



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 15 OCTOBER 2008

AT 9.30AM

**IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Community Board: Megan Evans (Chairperson), Pauline Cotter (Deputy Chairperson), Ngaire Button, Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers

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

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1. **APOLOGIES**

2. **BRIEFINGS**



2.1 **THE MAYOR AND CHIEF EXECUTIVE OFFICER**

The Mayor and Chief Executive Officer will discuss the 2009-19 Long Term Council Community Plan's capital programme.

3. **CONFIRMATION OF MEETING MINUTES – 17 SEPTEMBER 2008**

The minutes of the Board's ordinary meeting of 17 September 2008 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 17 September 2008 be confirmed.

15. 10. 2008

- 4 -

ATTACHMENT TO CLAUSE 3

13. 11. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
17 SEPTEMBER 2008**

**Minutes of a meeting of the Shirley/Papanui Community Board
held on Wednesday 17 September 2008 at 4pm
in the Boardroom, Papanui Service Centre**

PRESENT: Megan Evans (Chairperson), Ngaire Button, Pauline Cotter, Matt Morris, Yvonne Palmer and Norm Withers.

APOLOGIES: An apology was received and accepted from Aaron Keown.

An apology for early departure was received and accepted from Pauline Cotter who retired from the meeting at 5.55pm and was absent for clauses 11 and 12.

The Board reports that:

PART A - REPORTS REQUIRING A COUNCIL DECISION

1. PROPOSED LAND EXCHANGE – BELFAST SCHOOL

General Manager responsible:	General Manager of City Environment, DDI 941-8608
Officer responsible:	Asset and Network Planning Unit Manager
Author:	Debbie McKay, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to negotiate a lease with the Ministry of Education over part of Belfast School that for all intended purposes comprises part of Sheldon Park and is maintained by the Council accordingly.

EXECUTIVE SUMMARY

2. The Ministry of Education (MOE), Belfast School, and Council staff have been in discussion for approximately three years over a proposal to undertake a land exchange.
3. The proposed exchange involves 2307m² of Sheldon Park (Section 1) that will be transferred to the MOE, and 2307m² of Belfast School (Section 2) that will be transferred to the Council. Refer to the plan in **Attachment 1**.
4. Section 1 offers little recreational benefit to the users of the park due to its secluded location. The Belfast School is keen to acquire this section because they would then have the ability to expand existing buildings onto the site. Section 1 offers the school a more logical area for expansion and development, and carparking will be created to provide a safer pick-up and drop-off point for the school children.
5. Section 2 is not located to provide logical development of the school. The acquisition of Section 2 would provide a critical link between the pending Apple Fields development reserve network, and Sheldon Park, and it would also assist the Council in facilitating any future development around Sheldon Park (identified as a priority through public consultation in 2003 over the proposed Belfast Area Plan).

ATTACHMENT TO CLAUSE 3

6. The Council and the MOE agree that for the reasons discussed above, an exchange of the Sections 1 and 2 is desirable and mutually beneficial. It has also been agreed that the Council, and the general public, will have a right of way over Area C shown on scheme plan 500216-05 (**Attachment 1**) to ensure there is access continuity between Sheldon Park and Section 2. The school will be given legal access over Sheldon Park to Section 1 and those easements are shown as Areas A and B on the same scheme plan.
7. Section 15 of the Reserves Act 1977 ("the Act") enables the exchange of reserves for other land. Approval in principal is sought from the Community Board to proceed with the exchange pursuant to this section of the Act. If the Board gives approval then staff can proceed to notify the proposal and to seek objections before a final report is put to the Board.
8. The approval of the Community Board has already been obtained for the proposed right of way easements (Areas A and B) over Sheldon Park in favour of the Ministry of Education.
9. **Attachment 2** shows a hatched area of land owned by Her Majesty the Queen more particularly described as Lot 2 DP 6402 ("Lot 2") contained in Certificate of Title CB31A/406, and held for the purposes of a Public School (namely Belfast School). Lot 2 provides a critical link between the two Council owned areas of Sheldon Park. There has been a long term understanding between the Belfast School and the Council that the Council incorporate and maintain this land with Sheldon Park, with the School having free right of access as and when they require.
10. The exchange proposal has provided a catalyst to formalise a lease for Lot 2, and to conclude all property matters associated with Sheldon Park and Belfast School. The MOE has agreed in principal to a lease, the terms and conditions of which have yet to be negotiated. It is therefore recommended that with the approval of the Board, the Council delegate the negotiation of a long term lease for Lot 2 to the Corporate Support Unit Manager.

FINANCIAL IMPLICATIONS

11. The cost of the exchange to the Council will be approximately \$6,500. This figure includes half of the cost to survey both parcels of land, and costs to comply with the Council's statutory obligations to effect the exchange.
12. The Ministry of Education will meet half of the cost of the survey, and will fