and first Coronation function.

Results: The hopes of Christchurch followers were badly dampened after the first practice period this morning.



SUMNER GOT AWAY to an early start with its Coronation celebrations when the Mayor of Christchurch (Mr R. M. Macfarlane, M.P.) planted a tree at Clifton. Above, the Mayor has an interested youthful audience as he breaks off his task.



7. 5. 2008

- 13 -

15. 5. 2008

Attachment to Clause 2

HAGLEY/FERRYMEAD COMMUNITY BOARD

**An extraordinary meeting of the Hagley/Ferrymead Community Board
was held on Thursday 17 April 2008 at 1.30 pm
in the Boardroom, Linwood Service Centre**

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

APOLOGIES: An apology for absence was received and accepted from Tim Carter.

The Board reports that:

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

The Board discussed and prepared its submission to the Council on the Draft Annual Plan 2008/09 and Draft 2008 amendments to the Long Term Council Community Plan 2006-16. The submission has been submitted to the Council and separately circulated to members.

The meeting concluded at 3.40 pm.

CONFIRMED THIS 7TH DAY OF MAY 2008

**BOB TODD
CHAIRPERSON**

3. DEPUTATIONS BY APPOINTMENT

3.1 TOM SUCKLING AND SUZY HAMILTON

Tom Suckling and Suzy Hamilton will speak to the Board regarding Clause 8.

3.2 OLIVER CLIFFORD

Oliver Clifford received funding in 2007 from the Board's Youth Development Fund to attend the Hague International Model United Nations. Oliver would like to speak to the Board about his experience.

3.3 JAMES BECK OF ATTITUDE

James Beck from Attitude, will present details about the work of his organisation especially in relation to what is occurring in the Hagley/Ferrymead area.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. PROPOSED NAME CHANGE FOR VIA MARIS WAY

General Manager responsible:	General Manager Jane Parfitt City Environment Group DDI 941-8608
Officer responsible:	Acting Unit Manager Transport and Greenspace
Author:	Malcolm Park

PURPOSE OF REPORT

1. The purpose of this report is to obtain the approval of the Hagley/Ferrymead Community Board to one street name change from Via Maris Way to Rapanui Ridge.

EXECUTIVE SUMMARY

2. A request has been received to change the name of Via Maris Way on Monks Spur Road. The request has come from the owners of 7 Via Maris Way.
3. Number 7 Via Maris Way is the only property apparently capable of accessing Via Maris Way physically, the other sections fronting Via Maris Way have on site access via Rapanui Lane or Francis James Lane.
4. The Council's Road Naming Policy states that a minimum of 85 per cent of residents and owners must give their consent to change the name of a road. In this case it appears that the couple seeking the change are the only affected persons.
5. The submission proposes three alternative options for Via Maris Way; Shag Rock Ridge, Rapanui Ridge or Redrock Ridge. Redrock Ridge should not be used because of the existence of Red Rock Lane off Bay View Road. Rapanui is the Maori name for Shag Rock. While there is a Rapanui Lane already in this subdivision, it will run off Rapanui Ridge (Via Maris Way). This should not create a problem where the same name is used for two roads running off each other. Numerous precedents exist in Christchurch, for example, Lincoln Lane off Lincoln Road, Scarborough Lane and Scarborough Track off Scarborough Road.
6. Subsequent correspondence with the people requesting the name change has confirmed that they would be equally happy with Shag Rock Ridge or Rapanui Ridge. The Council's preference is Rapanui Ridge with the precedence outlined above. The street number of the only residents would be unique, that is, not the same number as any dwelling in Rapanui Lane so as to avoid confusion.

FINANCIAL IMPLICATIONS

7. There is no financial cost to the Council. The cost of the name plate manufacture and installation is charged directly to the resident.

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

8. As above.

LEGAL CONSIDERATIONS

9. Council has a statutory obligation to approve road names.

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

10. No legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Not applicable.

8. Cont'd

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. Not applicable.

Do the recommendations align with the Council's strategies?

14. Not applicable.

CONSULTATION FULFILMENT

15. The name Rapanui (Lane) is already in use in this subdivision. Rapanui Ridge is a logical name change to the road now known as Via Maris Way.

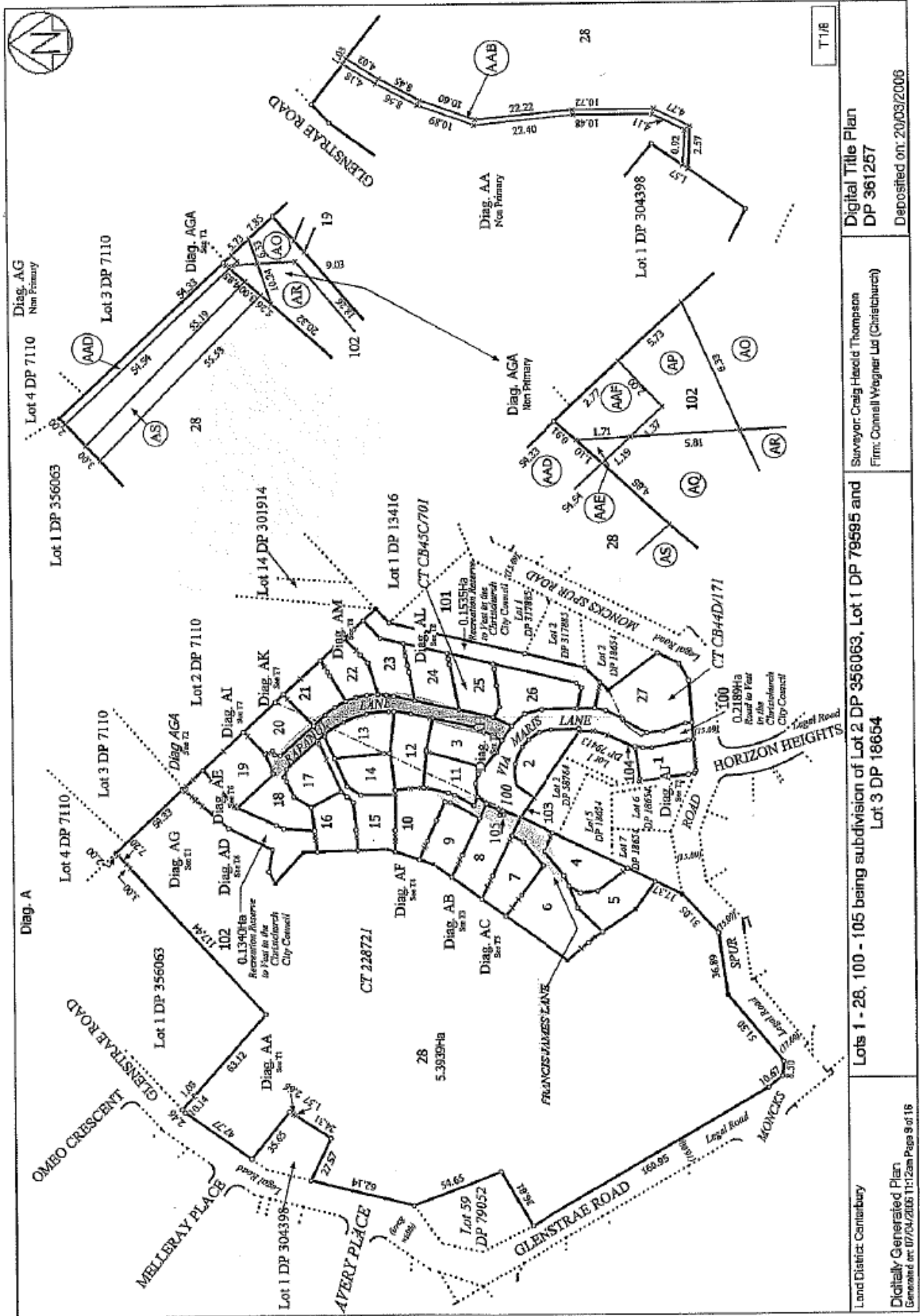
STAFF RECOMMENDATION

It is recommended that the Board approve the proposed name change of Via Maris Way to Rapanui Ridge.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

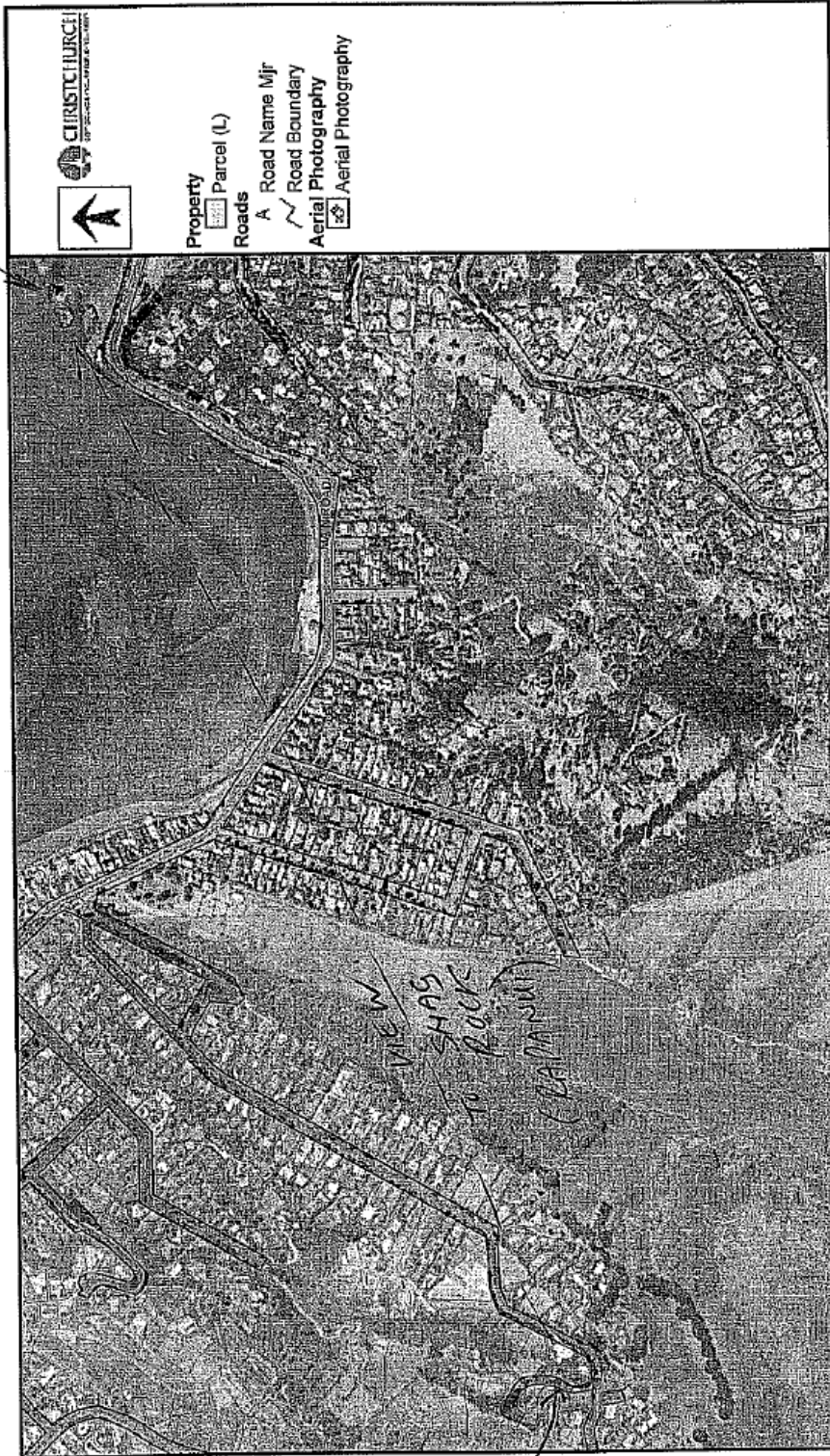
Attachment 1 Clause 8



SHAGS ROCK
KARANGI

Page 1 of 1

Print Preview



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Produced by 153.111.126.167 10:19 26/07/2007

600 m
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The accuracy of this plan and the measurements shown are not guaranteed but should be verified by inspection.

26/07/2007

http://maps.ccc.govt.nz/webmap/commands/printadvanced/print_preview_landscape.asp

9. MAIN ROAD REDCLIFFS PEDESTRIAN CROSSING - RELOCATION/UPGRADE

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Unit Manager
Author:	Jeff Owen/Barry Cook, Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to inform the Hagley/Ferrymead Community Board of the advantages and disadvantages of a number of options in relation to the existing pedestrian crossing on Main Road at the Redcliffs shopping village.

EXECUTIVE SUMMARY

2. Concern has been expressed for some time by residents at what is believed to be safety issues for pedestrians at the existing zebra crossing in the Redcliffs Shopping Village, Main Road, Redcliffs.
3. In addition, vehicles on Main Road travelling east bound towards Sumner yield to pedestrians on the crossing, vehicles turning right out of Augusta Street believe the Main Road vehicles are slowing to let them enter Main Road. The Augusta Street right turning vehicle does not see the pedestrian on the crossing and a conflict occurs.
4. Also west bound vehicles wishing to turn left into Augusta Street must stop on the zebra crossing to yield to turning traffic. This causes difficulties for pedestrians on the crossing. This is not ideal.
5. The Board has had requests to install traffic signals on a number of occasions. The installation of traffic signals does not necessarily improve safety as there are many crashes that occur at signals.
6. Four options have been explored with traffic signals being one of the options.
7. The installation of road level lights at the pedestrian crossings in Tuam Street and Hereford Street has proven to be a success. Land Transport New Zealand is in the process of formalising the use of road level lights as a 'Traffic Control Device' under the rule.
8. The recommended option (option 4) is that the status quo remain.

9. Cont'd

BACKGROUND

9. Main Road is a Minor Arterial road carrying 19,000 vehicles per day. This volume is above the upper limit for a Minor Arterial road. There are no plans to change the status of Main Road to a Major Arterial road. This would mean that the road would eventually be widened to four lanes with a median. The effect of that cannot be justified.
10. However, the volume of traffic will continue to increase. This has the affect of reducing the gaps between vehicles for pedestrians to cross. It also reduces the speed of vehicles.
11. As the volume of traffic increases the pedestrian crossing will be better utilised as many motorists park their vehicles and cross the road without using the crossing.
12. The existing crossing is well laid out and is used by pedestrians very frequently. This makes the zebra crossing safe as motorists become aware of the crossing because they frequently have to 'give way' to pedestrians.
13. There have been no reported injury crashes at the crossing in the last five years and only one injury crash in the last 10 years. This crash involved a vehicle hitting a pedestrian which resulted in minor injuries.
14. The existing zebra crossing is located close to the eastern side of the Augusta Street intersection. This was to protect and retain the existing car parking space on the north side of Main Road immediately east of the crossing outside the shops. (See **attached** plans.)

OPTIONS**Option 1: Install Traffic Signals** (see **attachment 1**)

15. This option proposes to install traffic signals at the Augusta Street/Main Road intersection. Pedestrian crossing facilities would be incorporated into these signals hence the exiting zebra crossing would be removed. Due to its closeness, the Beachville Road/Main Road intersection would also need to be signalised.

This option creates a number of issues:

- i) It would remove all kerb side parking adjacent to the shops in the Redcliffs shopping centre. This would be necessary to provide two through traffic lanes in each direction, to provide turning access to Augusta Street and Beachville Road and to reduce delays the signals will create for traffic on Main Road. Even with two lanes, traffic queues are calculated through traffic modelling, to reach three kilometres in length in peak time, on Main Road.
- ii) It is also perceived that traffic signals are safe. This is not necessarily the case. It is known that traffic signals in this situation will increase the currently low crash rate at the crossing. These crashes are also likely to be more severe.
- iii) This option does provide a dedicated pedestrian crossing phase, however the delays for those pedestrians wishing to cross Main Road will be considerably longer than currently experienced at the zebra crossing. Currently the pedestrian delay is rather short due to the requirement to give way to pedestrians. In peak times the delay or wait for pedestrians is likely to be up to two minutes (120 seconds). Some pedestrians will not wait this length of time or will choose to cross the road away from the signals. It will also mean that some shoppers will choose to use other areas to do their shopping.
- iv) The installation of the signals will also mean the separate cycle lanes through these two intersections and the flush median will have to be removed to achieve the two vehicle lanes. This will decrease the safety for cyclists and make access to the numerous driveways in this area difficult.

9. Cont'd

- v) The inbound bus stop will have to be relocated and buses will have to stop in the traffic lane. This will also affect cyclists and will bring all traffic to a stop if a vehicle is waiting to turn right into Beachville Road when a bus is in the stop.
- vi) There is no current funding for traffic signals at this location. It is estimated traffic signals will cost more than \$200,000. The disbenefit of signals clearly indicates that this level of funding would not be available.

Option 2: Relocate the existing Pedestrian Crossing (see attachment 2)

- 16. This option proposes to relocate the existing zebra crossing. Currently the zebra crossing is positioned too close to the intersection of Augusta Street. Turning vehicles both out of and in to Augusta Street are causing safety concerns. The proposal is to move the zebra crossing five metres towards the east. This would require the existing kerb build out on the north side of Main Road to be extended and the removal of one car parking space.
- 17. This will move the existing limit line for east bound traffic five metres eastward, which will help mitigate the problem of Augusta Street right turning traffic conflicting with pedestrians on the crossing. Space will also be provided for a left turning vehicle into Augusta Street to stop clear of the zebra crossing.
- 18. The physical works relocating the crossing is estimated to be \$55,000.

Option 3: Installation of Road Level Warning Lights

- 19. This option proposes the installation of road level warning lights. This system was trialed in the City at two pedestrian crossings and has now been approved by Land Transport New Zealand for installation at other locations.
- 20. The system is operated by a pedestrian breaking a beam which sets the road level lights to flash while the pedestrian is on the crossing. This warns the approaching motorist of the presence of the pedestrian on the crossing. After the pedestrian has departed from the crossing the lights turn off.
- 21. There is no current funding for the 'Road level Warning Lights' system. It is estimated the warning lights will cost \$12,000.
- 22. If road level warning lights were to be installed it would be appropriate to do this in conjunction with Option 2.
- 23. Funding for the physical works and the 'Pedestrian Crossing Warning Lights' system (\$67,000) would need to be found, if this option were to proceed. However, due to the good safety record at this location all available funds would have to be allocated to one of the many safety improvements where there is a known crash record.
- 24. This option although desirable, can therefore not be justified.

Option 4: Status Quo (do nothing)

- 25. The pedestrian crossing on the Main Road at Augustus Street is well utilised and has a very good safety record. There has only been one reported injury accident in the last 10 years and none in the last five years. This option at this point in time is, therefore, the preferred option.

FINANCIAL IMPLICATIONS

- 26. The recommended option (Status Quo) requires no funding. All the other options have no funding provision.

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

- 27. As above.

9. Cont'd

LEGAL CONSIDERATIONS

28. There are no legal issues relating to the proposed option.

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

29. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

30. Does not apply as the recommendation is for the status quo.

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

31. As above.

ALIGNMENT WITH STRATEGIES

32. As above.

Do the recommendations align with the Council's strategies?

31. As above.

CONSULTATION FULFILMENT

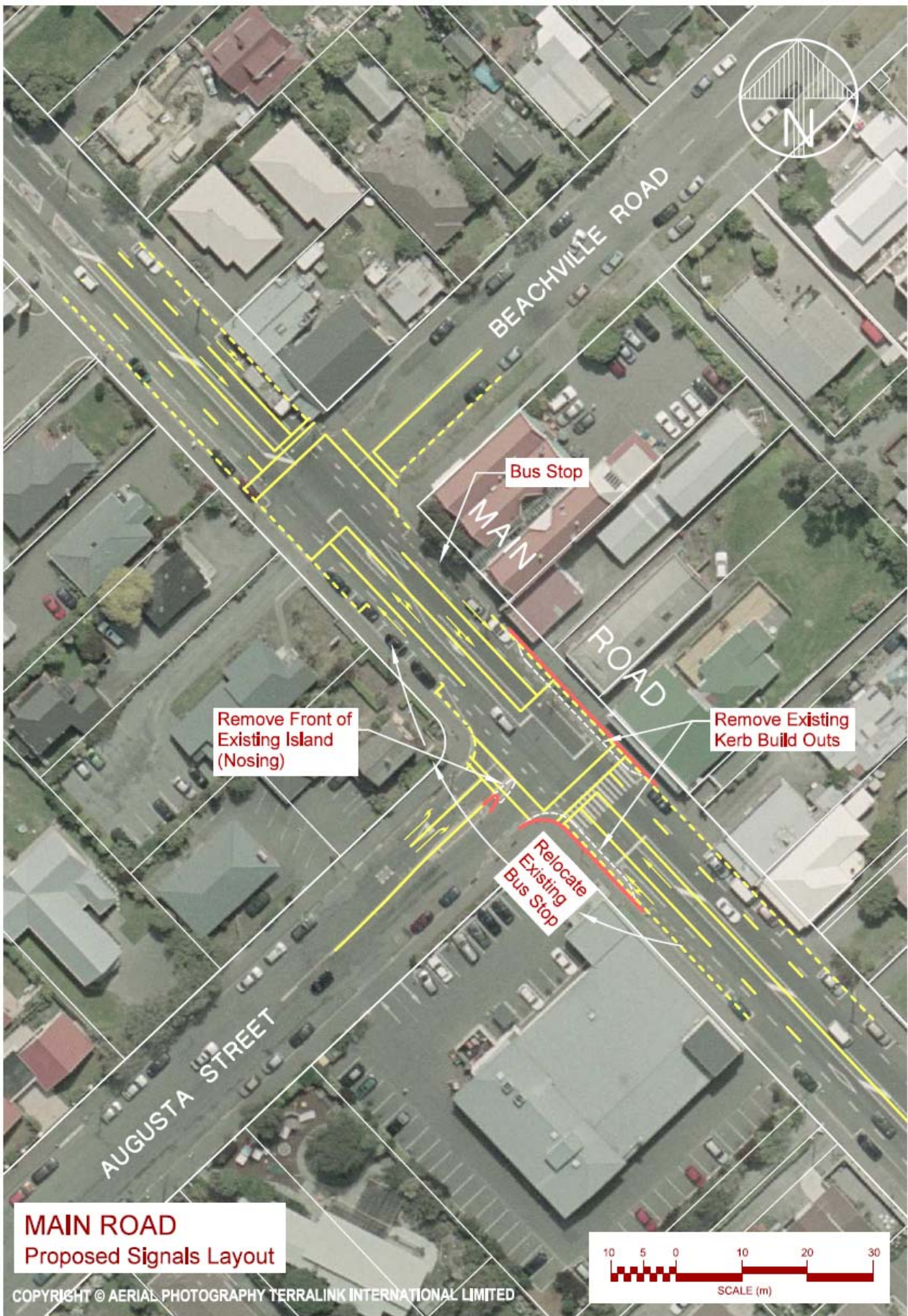
32. There has been no consultation undertaken as the recommendation is for the status quo.

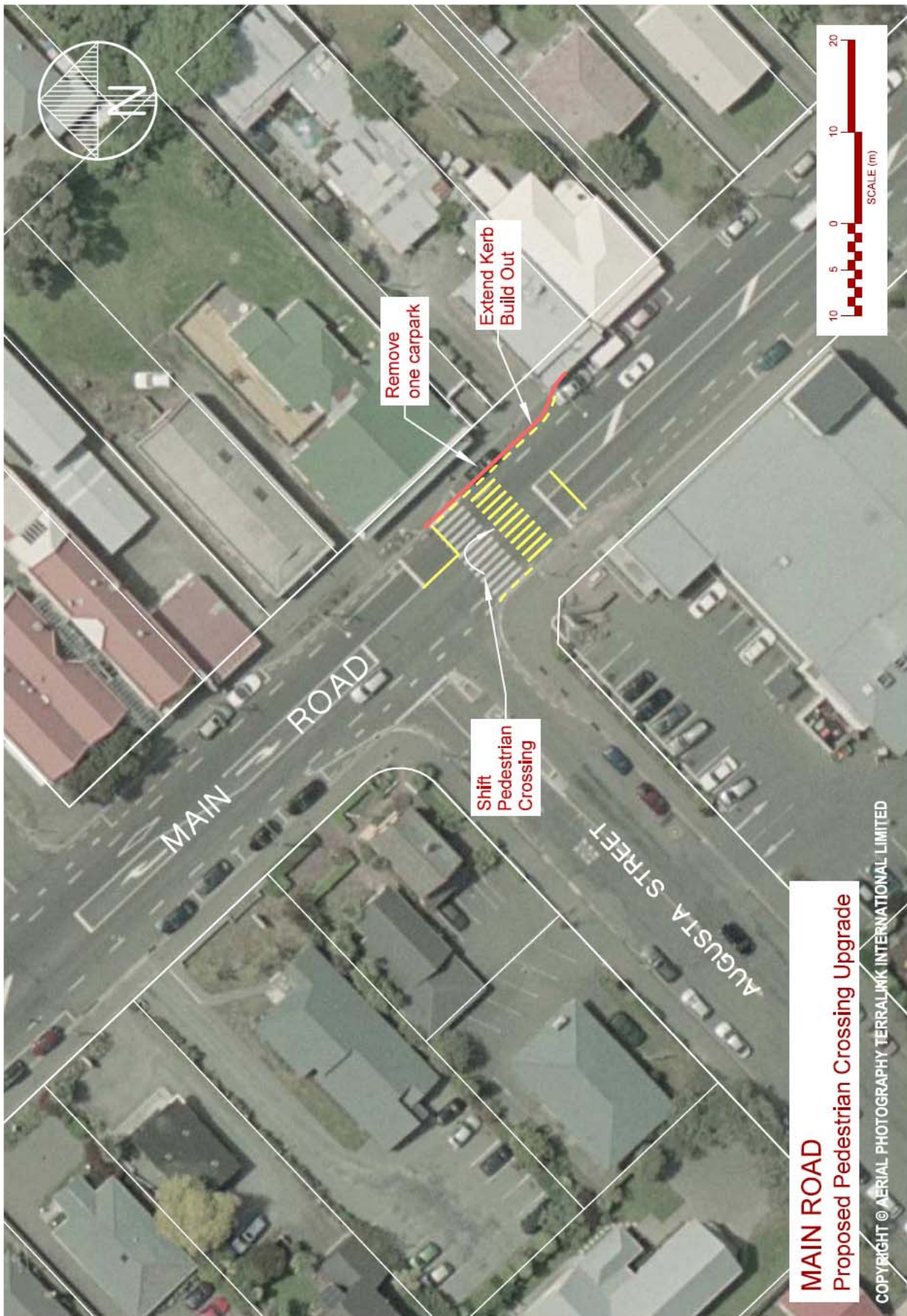
STAFF RECOMMENDATION

It is recommended that the Board support Option 4 (Status Quo). Should the Board decide to pursue any other option, it would be required to make a recommendation to the Council to that effect.

CHAIRPERSON'S RECOMMENDATION

For discussion.





10. CASHEL STREET BY CANTERBURY MAZDA – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to approve the installation of a P5 Loading Zone (Goods Vehicle Only) in Cashel Street, east of Madras Street outside Canterbury Mazda and Blackwell Motors.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time, however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the city's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street outside Canterbury Mazda. This will replace the existing 'P60' parking restriction. It will be positioned immediately downstream of the main vehicle entrance for improved access. The required minimum length of the loading zone is 26 metres. This will provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicles to unload/load.
8. The proposal will serve both Canterbury Mazda and Blackwell Motors dealerships for vehicle delivery purposes. Both dealerships are supportive of the initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

9. An estimate cost of this work is \$1000.

10. Cont'd

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

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

LEGAL CONSIDERATIONS

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

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Consultation has been carried out with Canterbury Mazda and Blackwell Motors. A meeting has been held with the Dealer Principal from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street to service their businesses.

STAFF RECOMMENDATION

It is recommended the Board recommend to the Council to approve:

- (a) That the 60 minutes parking restriction on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

Proposed P5 LZ (GVO)

CASHEL STREET

MADRAS STREET

BARBADOES STREET

241, 245, 253, 260

Original Plan Size: A4
 ISSUE.1 14/01/08
 TP301623 MJR

CASHEL STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval

CHRISTCHURCH
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11. MANCHESTER STREET BY COCKRAM NISSAN – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to approve the extending of an existing 'P5 Loading Zone (Goods Vehicle Only)' in Manchester Street, south of Mortimer Place outside Cockram Nissan.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to extend the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside Cockram Nissan. Currently the car transporter is overhanging the marked loading zone box and infringing on the broken yellow "no stopping" lines. This will be achieved by removing a small portion of the existing no stopping lines that extend back from the Moorhouse Avenue intersection.
8. The extended 'P5 Loading Zone (Goods Vehicles Only)' will be vacant for most of the day due to its "Goods Vehicle Only" status hence there is no expected level of service reduction to traffic using the left turn traffic lane. It is noted that the length of each visit to the site by the car transporter is an average of 10 minutes. The extended loading zone is positioned immediately downstream of Mortimer Place to afford easy access to the loading zone.

11.Cont'd

9. The minimum length of the loading zone required is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading. In this instance, 26 metres is not achievable so, a 24 metres length loading zone is proposed. The manoeuvring area will take place at the Manchester Street/Mortimer Place intersection. Mortimer Place is a low volume cul de sac which provides access to Cockram Nissans service reception and vehicle storage areas.
10. Cockram Nissan is supportive of this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Cockram Nissan. A meeting has been held with a representative from the dealership to seek opinions and views to the needs of their business. Cockram Nissan supports the extension of the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside its dealership.

11. Cont'd

STAFF RECOMMENDATION

It is recommended the Board recommend to Council to approve:

- (a) That the existing "P5 Loading Zone (Goods Vehicles Only)" on the east side of Manchester Street, commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 10.5 metres, be revoked.
- (b) That the existing stopping of vehicles be prohibited at all times, outside Cockram Nissan on the east side of Manchester Street commencing at a point 16.5 metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 13.5 metres, be revoked.
- (c) That a "Loading Zone (Goods Vehicles Only) for a maximum period of 5 minutes" be created on the east side of Manchester Street commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 24 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

Existing P5 LZ (GVO)

Proposed Extended P5 LZ (GVO)

MORTIMER PLACE

MANCHESTER STREET

Cockram Nissan

15A

331

321

Scale (m)

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Original Plan Size: A4
 ISSUE:1 11/01/08
 TP301622 MJR

MANCHESTER STREET
 Proposed P5 Loading Zone Extension (Goods Vehicles Only)
 For Board Approval



12. MOORHOUSE AVENUE – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to approve the installation of a 'P5 Loading Zone (Goods Vehicle Only)' in Moorhouse Avenue, east of Montreal Street, outside Paul's Cars and Transworld Motors.

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Moorhouse Avenue outside Paul's Cars and Transworld Motors. This will replace the existing P60 parking restriction. It will be positioned immediately downstream of the vehicle entrance to Paul's Cars to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. At this location, a shorter loading zone of only 24 metres can be achieved due to driveway locations, however, the area immediately west of the driveway to Paul's Cars is a bus stop where manoeuvring can take place if required. It must be noted that a 26 metre loading zone is required for the largest car transporter.
9. The proposal will serve both Paul's Cars and Transworld Motors car yards for vehicle delivery purposes. Both yards are supportive of this initiative to remove loading from the live traffic lane hence they support this proposal.

12. Cont'd

10. Concern has been expressed at the loss of kerb side parking for the car yards customers. Currently the existing P60 parking restriction outside Paul's Cars and Transworld Motors can accommodate up to four vehicles. This area is proposed to be replaced by the P5 Loading Zone (Goods Vehicles Only). Immediately to the west of Paul's Cars entrance is an existing bus stop of 26 metre in length. It is proposed to relocate this bus stop further to the west and adjacent to Montreal Street (**attachment 1** refers). This will allow three car parking spaces to be established in the position of the existing bus stop.
11. By relocating the bus stop and establishing car parking in its original position, will result in the loss of one on-street car parking space. Both car yards have good on site customer car parking facilities, therefore the loss of one on street car park is not seen as a significant issue.
12. Relocating of the bus stop west towards Montreal Street will provide better access to the stop for the bus. The proposed relocated bus stop will be 21.5 metres in length giving adequate manoeuvring space for the bus to pull in and out of the stop. Environment Canterbury (ECAN) has been consulted and has agreed to this change.

FINANCIAL IMPLICATIONS

13. An estimate cost of this work is \$1000.

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

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

LEGAL CONSIDERATIONS

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

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out with Paul's Cars and Transworld Motors car yards. A meeting has been held with a representative from each yard to seek opinions and views to the needs of their businesses. Both car yards support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)', the bus stop and car parking relocation on the northern side of Moorhouse Avenue to service their businesses. ECAN has been consulted and support the relocation of the bus stop.

12. Cont'd

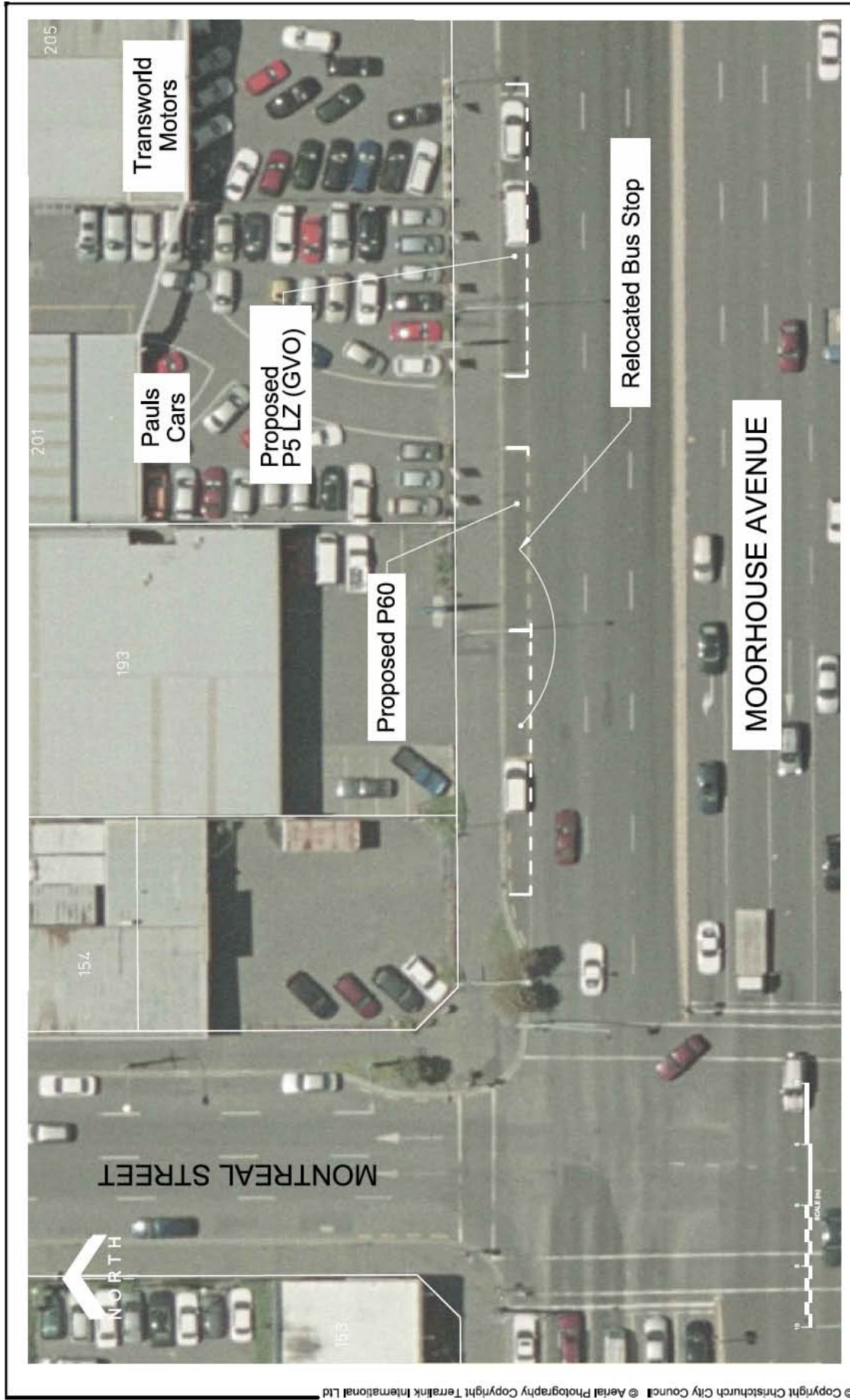
STAFF RECOMMENDATION

It is recommended the Board recommend to Council to approve:

- (a) The existing 60 minute parking restriction on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres be revoked.
- (b) The existing stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (c) The existing 'Bus Stop' restriction on the north side of Moorhouse Avenue commencing at a point 25.5 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (d) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 15 metres.
- (f) That a 'Bus Stop' be installed on the north side of Moorhouse Avenue commencing at a point 15 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 21.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



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Original Plan Size: A4
 ISSUE.1 14/04/08
 TP301625 MJR

MOORHOUSE AVENUE
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



13. MOORHOUSE AVENUE BY INDY CARS – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941- 8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the installation of a 'P5 Loading Zone (Goods Vehicle Only)' and convert an existing loading zone to P5 at any time in Moorhouse Avenue, west of Pilgrim Place, outside Indy Cars.

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the south side of Moorhouse Avenue outside Indy Cars. This will replace the existing all day commuter parks. It will be positioned immediately downstream of the Pilgrim Place intersection to afford easy access to the loading zone. The required minimum length of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. The proposed loading zone will serve the car yards of Indy Cars, Bling Bling Motor Company, Christchurch European and Buy It Now Limited.
9. The existing 'P5 Loading Zone' will be removed from outside Indy Cars and revert back to unrestricted parking, in keeping with existing unrestricted parking along this section of Moorhouse Avenue. In addition, the existing 'P5 Loading Zone' outside Bling Bling Motor Company will be converted to 'P5 at any time' in keeping with the outcomes of the Central City Loading Zone Review that took place in 2006.

13. Cont'd

10. All four car yards are supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$1000.

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Indy Cars, Bling Bling Motor Company, Christchurch European and Buy It Now Limited car yards. A meeting has been held with each of the owners or owner's representatives to seek opinions and views to the needs of their businesses. All car yards support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Moorhouse Avenue to service their businesses.

13. Cont'd

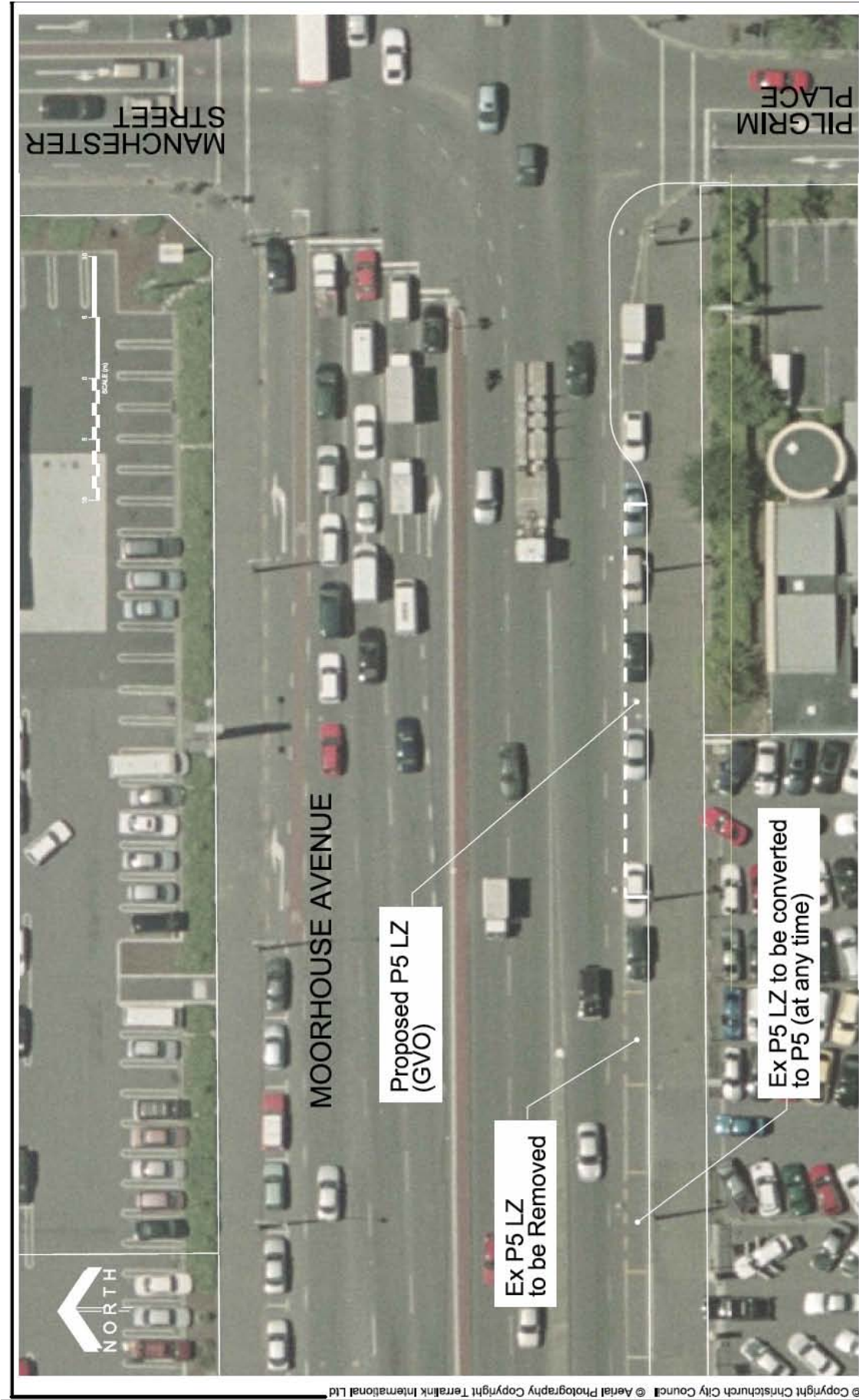
STAFF RECOMMENDATION

It is recommended the Board approve:

- (a) The existing P5 Loading Zone on the south side of Moorhouse Avenue commencing at a point 66.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 7.5 metres be revoked.
- (b) The existing P5 Loading Zone on the south side of Moorhouse Avenue commencing at a point 81.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 8 metres be revoked.
- (c) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the south side of Moorhouse Avenue commencing at a point 27 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 32 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Moorhouse Avenue commencing at a point 81.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 8 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE.1 11/01/08
 TP301621 MJR

MOORHOUSE AVENUE
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



14. SELWYN STREET BY INTEGRITY SERVICE CENTRE – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941- 8608
Officer responsible:	Ross Herrett, A/Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a 'P5 Loading Zone (Goods Vehicle Only)' at number 480 Selwyn Street, north of Moorhouse Avenue, outside Integrity Service Centre.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Selwyn Street outside Integrity Service Centre. This will replace the existing unrestricted all day parking. It will be positioned immediately downstream of their main vehicle entrance to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. Due to the distance between the vehicle entrances to the site, the car transporter will be required to encroach onto one of the entrances while unloading to provide a clear area behind the transporter. It is noted that there is only deliveries to this site and as such, the vehicle entrance will be obstructed for a short period of time. It is anticipated that the occasional blocking of one of the site entrances will have no significant impact on access to the site.
9. Integrity Service Centre are supportive of this initiative to remove loading from the traffic lane, hence it supports this proposal.

14. Cont'd

FINANCIAL IMPLICATIONS

10. An estimate cost of this work is \$1000.

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

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

LEGAL CONSIDERATIONS

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

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

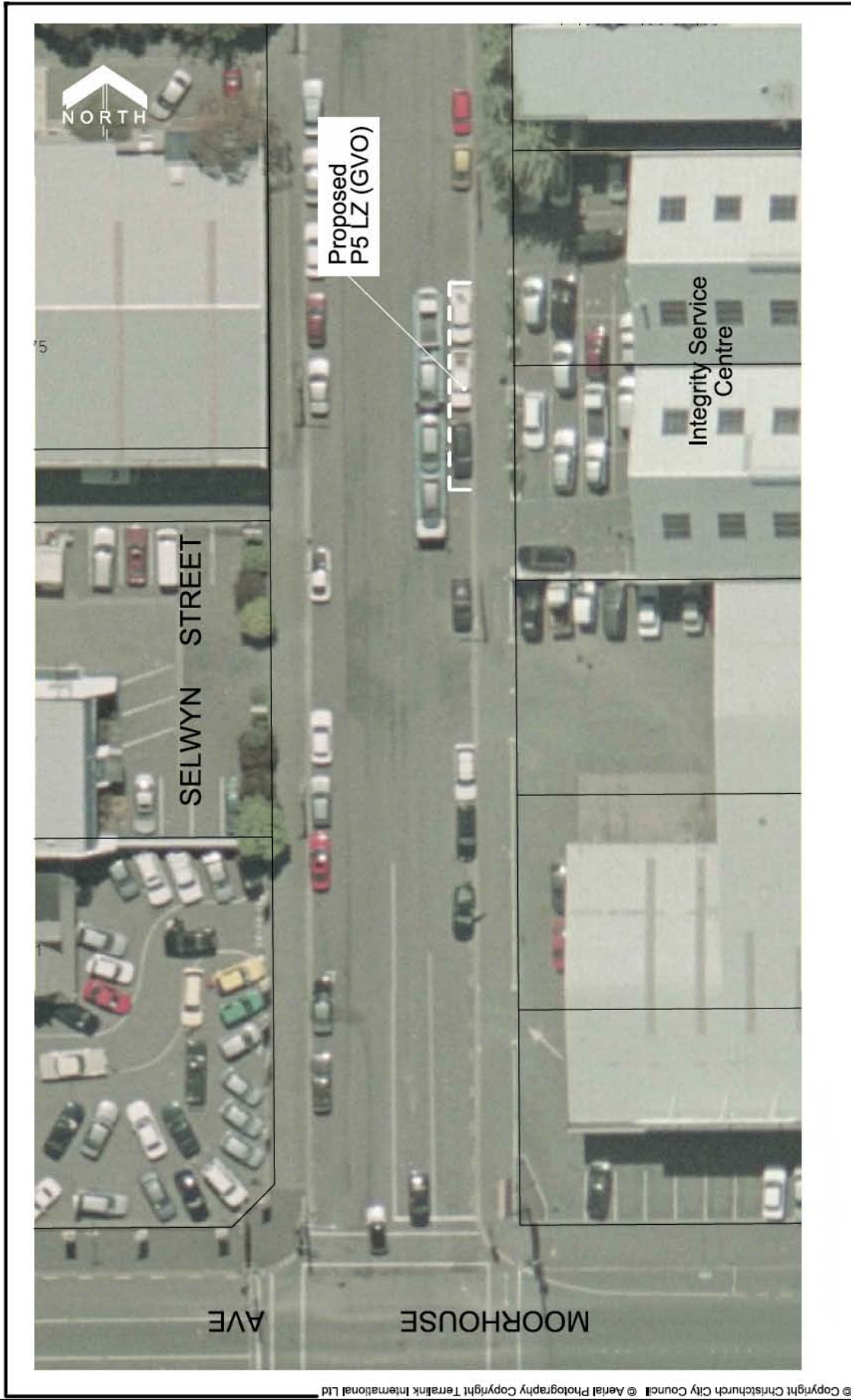
18. Consultation has been carried out with Integrity Service Centre. A meeting has been held with the manager from the centre to seek opinions and views to the needs of their business. Integrity Service Centre supports the establishment of a 5 Loading Zone (Goods Vehicles Only) on the eastern side of Selwyn Street to service their business.

STAFF RECOMMENDATION

It is recommended the Board approve that a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the east side of Selwyn Street commencing at a 64 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 19 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE.1 18/01/08
 TP301628 MJR

SELWYN STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



15. ST ASAPH STREET BY AUTO SELECT – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941- 8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board approval for the installation of a 'P5 Loading Zone (Goods Vehicle Only)' in St Asaph Street, west of Montreal Street, outside Auto Select and a 'P30' parking restriction in St Asaph Street outside Home Leader Bathroom Centre.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current 'loading zones for goods vehicles only' at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of St Asaph Street outside Auto Select. It will be positioned immediately downstream of their main vehicle entrance to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. The proposed 'P5 Loading Zone (Goods Vehicles Only)' will service the car dealerships of Auto Select, Honda Cars and Miles Toyota.
9. All dealerships are supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

15. Cont'd

10. Concern has been expressed by the Home Leader Bathroom Centre (number 68 St Asaph Street), adjacent to Auto Select about the existing 'P30' parking spaces which are restricted to mobility impaired only outside their business. This restriction was installed some years ago to provide on street parking for a staff member of the previous business at 68 St Asaph Street. The restriction provides three to four spaces and is 19 metres in length. It is positioned over the Home Leader Bathroom Centres access to their loading bay.
11. It is proposed that the existing 'P30' mobility park be removed and a 'P30' parking restriction be installed east of the proposed 'P5 Loading Zone (Goods Vehicles Only)'.
12. Consultation has been carried out with the operator of Home Leader Bathroom Centre and the neighbouring business operator Cockram McVicar Imports Limited to seek their views and opinions to this proposal. Both businesses fully support this initiative.

FINANCIAL IMPLICATIONS

13. An estimate cost of this work is \$1500.

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

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

LEGAL CONSIDERATIONS

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

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out with Auto Select, Honda Cars and Miles Toyota. A meeting has been held with a representative from each dealership to seek opinions and views to the needs of their businesses. All dealerships support the establishment of a 5 Loading Zone (Goods Vehicles Only) on the southern side of St Asaph Street outside Auto Select to service their businesses.

15. Cont'd

22. Consultation has also been carried out with the operator of Home Leader Bathroom Centre and the neighbouring business operator, Cockram McVicar Imports Limited to seek their views and opinions to remove the existing P30 parking restriction for vehicles displaying a mobility card and replace this with a standard P30 restriction. Both businesses fully support this initiative.

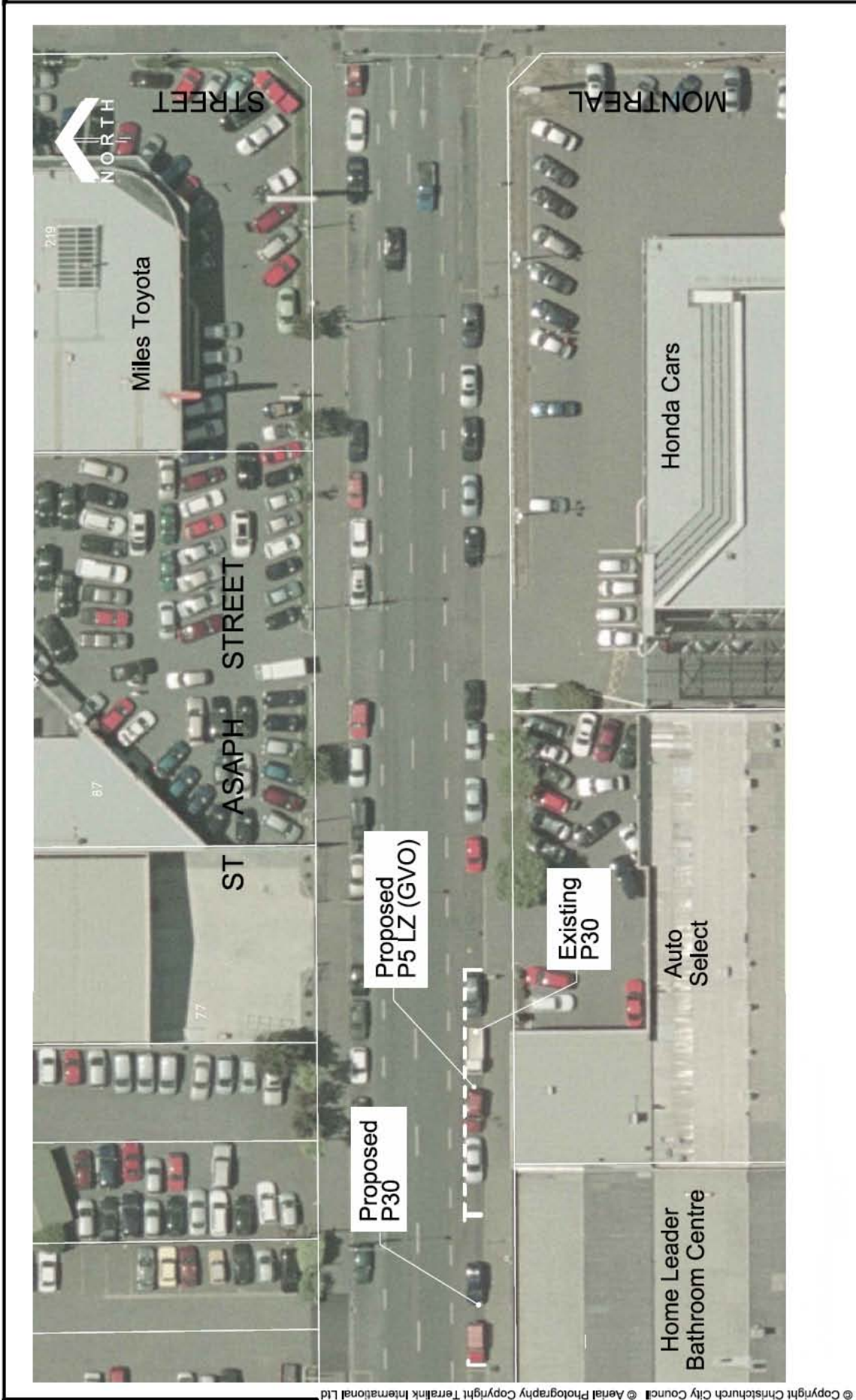
STAFF RECOMMENDATION

It is recommended the Board approve:

- (a) That the existing 'P30' parking restriction on the south side of St Asaph Street commencing at a point 96 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 26 metres, be revoked.
- (b) That the existing 'P30 (vehicles displaying mobility cards at any time)' parking restriction on the south side of St Asaph Street commencing at a point 137 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 19 metres, be revoked.
- (c) That a 'Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes' be created on the south side of St Asaph Street commencing at a point 96 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 26 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of St Asaph Street commencing at a point 122 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 27 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE.1 22/01/08
 TP301629 MJR

ST ASAPH STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



16. **ST ASAPH STREET BY EUOMARQUE CITROEN – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)**

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941- 8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to approve to install a 'P5 Loading Zone (Goods Vehicle Only)' in St Asaph Street, west of Durham Street, outside the Euomarque Citroen dealership.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to install a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street outside the Euomarque Citroen dealership. The proposed loading zone will replace a length of existing 'P60' restricted parking. It will be positioned immediately downstream of their main vehicle entrance to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. A loading zone of 26 metres in length cannot be achieved in this location due to driveway access to businesses. However, a shorter length loading zone of 22 metres can be provided. The ramp deployment and a manoeuvring area will be partially over the entrance but access will still be available.
9. Cockram Group dealership, which owns Euomarque Citroen is supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

16. Cont'd

FINANCIAL IMPLICATIONS

10. An estimate cost of this work is \$500.

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

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

LEGAL CONSIDERATIONS

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

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation has been carried out with the Cockram Group dealership. A meeting has been held with the Managing Director from the dealership to seek opinions and views to the needs of their business. Cockram Group supports the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street to service their business needs.

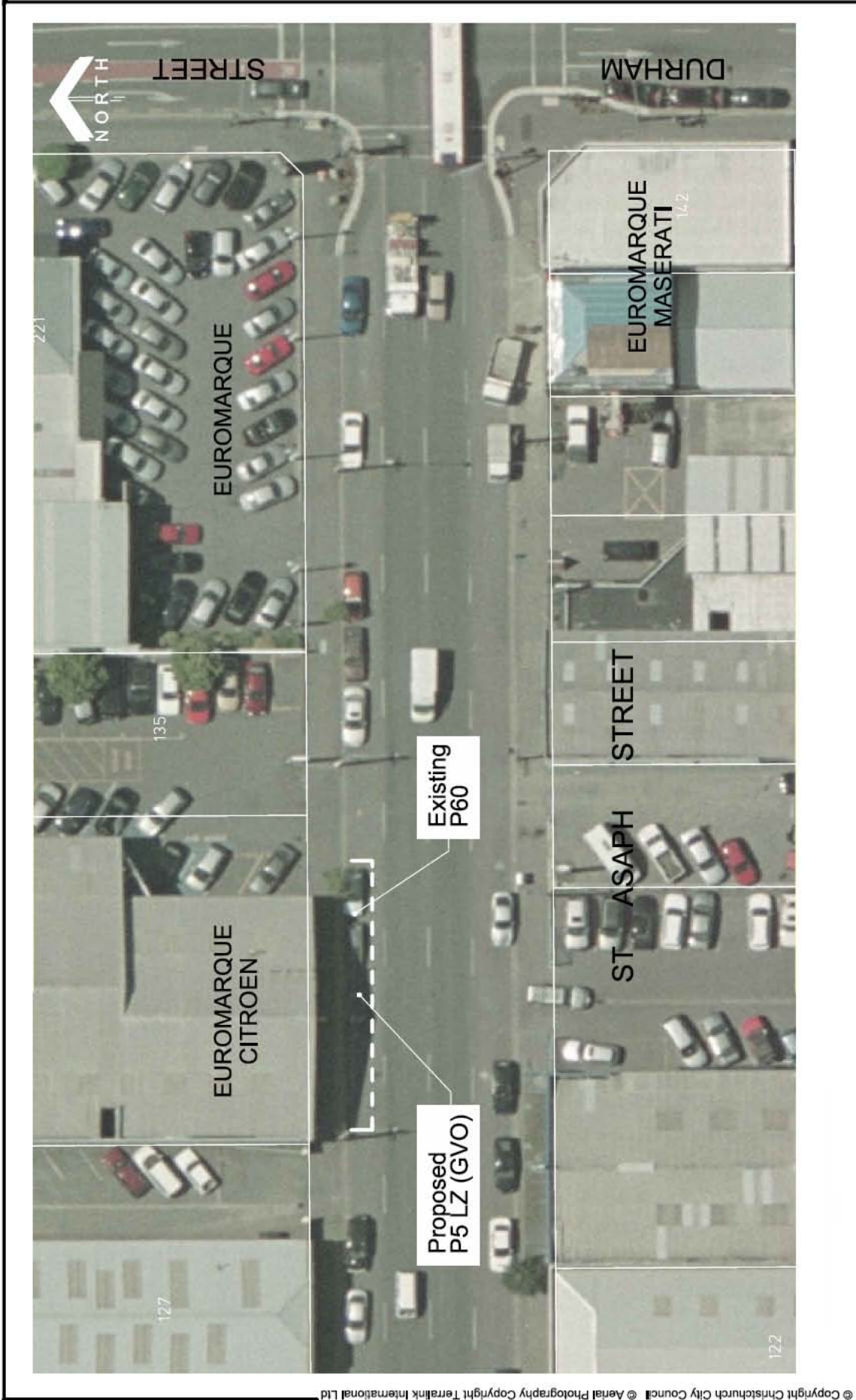
STAFF RECOMMENDATION

It is recommended the Board recommend to Council to approve:

- (a) That the existing 60 minute parking restriction on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres, be revoked.
- (b) That a 'Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes' be created on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE.1 22/01/08
 TP301627 MJR

ST ASAPH STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



17. TUAM STREET BY ARCHIBALDS – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941- 8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to approve to install a 'P5 Loading Zone (Goods Vehicle Only)' on Tuam Street, east of Antigua Street outside Archibalds on Tuam.

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. By installing and extending or relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street, east of Antigua Street, outside Archibalds on Tuam. This will replace a section of broken yellow "no stopping" lines extending back from the Antigua Street intersection. It will be positioned immediately downstream of Archibalds on Tuam's vehicle entrance to their service workshop to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. The existing broken yellow "no stopping" lines extend 85 metres back from the intersection of Antigua Street to allow for a left and through traffic lane. However, the left and through lane is seldom used to its full capacity. Currently the car transporter is unloading on the existing no stopping lines with no effect to traffic flow. This proposal formalises the current situation.
9. Due to kerb side length between existing driveways the maximum length of loading zone achievable is 23 metres. This is slightly less than desirable but no adverse effects are anticipated.

17. Cont'd

10. The proposal will serve both Archibalds on Tuam dealership and the neighbouring yard of Archibald Barr Motor Company for vehicle delivery purposes. Both dealerships are supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Archibalds on Tuam and Archibald Barr Motor Company. A meeting has been held with a representative from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street to service their businesses.

17 Cont'd

STAFF RECOMMENDATION

It is recommended that the Board recommend to Council to:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres, be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minute" be created on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.



Original Plan Size: A4
 ISSUE.1 25/01/08
 TP301626 MJR

TUAM STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



18. TUAM STREET BY MILES CONTINENTAL – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval of the installation of a 'P5 Loading Zone (Goods Vehicle Only)' on Tuam Street, west of Montreal Street outside Miles Continental.

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street outside Miles Continental. This will replace four existing pay and display metered parking spaces. It will be positioned immediately downstream of one of their vehicle entrances to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. The proposed loading zone will be 25 metres in length. This is one metre less than the recommended loading zone length however the entrance into Miles Continental is wider than normal meaning the ramp deployment and manoeuvring area is still adequate. By reducing the proposed loading zone from the recommended 26 metres to 25 metres, four pay and display metered spaces are required to be removed instead of five.

18. Cont'd

9. Miles Continental dealership are supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

10. An estimate cost of this work for signage and road marking is \$1000.
11. There are three pay and display machines in this area covering 17 car parking spaces. Each of the pay and display machines collect about \$3,500 of revenue per year. The removal of four pay and display car parking spaces will mean that there will be a revenue loss of around \$2,500 per year to the Council.

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Miles Continental. A meeting has been held with a representative from the dealership to seek opinions and views to the needs of their businesses. The dealership supports the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street to service their business.

18. Cont'd

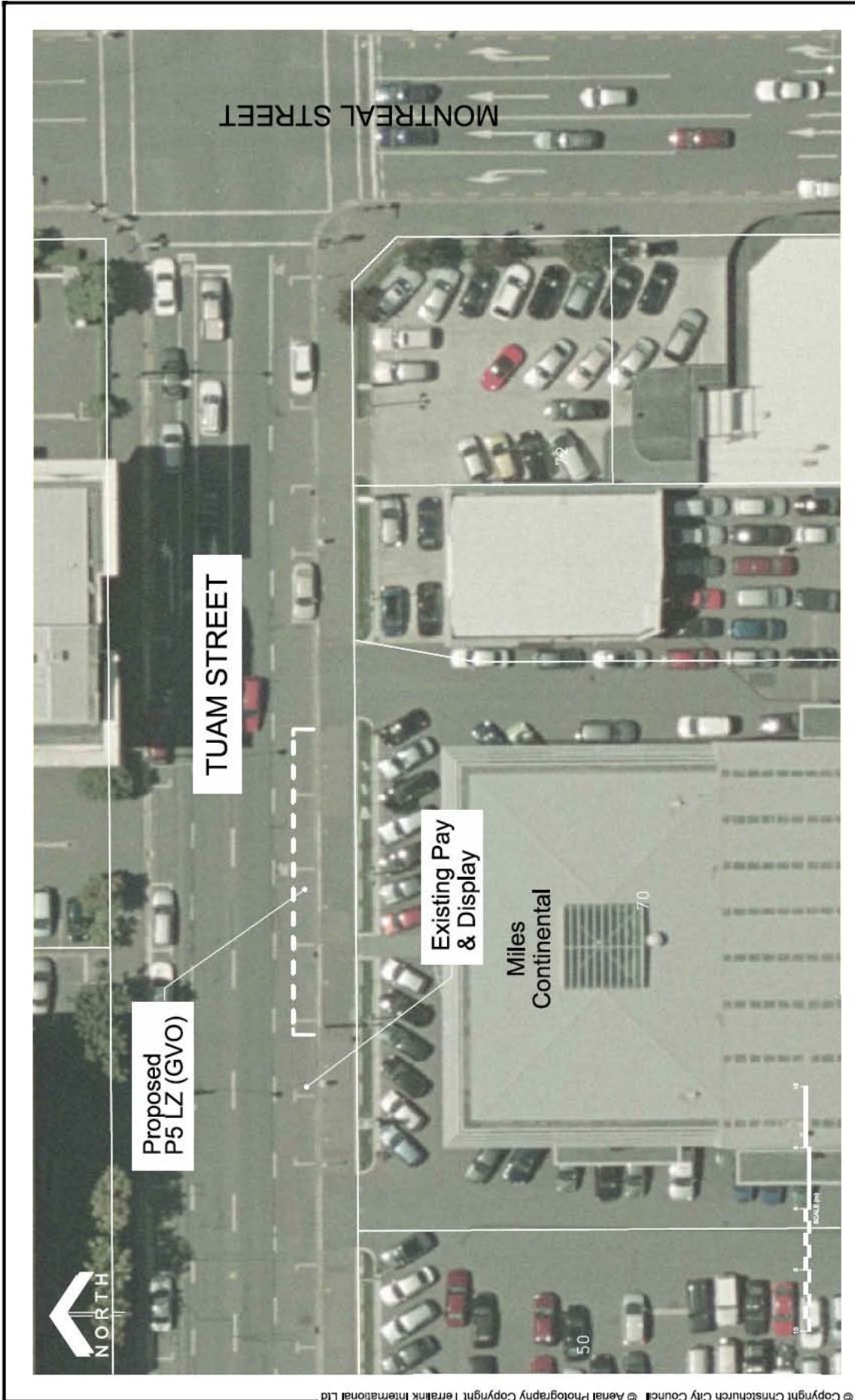
STAFF RECOMMENDATION

It is recommended the Board approve:

- (a) That the existing pay and display parking restriction on the south side of Tuam Street commencing at a point 43 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 25 metres. be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the south side of Tuam Street commencing at a point 43 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 25 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE.1 11/01/08
 TP301624 MJR

TUAM STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



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19. 2007/08 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

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

PURPOSE OF REPORT

1. The purpose of this report is to provide the Hagley/Ferrymead Community Board with a six month update on the balance of its 2007/08 project and discretionary funding allocations and progress on the expenditure of those funds.
2. This report appeared on the agenda of the meeting of 16 April 2008, however, as the attachments were incomplete, the report has been resubmitted.

EXECUTIVE SUMMARY

3. The Council's funding to the Board for the 2007/08 financial year is \$390,000 comprising:

- Discretionary and project \$350,000
- Strengthening Communities (SCAP) \$ 40,000

FINANCIAL IMPLICATIONS**Discretionary Funding**

4. The Board retained \$58,705 as discretionary funding for allocation to projects during the year.
5. A total of \$20,882 has so far been committed, leaving a balance of \$37,823 available for allocation up to 30 June 2008. The Board should note that in addition, it also resolved to reconsider Youth Initiatives Trust (Ka Whakaaro o ka Rakatahi) – Diverse Youth Café request of \$18,500 for the continuation of the project from its 2007/08 Discretionary Fund.

Project Funding

6. On 4 May 2007, the Board allocated its project funding to specific projects. The **attached** schedules provide details of each project, and comments from staff on the expenditure and project progress for the first six month period of this financial year.
7. Any unspent project and discretionary funds cannot be carried over into the 2008/09 financial year and as such need to be (re)allocated and spent by 30 June 2008.

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

8. Yes, paragraphs 3, 4 and 5 above refer.

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

9. There are no direct legal issues involved in this review process.

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?**

10. Not applicable.

19. Cont'd

ALIGNMENT WITH STRATEGIES

11. The funding allocation process carried out by the Christchurch community boards is covered in Council policy.
12. Funding allocations made contribute to fulfilling the Council's 2006/16 Strategic Objectives (Strong Communities) and Community Outcomes (Governance and Community), are aligned with the Strengthening Communities Strategy 2007 and contribute to meeting the Board's Objectives for the 2006/09 period.

Do the recommendations align with the Council's strategies?

13. Yes, as per paragraph 11 above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board receive the information.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

2007/08 HAGLEY/FERRYMEAD COMMUNITY BOARD PROJECT FUNDING - SIX MONTH ACCOUNTABILITY

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
GREENSPACE		
241 Transport and Greenspace Unit Linwood Cemetery Historical Research Project \$10,000	<p>Linwood Cemetery Historical Research Project</p> <p>Following on from consultation undertaken for the Linwood Cemetery Conservation Plan, an opportunity has presented itself where we have contact details and families who are willing to pass on information in relation to their descendants buried in Linwood Cemetery.</p> <p>In addition, a headstone reference and information transcription project is being undertaken by members of the Friends of Linwood Cemetery.</p> <p>This information will be collated into a document which would be available with other Linwood Cemetery records and information.</p> <p>The project is based upon a similar one for the Addington Cemetery and funded by the Spreydon/Heathcote Community Board.</p> <p><i>Outcomes:</i> An historical resource document on families buried in Linwood Cemetery available for future generations.</p>	<p>The Transport and Greenspace Unit has engaged an external consultant to undertake work on cemeteries research and planning. She is currently working on the Addington Cemetery project and is expected to begin interviews for the Linwood Cemetery project once the Addington project is completed over February /March 2008.</p>
242 Transport and Greenspace Unit Charlesworth Reserve \$5,000	<p>Charlesworth Reserve</p> <p>Contribution to additional general information signage, and revegetation planting for the continuation of the Charlesworth tidal wetlands and canal restoration project.</p> <p><i>Outcomes:</i> Continued acceleration of revegetation planting and restoration of habitat at Charlesworth Reserve, and better management of reserve use through improved signage.</p>	<p>Funding has been dedicated to improving visual screening of the adjoining commercial buildings by supplementing existing plantings on the reserve. A total of 798 trees and shrubs have been planted since July 2007. Difficult environmental conditions, especially over the very hot summer, have resulted in some losses, however, supplementary watering has been implemented and survival rates are now high.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
RECREATION AND SPORT		
289 Sumner Amateur Swimming Club Inc \$1,000	Security lighting for Sumner Community Pool <i>Outcomes:</i> Decreased number of vandalism incidents occurring at pool. Decreased maintenance costs and volunteer time.	Project completed. Perimeter security fencing installed. Nil incidents of unauthorised entry to pool this summer. Returned funds of \$379.40.
Creative Places Charitable Trust Young Musicians Support \$2,000	A band rehearsal space, performance venue, recording facilities, educational workshops and professional mentoring for young musicians living in Linwood/Woolston. <i>Outcomes:</i> Accessible, affordable venue established in Linwood for young people to develop social and musical skills. Contribute to individual and community well being through performance opportunities and positive use of leisure time.	Project completed. Linwood Ave Tennis Pavilion (South New Brighton Tennis Club) at 320 Linwood Ave retrofitted as a secure recording studio and band rehearsal space with allocated funding used towards the following: 1. Security doors and security panels for the windows and skylights. 2. Building materials and labour 3. Installation of phone line and broadband. Venue is beginning to be used. A comprehensive marketing plan for the recording services and band rehearsal room targeted at musicians in the Hagley/Ferrymead ward is being finalised. The venue retains a multi use function and is available to other community users e.g. holiday programmes and tennis club.
Community Events and Special days \$25,000	Council and community groups supported by the Community Recreation Advisor to run community events and special days throughout Hagley/Ferrymead. Level of support based on local needs analysis, community expectations and availability of other funding sources. Proposed event mix: <ul style="list-style-type: none"> • Community Centre Events \$4,500 • Park Events \$10,000 • Ethnic Festivals \$2,000 • Older Adults Event \$2,000 • Environmental Events \$3,000 • Heritage Week Events \$1,000 • Christmas Events \$1,000 	In progress. 40 community driven events and special days planned or delivered throughout Hagley/Ferrymead by local community groups, organisations and CCC with support and administration by Community Recreation Adviser. Outcomes being met and budget on track. Diverse mix of events. Accountability reports from groups received at completion of events. Significant volunteer and community group contribution. Highly valued by participants attending as they enable different age and interest groups, families and friends to have an easily accessible, fun, informative, affordable recreation and social experience. The events may also offer families a safe option for celebrations such as Halloween. Also very useful for networking, fundraising and promotion of services by community groups and

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	<p><i>Outcomes:</i> A diverse mix of community events and special days within the Hagley/Ferrymead area are adequately supported, for the benefit of local residents.</p> <p>The community events and special days are well attended.</p> <p>The community events and special days are well received by participants, developing a sense of local community pride, and hence strengthening local communities.</p>	<p>organisations. Many of the events target different age groups and people on limited incomes. It is also evident that many attendees are Maori and Pacific which is positive given the highest proportion of Maori and Pacific live in Hagley/Ferrymead. Events also serve to celebrate and support increasing multicultural diversity. Aligned closely with national days and promotion campaigns. Ongoing Board support and Community Recreation advice is vital to enable community driven events to be held.</p> <p>Small local events are a catalyst and an indicator of strong communities.</p> <p><u>Community Centres/Parks (22)</u></p> <ul style="list-style-type: none"> • Linwood Community Arts Centre x 3 summertime concerts • Bromley Community Centre x 3 – Bromley Breakfast, Market Day and Fair • Anglican Parish of Heathcote, Mt Pleasant Octoberfest • Holy Trinity Parish Community Fair • Woolston Development Project Family Events x 3 • Woolston Live – Woolston Park • Sumner Art Society - Art and Craft Exhibition • Phillipstown Community Centre – Alive in Phillipstown • Friends of Edmonds Garden Party - Festival of Flowers • Linwood Ave Community Corner Trust (2) Children's Disco, Children's Day Event • Hagley Park Children's Day Event • Sumner, Redcliffs Anglican Parish Light Party • Hip Hop – Youth Dance Event • Bounce – Youth Dance Event • Shoreline Youth Trust opening of Fuse Girls Room <p><u>Ethnic (3)</u></p> <ul style="list-style-type: none"> • Inner-city East Multicultural Festival – Linwood Community Arts Centre • Ethiopian Millenium Event • Matariki event at Nga Hau E Wha in association with Burwood/ Pegasus

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
		<p><u>Heritage (4)</u></p> <ul style="list-style-type: none"> • Music at Edmonds • Heritage walks x 2 with Graeme Stanley • Avebury House – 5th year celebration. <p><u>Christmas (5)</u></p> <p>Avebury House community concert with Garden City Orchestra Avon Loop Planning Association Salvation Army – Woodham Park Shoreline Ministers Association – Barnett Park Friends of Edmonds – Edmonds Gardens</p> <p><u>Older Adults Event (3)</u></p> <p>Avebury House end of year event for older adults OASIS (Older Adults Information Seminar at Linwood Library) Hagley/Ferrymead event to be held at Richmond Club</p> <p><u>Environmental Events (4)</u></p> <p>Arbour Day tree plantings at Linwood North, Woolston, Redcliffs and Sumner Primary Schools.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
Recreation and Sports Unit (Southern Area) Linwood Youth Festival Experience (LYFE) \$15,000	<p>L.Y.F.E (Linwood Youth Festival Experience)</p> <p>To support the coordination of L.Y.F.E (Linwood Youth Festival Experience), a project that involves and celebrates Linwood youth, promotes active participation in leadership, the arts, sport and recreation and develops links between youth and community agencies.</p> <p><i>Outcomes:</i> Event management, leadership, performance and communication skills of Linwood youth are developed. Information sharing and networking is reflected by the number of community groups and organisations involved in L.Y.F.E.. Local youth talents are showcased.</p> <p>The festival is well attended, weather permitting.</p> <p>The festival is well received by participants, developing a sense of local community pride, and strengthening local communities.</p>	<p>In progress.</p> <p>Outcomes being met within budget.</p> <p>Avebury House is the umbrella organisation responsible for finances. This is an interim measure as it would be ideal to have a Linwood youth focused organisation responsible for LYFE. Committed Advisory Group with CCC Community Recreation Adviser, Avebury House Community Development Worker, 4YP coordinator, Linwood College representative and youth representative providing governance for the project and support to the coordinator. Experienced youth facilitator/event manager working with crew of local young people to plan, promote and implement the event including performers, activities, entertainment, food stalls and community information displays.</p> <p>Event scheduled for 8 March 2007 (9 March if wet)..</p>
Recreation and Sports Unit (Southern Area) Older Adults Phillipstown Leisure Club \$5,000	<p>Older Adults - Phillipstown Leisure Club</p> <p>A weekly social and recreation group for older adults.</p> <p><i>Outcomes:</i> Decreased social isolation/increased community connectedness Opportunities for socialising. Participation in a wide range of recreational activities Ongoing learning and development. Maintenance of health and mobility. Builds a sense of belonging and strengthens communities.</p>	<p>In progress. Outcomes being met through term programmes within budget. Skilled coordinator providing a quality programme that results in high levels of satisfaction with regular participation of 15 - 20 members attending on a weekly basis. Group numbers at capacity in current venue - Phillipstown Community Centre.</p>
Hagley/Ferrymead Recreation, Sports and Arts Fund	<p>Hagley/Ferrymead Recreation, Sports and Arts Fund</p> <p>Dedicated funding scheme to assist local recreation, sports</p>	<p>Forty-seven applications received (total amount requested \$92,898).</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
\$30,000	<p>and arts clubs/groups who do not have a national organisation, are not affiliated to the national organisation or cannot source funding from other providers.</p> <p>Priorities for the fund are decided each year and funding is allocated accordingly.</p> <p><i>Outcomes</i> Community groups/sports clubs in Hagley/Ferrymead can continue to deliver and provide sport and recreation experiences and Opportunities.</p> <p>Funding assistance is provided at the grass roots level which has huge benefits for local sports clubs/groups.</p> <p>Support of local clubs from local council representatives shows a commitment to local community groups/clubs/organisations..</p>	<p>Funding assessment committee held on 29 August 2007. Allocated \$30,000 to a total of 39 clubs/groups (15 metro clubs allocated funding on a pro rata basis per ward. 24 Hagley,/Ferrymead).</p> <p>One organisation's project will not be actions, allocated grant of \$1,048 to be returned to discretionary funding.</p> <p>Funding scheme will be replaced by Small Grants Scheme in 2008/09</p>
Older Adults Recreation Programmes \$5,000	<p>Older Adults Recreation Programmes</p> <p>Identify older adult groups in Hagley/Ferrymead and assist with promotion, and recreation activities.</p> <p><i>Outcomes:</i> Older adult groups identified within the Hagley/Ferrymead ward and assisted with promotion, and increased availability of affordable, accessible recreation activities</p>	<p>In progress. Advice and nominal grants administered by the Community Recreation Adviser to assist community groups offer socially isolated, low income elderly adults with age related difficulties a range of highly valued social recreation opportunities within a safe, supportive environment. Funding supports recreational outings, activities, guest speakers and entertainment. six groups supported. \$3,250 allocated with balance of \$1,750. Outcomes and accountability requirements being met.</p> <p>Groups supported</p> <ul style="list-style-type: none"> • Woolston Welcome Club • Redcliffs Super 60s • Heathcote Mt Pleasant Anglican Parish • Sumner Senior Citizens Club • Catholic Women's League Sumner/Woolston Branch • Kaumatua Social Activities Group -Te Whare Roimata

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
272 Council - Hagley/Ferrymead Youth Development Fund \$5,000	<p>The purpose of the Youth Development Scheme is to celebrate and support young people living positively in the local Community by providing financial assistance for their development.</p> <p>Project request: Funding to support the Youth Development Scheme Fund for the Hagley/Ferrymead ward area.</p> <p><i>Outcomes:</i> Funding will have been allocated to support the development of young people in the Hagley/Ferrymead ward using Council Youth Development Funding Scheme criteria.</p>	<p>In progress. 15 youth development scheme recipients. \$3,750 allocated. Balance of \$1,250 in fund. Accountability requirements met by individual recipients.</p> <ul style="list-style-type: none"> • Julian Austin • Navarone Hamilton • Mark Roberts • Nino Caesar Sipaco Nabong • John Cliff Neri Cruz • Hamish Mitchell • Samuel Mitchell • Ashley Austin • Theo Manuel • Morgan Perrie • Hagley Community College kapa haka • Karyn Sandford • Sarah Gilmour • Sophie Kilkenny – Brown • Oliver Clifford
BOARD SUPPORT		
229 Board Support Team \$7,500	<p>Board newsletter</p> <p><i>Outcomes:</i> Community kept up-to-date with Board activities and what events are happening in their community.</p>	<p>In progress. First newsletter distributed in early March.</p>
COMMUNITY ENGAGEMENT		
243 Community Service Awards \$4,000	<p>Funding to organise and host the Hagley/Ferrymead Community Board Community Service Awards.</p> <p><i>Outcomes:</i> Recognition of voluntary community service that has benefited residents or organisations in the Hagley/Ferrymead community.</p>	<p>The processes associated with these awards occurs over the period from February to April with the closing date for nominations being 30 April (2008). An award presentation function will be held mid year,. A date has yet to be confirmed with the Board. .</p> <p>\$3,119 remains in the Budget. .</p>
244 Heritage Awards \$5,000	<p>Funding to organise and host the Hagley/Ferrymead Community Board Annual <i>Star</i> Heritage Awards.</p>	<p>Nominations for these awards were invited in June 2007. Nominations closed 20 July 2007 and the awards were presented on 7 September at the Ferrymead Heritage Park.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	<p><i>Outcomes</i></p> <ol style="list-style-type: none"> 1. Recognition of community effort to preserve the cultural and built character and heritage of the Hagley/Ferrymead area. 2. Promotion of heritage retention, education, awareness and conservation. 3. A greater awareness of the significant cultural and built heritage within the area. 	<p>In addition to trophies, award recipients and the judging panel received an engraved slate. The slate came from Christchurch Cathedral. The cost of the 14 slates purchased and the preparation and engraving work carried out on them was \$5,376. Other costs associated with the event brought the total spent to \$6,401.</p> <p>As a total of \$8,000 was allocated for the two heritage events leaving \$1,169 for Heritage Plaque Awards.**</p>
<p>245 Community Pride Garden Awards \$2,300</p>	<p>Funding to organise and host the Hagley/Ferrymead Community Pride Garden Awards.</p> <p><i>Outcomes:</i> Recognition of local residents who have entered into the spirit of the Garden City Image by beautifying their streets and garden frontages.</p>	<p>Judging of gardens in the wards took place in January 2008. The award function is currently in planning phase and will take place on 23 April 2008 at the Horticulture Centre on Riccarton Avenue.</p> <p>None of the \$2,300 allocation has yet to be spent. The funds will be utilised for the awards function and other related administration costs.</p>
<p>248 Neighbourhood Week \$3,500</p>	<p>Funding to:</p> <ol style="list-style-type: none"> 1. Promote the Neighbourhood Week concept. 2. Be put towards a range of neighbourhood initiatives that are organised by members of the community <p><i>Outcomes:</i> Neighbourhood Week events encourage a sense of belonging and strengthen neighbourhood cohesion.</p> <p>The self management style of this initiative enables local community groups and residents to plan and manage their own local events. The local events develop neighbourhood pride and strengthen links within the community.</p> <p>Awareness of local amenities and services is increased.</p>	<p>A successful Neighbourhood Week took place between 26 October and 4 November 2007. There were 37 applications received for funding received.</p> <p>Of the \$3,500 allocated for this event, \$1,065 remains unspent.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	The community constables are encouraged to get involved and to hold and/or participate in events.	
249 Heritage Plaques \$3,000	Funding to provide heritage plaques in the Hagley/Ferrymead ward. <i>Outcomes:</i> Recognition of community effort to preserve the cultural and built character and heritage of the Hagley/Ferrymead area. Promotion of heritage retention, education, awareness and conservation. A greater awareness of the significant cultural and built heritage within the area.	Planning for this event will be underway shortly with applications closing in April 2008 and a decision on the awards being made in May 2008. While \$3,000 was allocated specifically for this event, some of this amount was spent on the Heritage Awards in late 2007. See above for details**. \$1,169 is available for the Heritage Plaques.
250 Volunteer Libraries Grants \$3,750	Funding to contribute to the Redcliffs, Woolston and Heathcote volunteer libraries which are managed and staffed by volunteers from the Hagley/Ferrymead community. <i>Outcomes:</i> Funding will help to support the service that voluntary libraries provide to our community.	None of the \$3,750 allocation has been drawn down. Meetings with the libraries are being scheduled to discuss allocations and requests for grant payments will be made.
COMMUNITY DEVELOPMENT		
264 Anglican Care - Family and Community Division Linwood Resource Centre \$5,445	Linwood Resource Centre - Working from a community development model of practice to engage with the community to assess needs and strengths and work with people to meet identified needs. Project request: To provide funding for Community Worker salary and expenses	This position is employed and managed under the umbrella of Anglican Care – Family and Community Division Sound financial practices are in place. Audited accounts are prepared and presented annually. The Linwood Resource Centre Trust, made up of community Members and supported by the Community Development Advisor (CDA), meet monthly with the community worker

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	<p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. To maintain and sustain the present activities at the Linwood Community Resource Centre. 2. To build wider connections within the wider Linwood area to work together to meet identified unmet needs. 3. To build confidence and self esteem with people from 50-60 years old to build relationships and life skills that increase confidence and self esteem. 	<p>and to oversee financial accountability, project planning and development for the Resource Centre.</p> <p>The Community Worker is employed to work from a community development model of practice to engage with the community to assess needs and strengths and work with people to meet identified needs.</p> <p>Activities /programmes The art group has been sustained and developed and people have enjoyed an outing to the Art gallery which has broadened their perspectives on art. The group is being extended to include preparing for an exhibition. One member has moved on to undertake a specialist art course.</p> <p>First time young mums with babies meet at the centre once a week breaking down the social isolation of being at home with a young child.</p> <p>The garden is being developed to provide a variety of spaces to meet the diversity of needs within the community. Some vegetables are being grown, a native area has been planted and some quiet spaces are being developed. Some allotment plots have been allocated to local people in return for helping with tasks in the garden. Other ideas that are being offered to the community are practical workshops, garden craft sessions, and a herb/horticulture/heritage project.</p> <p>The heritage group worked on the Linwood canal reserve project producing a video which was highly commended in the awards given by the CCC.</p> <p>Networking/liaison The Community Development Worker[CDW] has networked extensively in the Linwood area talking to all community organisations to ascertain what each has to offer and to ensure that there isn't any duplication and overlap. This has</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
		<p>resulted in a concentration on the Linwood Resource Centre (LRC) point of difference which is the garden and developing it as above to meet local needs.</p> <p>This networking has resulted in closer links with Linwood Community Corner Trust, Linwood Community House and the Bromley Community Centre.</p> <p>Volunteer hours/input Volunteers in this age group have been working at the centre enabling them to gain in confidence and self esteem. Their participation and involvement gives them a sense of achievement and purpose and integrates them into the community.</p> <p>Volunteer hours generated through projects have been estimated at approximately 1150 hours during this accountability period.</p>
<p>266 Te Whare Roimata - Linwood Community Arts Centre \$5,000</p>	<p>Linwood Community Arts Centre - Provides a range of arts related activities for people on limited incomes in the eastern inner city neighbourhoods of Richmond, Linwood, Phillipstown, Charleston and the inner city.</p> <p>Project request To provide funding for the Community and Community Arts Worker salaries and expenses</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. A comprehensive art programme will be delivered based on local need targeting people on low incomes drawn primarily from the eastern inner city. 2. A range of special events, festivals and a community art project will be delivered. 3. Local involvement in the running of the centre will be actively encouraged. 	<p>Te Whare Roimata.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually.</p> <p>Project group participation is drawn from the local Inner City East area.</p> <p>The community arts development worker is employed for 20 hours per week and the Maori/special worker for 25 hours per week.</p> <p>Activities / Programmes Winter concert series, 4 art tours to galleries in and around Christchurch and Banks Peninsula, 2 x children's holiday programmes, 8 exhibitions, regular use of dark room, workshops for harakeke, craft, line dancing, art and mau rakau, hire by 17 community groups.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	4. Fledgling artists will be encouraged to develop	<p>Special events/ festivals Three week Maori arts festival, workshop on film making, editing and interviewing. 10th anniversary celebrations in October First steps exhibition held involving 8 artists.</p> <p>Eight volunteers recruited from local community to support the centre activities.</p> <p>Attendance/usage 2275 people for this accountability period.</p> <p>Volunteer hours 2136 hours these hours were boosted by the labour intensive nature of the 10th anniversary celebrations at the Community arts project attached to this.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
270 Te Whare Roimata - Bromley Community Development Worker/ Administrative Support. \$22,500	<p>This project serves to develop a partnership between Te Whare Roimata, and the Council to facilitate the process for a community worker position to be based in a community organisation in the Hagley/Ferrymead area and to provide funding for the employment of a Community Development/ Administration Worker/s to be based at the newly renovated and refurbished Bromley Community Centre.</p> <p>Project request: To provide funding for the employment of a Community Development Worker, and administrative support person to be based at the Bromley Community Centre.</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. <ol style="list-style-type: none"> (a) A community worker will be employed for a minimum of 20 hours per week. (b) The community will be engaged, needs identified and priorities set. (c) The Community Worker will have been supported by Te Whare Roimata to carry out the requirements set out in the job description. (d) The Community Worker will have responded to identified needs and issues within the Bromley community. This will be inclusive of: Community Centre usage and hire. Initiatives identified and developed that respond to research conducted in the Bromley Community to meet social, recreational and personal need. Support and advocacy for issues relating to the wider Bromley community. 2. <ol style="list-style-type: none"> (a) An administrative assistant will be employed for a minimum of 5 hours per week. 	<p>These positions are employed and managed under the umbrella of Te Whare Roimata.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually.</p> <p>A project group, made up of community Members and supported by the CDA, meet monthly with the community worker and administration worker to oversee financial accountability, project planning and development for the centre.</p> <p>The Community Worker and administration worker are employed and carrying out duties as per the outcomes designated.</p> <p>Programmes Special events such as fairs take place approximately every six months at the Community Centre. Regular groups including playgroup, women's group and exercise sessions take place during the weeks of the school term. Parenting courses and others such as first aid and self defence take place once or twice a year depending on the need. Computer courses have been planned and computers accessed through the council computers to community groups scheme to support this.</p> <p>The Community centre are currently preparing and distributing the Bromley bulletin on behalf of the Bromley Residents Association .</p> <p>Access to Health- Partnership health Fund a community worker to be based at the community centre one day per week to support the Bromley community, particularly Maori and Pacific people, to access health care.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008								
	<p>(b) The administration worker will have been supported by Te Whare Roimata to carry out the requirements set out in the job description.</p> <p>(c) The Administration Worker will have supported the Project Team and community worker to ensure that sound financial processes and are developed and implemented. This will be inclusive of: Community Centre usage and hire inclusive of budgets, monthly financial accounts and reports of same, audited accounts, funding accountability. Support to the project team and community worker.</p>	<p>Hall usage The facilities are well used and supported by various groups through casual and regular hires including: the Bromley After School Programme, the Bromley Holiday Programme, Samoan Church Group, a dance group, various one off function hires and other local community initiatives and events. It is in use daily by such groups and functions.</p> <p>Volunteer hours generated through project have been estimated at approximately 235 hours during this accountability period. There are 5 members on the Bromley Community Centre committee, others help at various sessions through the week or at special events.</p> <p>Community service hours continue to be completed under the community workers supervision.</p>								
<p>271 Council - Hagley/ Ferrymead Community Development Scheme Funding supplement \$15,500</p>	<p>To support funding requests from groups and organisations, within the Community Development Funding allocation scheme, that reflects support and developmental projects for the capacity building of the respective communities.</p> <p>Project request: Funding to supplement the Community Development funding Scheme for the Hagley/Ferrymead ward area.</p> <p>Outcomes: That the Council Community Development Funding scheme will have been managed according to internal Council criteria.</p>	<p>Funding allocation meeting held 29th August 2007 Funds allocated for support and developmental projects for the capacity building of the respective communities.</p> <p>2006/07 Information Number of applications/ projects: 42</p> <table border="0"> <tr> <td>Total Cost of projects:</td> <td>\$704,216.80</td> </tr> <tr> <td>Total requested amount:</td> <td>\$113,258.90</td> </tr> <tr> <td>Total allocation amount:</td> <td>\$ 52,175.00</td> </tr> <tr> <td>Total allocation:</td> <td>\$ 52,174.00</td> </tr> </table> <p>The Hagley/Ferrymead Funding Allocation Committee had \$52,175 available for allocation as a delegated fund. Funds for allocation comprise \$36,675 as the proportion delegated from metropolitan funds and \$15,500 from the Hagley/Ferrymead Community Board 2007/08 Project funds.</p>	Total Cost of projects:	\$704,216.80	Total requested amount:	\$113,258.90	Total allocation amount:	\$ 52,175.00	Total allocation:	\$ 52,174.00
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<p>276 Kimihiia Adventure Programme \$10,000</p>	<p>To provide support and assistance to alternative education programmes and to access funding to assist with 'non-educational' aspects of alternative education type programmes.</p>	<p>Sound financial practices are in place. Audited accounts are prepared and presented as required.</p> <p>Working alongside the staff of the Kimihiia Adventure</p>								

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	<p>Project request: Contribution towards salary for a wrap-around social worker for the Kimihia Adventure Programme (KAP).</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. Whanau worker will work with families of the students of K.A.P. 2. Whanau worker will establish working relationships with social service and health agencies, and the police. 3. Whanau worker will provide pastoral care to all KAP students. 	<p>Programme this position is designed to provide non-educational support to the students.</p> <p>The current social worker commenced in August 2006 and during the reporting period was employed for 32 hours per week. However hours have increased this year to 40 due to demand on her position.</p> <p>The scope of the role includes relationship building , networking and liaison for referral, and support to the students to increase their skill base and develop interests that foster self esteem and facilitate change .</p> <p>Working with families and parents is an integral part of the role and critical to the success of the young person.</p> <p>Activities the worker has undertaken with the students during this reporting period include:</p> <ul style="list-style-type: none"> • training for , and participation in 2 multi-sport races • support for 3 camps: 3- days Mt. Cheeseman, 4 day tramp at Mt Sommers in mid –winter, and 2 nights at Hanmer all pursuing outdoor activity. <p>During this reporting period the social worker planned and ran 3 holiday programmes for the KAP students – (4 days per week).</p> <p>The social worker provided one-to-one supported to 2 students in part-time summer holiday employment, and also a variety of one-to-one support in accessing such activities as in kick boxing, and martial arts.</p> <p>A large part of the role is to assist the young people toward employment, further training and other post school direction</p> <p>“She is a fantastic asset to the success of the KAP programme”</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
79 Linwood Youth Worker \$30,000	<p>This position will provide support for youth in the wider Linwood area, and will work toward implementing recommendations of the research to use the café as a base to develop a sense of identity and belonging for young people in the Hagley-Ferrymead area, and to assist young people to realise their potential and make empowered choices that affect change for the future.</p> <p>This position also works supporting organisations in the Linwood, Bromley, Woolston and Phillipstown areas, works closely with schools and other identified projects on youth and developmental initiatives.</p> <p>Project request: To continue to support salary, administration and potential overhead expenses for the Linwood Youth Worker position.</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. The Youth Café is successful. Client numbers increase. 2. The Phillipstown Strengthening Community Process is enhanced. 3. Young people of Linwood are supported. <p><i>As detailed in position description:</i></p> <ul style="list-style-type: none"> • To assist in the ongoing co-ordination of the Youth café committee • To work with the youth initiatives trust carrying out delegate tasks toward the success of the café. • To advocate for young people's interest in their wider community, and develop their sense of belonging • To provide youth work services to young people attending the café and in the wider Linwood Area, encompassing, Bromley, Woolston and Phillipstown. • To support organisations and initiatives in the wider Linwood Area to support initiatives that affect change. 	<p>Sound financial practices are in place under the 198 youth health umbrella. Audited accounts are prepared and presented annually.</p> <p>198 youth Health serves as a valuable professional umbrella for employment of this worker as safety of the worker is paramount</p> <p>One of the values of having a youth worker in the Linwood area (independent to any one particular local organisation), is the ability for that worker to be working solely for the benefit of the area. This position works widely to support other youth workers attached to organisations in the area, supports other community based organisations without a youth worker, and to assist local government, youth justice and youth health organisations to address and implement strategies across the ward that lead to effective change.</p> <p>The current youth worker position is designed to respond to outcomes as listed and has provided support for a number of recreational and developmental initiatives in the wider Hagley/Ferrymead area working collaboratively with the Community Development Advisor and Recreation Advisor, and Community and Youth Workers, to identify appropriate responses to current and potential youth issues.</p> <p>Two workers have been employed during this accountability period. The resignation of the initial worker was accepted with regret, however, the appointment of the current worker in December 2007 has ensured the continuation of support to the wider community.</p> <p><i>Current projects being undertaken include:</i></p> <ul style="list-style-type: none"> • support of the Youth Initiatives Trust in the redevelopment of Diverse in it's new site. Development of relationships with young people in the area to re-

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
		<p>establish the diverse youth committee.</p> <ul style="list-style-type: none"> • support of young parents through the 198 young parents group • developing of support networks through attendance at local forums and liaison meetings • developing relationships with local school for support for young people attending. • support of the Phillipstown Strengthening Communities Graffiti Vandalism - Restorative Justice and youth work referrals undertaken • research on current best practice youth work projects and programmes running successfully in ChCh and surrounding districts to enhance personal contribution to the role • individual case work as appropriate • support of the LYFE festival.

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008												
<p>280 Phillipstown Community Centre Charitable Trust – Strengthening Community Project</p> <p>\$10,000.</p>	<p>To support the recommendations of the Phillipstown Strengthening Community Working Party Implementation Plan to address issues affecting both the general community and young people by the development of a strategy to implement Strengthening and Safer Community Initiatives.</p> <p>Phase 1. - Graffiti Reduction Project – phase 1 of this project will take a carefully developed, comprehensive and planned approach to graffiti vandalism and will address restoration, education and prevention strategies for the reduction of graffiti.</p> <p>Project request: Contribution towards the coordinator’s salary.</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. Addressing strategies to combat the growing issue of tagging vandalism in Phillipstown and the wider community. 2. Young people will have successfully completed their community service hours working within the restorative justice model of addressing crime. 3. Assist young people to accept responsibility for their own behaviour and break the cycle of anti-social behaviour. 	<p>Sound financial practices are in place. Audited accounts are prepared and presented as required. The Strengthening Community Project are identified separately in the accounts.</p> <p>The co-ordinator employed to implement the project left to take up another position in November however an assistant had been employed to assist with the volunteer removal programme and has subsequently taken over responsibility for this position. Restorative justice/ youth work referral clients are being supported by the Linwood Youth Worker.</p> <p>The advisory group continues to meet monthly to support the youth worker, the volunteer programme co-ordinator and project development in general.</p> <p>Strategic discussion and planning supports decision making for the city wide development of this pilot as it moves toward the end of the 2007/08 year.</p> <p>Current tenders have been received for an external evaluation of the pilot to support future strategy development.</p> <p>Pilot project outcomes as at January 2008 Volunteer Programme To date there are 15 areas across the city supported by more than 184 community members volunteering their time for graffiti clean up. This number includes those involved on a one off basis for large area clean up days. There are currently a number of volunteers working on maintenance of areas.</p> <p>Letters sent out to interested volunteers 18</p> <p>Snap shot - The percentage houses tagged</p> <table border="1" data-bbox="1402 1337 2123 1431"> <thead> <tr> <th></th> <th>Nov</th> <th>Dec</th> <th>Jan</th> </tr> </thead> <tbody> <tr> <td>• Linwood North</td> <td></td> <td>6.65%</td> <td></td> </tr> <tr> <td>• Beckenham</td> <td></td> <td>6.12%</td> <td>3.7%</td> </tr> </tbody> </table>		Nov	Dec	Jan	• Linwood North		6.65%		• Beckenham		6.12%	3.7%
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Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
		<ul style="list-style-type: none"> • Hoon Hay 7.66% • Hornby 5.91% • Phillipstown 25.23% 14.02% 5.98% • Spreydon 4.06% • Bromley 3.96% • Linwood 9.63% <p>At the commencement of the Pilot Phillipstown stats showed 25% of houses tagged.</p> <p><i>Restorative justice/youth work</i> To date the project has seen some 36 young people referred to the project, completing 1,325 hours of community service.</p> <p>This intervention project has resulted in 7 young people being supported into employment/ apprenticeships along with 3 returning to school .</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
<p>282 Shoreline Youth Trust (Fuse-Youth Café) \$11,800</p>	<p>Encouraging young people to fully realize their potential through development of youth community, providing and facilitating events and offering facilities for young people in the Sumner, Redcliffs/ Mt. Pleasant areas.</p> <p>Project request Contribution towards operational costs and salary.</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. Increase overall usage and diversity of users by injecting 2 new programmes and refocussing Friday night to expand the ability to cater for a larger range of young people. 2. Use volunteer base more effectively with increased youth hours. Define volunteer base as either staff or volunteers and train accordingly giving an efficient use of our most valued asset – people. 3. Increase ability to fundraise from other avenues by employment of a part time administrator therefore helping long term sustainability. 	<p>The Fuse Café in Sumner is managed under the Shoreline Trust and is a church affiliated project. Due to the nature of location this is providing a manageable, accountable and safe environment for young people from the Sumner, Mt. Pleasant and Redcliffs areas, an isolated community with a large youth population.</p> <p>Sound financial practices are in place and monthly financial reports prepared. Audited accounts presented.</p> <p>A 2007 annual report on activities was received and of high standard.</p> <p>Attendance/Programmes: Holiday programmes from across the city continue to utilise the Fuse facilities with an further 8 bookings plus per holiday period. Other groups access at various times.</p> <p>Changes to the Friday night programme include a higher attendance from the 18+ age group.</p> <p>Other activities and programmes offered:</p> <ul style="list-style-type: none"> • Blank canvas art night • support to van ash college • support to Linwood college • Thursday and Friday afternoon times for year 7-8 up • 2x Friday night sessions • band nights • gamer days • movie nights • youth group use of facility. <p>The development of a Girls Only Room has increase female attendance and other café improvements have been implemented.</p> <p>High average weekly attendance still reflects the need of the facility in the area and the quality of programmes and support offered.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
		47 volunteers have supported the café and volunteer leadership and training is a priority and well supported by the youth café manager and trust. Volunteer hours reported for this period – approximately 1600.

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
283 Te Whare Roimata - Older Persons Project \$22,500	<p>This project serves to develop a partnership between Te Whare Roimata, and the Christchurch City Council to facilitate the process for a community worker position to be based in a community organisation in the Hagley area.</p> <p>Project request: To continue to support salary, administration and potential overhead expenses identified in the implementation of the Older Persons Project</p> <p><i>Outcomes:</i> To develop culturally appropriate responses and work in ways that are culturally sensitive to the ethnic needs of the area.</p> <p>5.3 To provide a link between existing community initiatives and with other council and community providers working in the areas related to recreation, housing, city transport and streets.</p> <p>5.4 To identify any areas of need, and /or development and look at ways to respond ensuring that individual needs and cultural diversity are recognized.</p> <p>5.5 To identify and assist in the development of initiatives to support social change and improve quality of life for older persons in the Hagley/ Ferrymead area.</p>	<p>These positions are employed and managed under the umbrella of Te Whare Roimata.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually.</p> <p>Support of community worker salaries in this initiative has enabled continued research and area evaluation to take place. Workers continue to perform an outreach service for isolated older persons in the area, and work collaboratively with other organisations working with elderly in the project area.</p> <p>The project Advisory group has worked to develop a project brief and implementation plan and meet monthly to ensure that the goals and objectives of the project are met.</p> <p>Projects initiated/completed Publication of brochures to support project Discussion re possible monthly meal for local refugee and migrant women. Monthly Social activities group. Continued planning for mobile information service. Planning/ discussions for creation of social gathering time for older refugee and migrant residents. Began creating a gate keeper service aimed at identifying isolated older people in the project area. Identification of needs for increased advocacy for high support in home help area for older, isolated older people.</p> <p>Events/programmes supported/ held Several tangi for older people supported through the project Active involvement of older persons whanau worker in outreach services to older people in the area. Linwood Oasis. Monthly outings group. Christmas day dinner provided for 24 single older local residents</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
		<p>Maori health and community fun day held- approximately 150 attended with high proportion in the project target age group.</p> <p>Networking/ collaboration Monthly project advisory meeting Linwood Oasis Close partnership with partnership health worker</p> <p>Volunteer hours generated through project have been estimated at approximately 258 during this accountability period.</p>
<p>284 Te Whare Roimata - Smith Street Community Gardens \$22,500</p>	<p>The community gardens project is an important model of neighbourhood sustainability seeking to protect the environment through the use of organic gardening principles, utilising kitchen garden waste for compost and recycling materials in building up the scheme's physical infrastructure.</p> <p>Project request Contribution towards salaries and operating costs.</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. To provide consistent leadership of the community gardens through the employment of an income generation co-ordinator and a project supervisor. 2. To enable people on low incomes to have regular access to organically grown vegetables 3. To provide a supportive, holistic whanau-based environment for up to 18 long term unemployed workers involved in the community gardens. 4. Developing worker skills in organic gardening and providing opportunities for members to move into leadership positions within the scheme. 5. Extending and developing the generation capacity of the 	<p>These positions are employed and managed under the umbrella of Te Whare Roimata.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually.</p> <p>An income generation co-ordinator is employed for 35 hrs per week and a project supervisor for 20 hrs per week to support this project. Traditionally the second half of the year is a busy time with planting of new season crops in early spring</p> <p>Projects / participation/ outcomes Addition of a tunnel house for propagation. Vegetables grown in the whanau gardens specifically for the purpose of providing vegetables for the workers and whanau members, supply for the gold coin café and assistance with food for tangihanga, whanau lunches and other celebrations.</p> <p>6 groups working in allotment areas :3 disability groups (Skillwise, Alpha trust and Idea Services), 1 local resident, 1 community organisation and community cropping use their allotment to experiment with growing pulses within an urban environment using sustainable methods.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	<p>community gardens.</p> <p>6. To provide a range of opportunities to enable community participation in the community gardens.</p>	<p>Employment/support 9 people have been employed in the gardens during this accountability period along with 5 people on community service. Four workers have been provided individual welfare and health support , and 1 has been referred for literacy support. One worker moved into an assistant supervisory position. All workers have been involved in on the job training and skill development.</p> <p>Regular meetings held to ensure worker input into the scheme. All allotment holders are actively encouraged to participate in the life of the gardens through various meetings with the Income Generation Co-ordinator and the Project Supervisor.</p> <p>Volunteer input Total persons contributing 42</p> <p>Total volunteer hours - 3831 for this accountability period.</p>
<p>286 Woolston Development Project Inc. – Family Support Worker \$10,000</p>	<p>To provide a full time worker to facilitate the family support service. This role provides a home based service, in consultation with local parents to meet identified needs, and with other agencies to fill gaps in service provision.</p> <p>Project request Contribution towards the salary of the Family Support Worker.</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. Parent support and education will be provided to local families. 2. Support will be provided for parents requiring childcare assistance. Advocacy and support provided during application process. 3. Monthly reports prepared and presented to management 	<p>The family support worker position is based at the Woolston Development Project and works with families associated with the project and the wider Woolston area, and is managed under the WDP Trust.</p> <p>Referrals received from Bromley, Woolston, Linwood and Phillipstown areas. This is a unique position within these communities and demand is currently far exceeding current funding accessed to support the position.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually.</p> <p>Support services provided</p> <ul style="list-style-type: none"> • Advocacy • Crisis management • Behaviour management • Parenting skills

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008						
	<p>team.</p>	<ul style="list-style-type: none"> • Finance/funding • Housing • Introduction to recreational activities ie. ASP, holiday programmes, women’s group, and other individual support as appropriate • Active support to clients through family group conference and strengthening families processes that include referral, access to respite/childcare. <p>Project statistics</p> <ul style="list-style-type: none"> • A total of 64 families accessed the project between 1 July- 31 December 2007 • 103 children benefited directly from support • The number of weeks support provided to families whose files were close by 31.12.07 : <table border="0" style="margin-left: 20px;"> <tr> <td>1-5 weeks</td> <td>41 families</td> </tr> <tr> <td>6-10 weeks</td> <td>7 families</td> </tr> <tr> <td>11-26 weeks</td> <td>5 families</td> </tr> </table> 10 families will carry over into the next 6 month period. • Families where disability is a factor- (intellectual/physical/specific learning disorder) at least one parent affected 8, at least one child affected 7. • Sole income Work and Income clients – 27 • Children benefiting directly from project support aged 1-12 years. <p>An increase in referrals received indicates an increasing need for this type of support service in the Woolston and wider community. The accountability period has seen an increase in referrals from Plunket for pre-school supports in behaviour management and parenting skills.</p> <p>A comprehensive statistical report was prepared in response to the request for information for this report inclusive of case studies.</p>	1-5 weeks	41 families	6-10 weeks	7 families	11-26 weeks	5 families
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Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
<p>287 Woolston Development Project Inc. – Bromley Out of School Programme (B.O.S.P) \$24,000</p>	<p>Provision of affordable out of school care and recreation opportunities for children and families in a low-socio economic area. Out of school care programmes also provide opportunities to improve self confidence, motivation and social and life skills.</p> <p>This grant is paid to Woolston Development Project to provide the operation of an After School Programme at the Bromley Community Centre</p> <p>Project request Funding for salaries and management costs associated with the operation of the Bromley out of School Programme</p> <p><i>Outcomes:</i> WDP will undertake the administration activities associated with acting as an employer, provide supervision of staff members of Bromley After School programme, and ensure that the WDP Bromley After School programme will be conducted according to the National OSCAR recommended standards.</p> <p>Expected Outcomes (Agreed with service provider) The employment of an After School Supervisor, and After School Assistant(s) for the Bromley After School programme.</p> <p>Regular supervision and programme planning provided for staff by WDP. Support for the provision of the BOST After School Programme –40 weeks per year Monday-Friday 3pm – 5:00 term time. The administration activities associated with acting as an employer Work toward CYF OSCAR Approval inclusive of development of relevant policies and procedures, and subsequent accessing of MoSD OSCAR funding. Liaison with the Bromley Community worker or nominated</p>	<p>Under an agreement with the CCC Woolston Development Programme (WDP) undertake the administration activities associated with acting as an employer, provide supervision of staff members of Bromley After School programme, and ensure that the WDP Bromley After School programme is conducted according to the National OSCAR recommended standards.</p> <p>After intensive attempts over a number of years to strengthen the BOST parent committee the decision was made, through parent and other community consultation, to adopt the BOST programme as a service delivery project under WDP. The trust completed all appropriate requirements to wind up operations as the governing body. Governance of this project now sits fully under the WDP Trust.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually. Monthly financial accounts are readily available. 6 monthly reports are received by the CDA. Outcomes agreed with group.</p> <p>The programme employs a supervisor and 2 assistant workers for the day to day running of the programme. internal supervision of workers is held on a regular basis.</p> <p>Staff have attended a variety of training inclusive of child abuse awareness with CYF's and various with the OSCAR Network.</p> <p>Two youth volunteers have now been trained to assist in this programme. This allows the volunteers to pick up valuable skills while assisting in the care and safety of children on the programme, provide positive role modelling for the children and valuable insight to the value of volunteering for the young people.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	representative.	<p>Attendance roll- 38 children (23 families). On average 90 children attended per week in term 3 and 81 in term 4.</p> <p>Three ethnic groups attending – Maori (10), European (15) and Zimbabwean (1).</p> <p>Activities Games/sport, crafts. Hip hop, and two outings during this period.</p> <p>Volunteer hours generated through project – an average of 160 hours for this accountability period.</p>
<p>288 Woolston Development Project Inc. – Linwood Out of School Programme (L.O.S.T) \$10,000</p>	<p>Provision of affordable out of school care and recreation opportunities for children and families in a low-socio economic area. Out of school care programmes also provide opportunities to improve self confidence, motivation and social and life skills.</p> <p>This grant is paid to Woolston Development Project to provide the operation of an After School Programme at the Linwood Avenue School</p> <p>Project request: Funding for salaries and management costs associated with the operation of Linwood Out of School Care Programme</p> <p><i>Outcomes:</i></p> <ol style="list-style-type: none"> 1. The employment of an After School Supervisor and After School Assistant(s) for the Linwood After School programme. 2. Regular supervision and programme planning provided for staff by WDP. 3. Support for the provision of the LOST After School Programme – 40 weeks per year Monday-Friday 3.00 pm – 5.30 term time. 	<p>Under an agreement with the CCC Woolston Development Programme (WDP) undertake the administration activities associated with acting as an employer, provide supervision of staff members of Linwood After School programme, and ensure that the WDP Linwood After School programme is conducted according to the National OSCAR recommended standards.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually. Monthly financial accounts are readily available. 6 monthly reports are received by the CDA. Outcomes agreed with group.</p> <p>The programme employs a supervisor and 2 assistant workers for the day to day running of the programme.</p> <p>Staff have attended a variety of training inclusive of child abuse awareness with CYF's and various with the OSCAR Network.</p> <p>Attendance: on average 25 children attended per day and is operating at full capacity and a waiting list operates – currently 10 on the list.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
	<p>4. The administration activities associated with acting as an employer.</p> <p>5. To work in partnership with the LOST parent management committee.</p>	<p>Activities Games/sport, crafts. One youth volunteer has been trained and assists in this programme. This allows the volunteers to pick up valuable skills while assisting in the care and safety of children on the programme, provide positive role modelling for the children and valuable insight to the value of volunteering for the young people.</p>
<p>Heathcote – St. Mary's Anglican Parish - Youth Worker Project \$7020</p>	<p>Youth Worker Project Project Purpose To provide a safe place for young people in Heathcote to meet.</p> <p>Project request To assist in funding salary and associated expenses for the youth worker responsible for the St. Mary's Youth Group, based in Heathcote</p> <p>Outcomes: 1. Programmes will run on Friday evenings during the school term. 2. A balanced programme will be provided. 3. Young people will be provided with training.</p>	<p>Sound financial practices are in place. Audited accounts are prepared and presented annually.</p> <p>The youth worker funding expenditure is monitored through a separate account.</p> <p>Outcomes for project set with group.</p> <p>The resignation of the previous youth worker and subsequent 'promotion' of the vicar lent cause for St. Mary's to give thought to how the youth work would be presented and managed in the future.</p> <p>To ensure youth activity, consultation and participation was maintained they established contact with Blue Light (through the CDA) and a very successful youth disco was held in November . another is planned in the February/March period. This has enabled youth views to be sought and interest in continuation established.</p> <p>At the time of report writing the appointment of a new youth worker was under discussion and appointment is imminent. This will see the recommencement of the Heathcote youth activity programme in term 2008.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
<p>Linwood Avenue Community Corner Trust \$4,000</p>	<p>Project Purpose: A church based Trust established in response to concern from church members that basic community needs were not being met. Recent employment of a youth worker to work in the Linwood, Woolston, Bromley areas.</p> <p>Project request: Contribution towards youth worker's wages and running costs of programmes held at the centre.</p> <p>1. Worker will organise activities for youth in the local community including sports, recreation, education, personal development, practical skills, camps, crafts, health and safety and individual mentoring.</p> <p>2. Community youth worker will be available to work in local schools and also in activities involving other youth workers in the area.</p> <p>3. Camps to be run several times per year.</p>	<p>Sound financial practices in place. Audited accounts prepared.</p> <p>This position is employed and managed under the Linwood Avenue Community Corner Trust.</p> <p>Activities / Attendance Activities introduced in this reporting period include:</p> <ul style="list-style-type: none"> • Stories and stuff- held on Mondays after school this is an opportunity for children to read to adults. A theme is generally attached and associated activities undertaken • Chatterbox club- run on alternate Thursdays approximately 30 children attend where the emphasis is on moral /social development and includes a meal, crafts, stories and general fun recreation. • Youth group • Camps: a weekend at Herbert park in October - inclusive all groups • Approximately 70 children and 15-16 adults attended, outdoor activity. • Youth group leadership training weekend – Waikuku Beach – 7 leaders <p>The youth worker is developing programmes for children's day for approximately 100 children.</p> <p>Working with Woolston School for lunchtime activity, and Linwood Avenue School on classroom support.</p> <p>Networks developed through attendance at forum and liaison meetings. Membership of and attendance at CYWC.</p> <p>Volunteer hours 225 hours for this reporting period.</p>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
<p>Avebury House Trust \$5,000</p>	<p>Project Purpose <i>Mission:</i> Avebury house trust will work with local communities to provide and foster an environment in which educational, social and cultural activities can flourish. <i>Vision:</i> that Avebury house will be an easily accessible, well-used resource that functions as an integral part of the community and enhances community aspirations.</p> <p>Project request To fund a contribution toward salary and overhead expenses for the community worker situated at Avebury House.</p> <ul style="list-style-type: none"> • Regular community consultation • Fundraising • Establishment of partnerships and alliances • Development and preparation of a business/operational plan • Address issues regarding Accommodation of tenants, and long term users • Management and operation of computer suite • Possible future partnership with Richmond Cottage • Better use of kitchen in flat 	<p>The community worker position is managed by the Avebury House Trust.</p> <p>Avebury house continues to perform in an outstanding manner, requiring little urgent day-to-day support from CCC, and is due in no small part to the capabilities of staff and the dedication of its volunteers and Trust members.</p> <p>Sound financial practices are in place. Audited accounts are prepared and presented annually.</p> <p>Operations of the house, staff salaries and associated staff and volunteer costs are largely financed through hire fees, and external grants.</p> <p>The Community Worker is employed for 30 hours per week .</p> <p>Programmes Gentle Exercise class and Tai Chi class for older adults. Embroidery group. Hugs All Round Quilting group for disadvantaged children. History group, collecting information and writing articles about early Richmond and documenting oral histories of older Richmond residents. Richmond Community News</p> <p>Events Outings for Gentle Exercise and Tai Chi class participants. 5th birthday celebration .Community Barbecue, Concert in the Park and Family Drama in the Park</p> <p>Other project outcomes continue to be met:</p> <ul style="list-style-type: none"> • <i>Community consultation –</i> • <i>Strategic planning –</i> • <i>Tenancy and regular users –</i> processes and systems are in place. Bookings for the July- Dec 2007: 588 • <i>Better use of kitchen in flat.-</i> • New carpet purchased and laid in flat area, negotiations in place for purchase of refrigerator • <i>Establishment of partnerships and alliances</i>

Group and Funding	Details of Project and Anticipated Outcomes	Progress on Project and Outcomes - Feb 2008
		<ul style="list-style-type: none"> • Delta Community Support Trust, IDEA (IHC), Harlequin Players, Ch- Ch Garden City orchestra, Step Ahead Trust, Seabrook McKenzie Centre, Community Development Workers Network, Richmond School, Linwood Forum • The community worker continues to be an integral part of the governance of LYFE. <p>Volunteer hours generated through the volunteer programme for this reporting period - 1105</p>

20. COMMUNITY BOARD ADVISER'S REPORT

21. MEMBERS' QUESTIONS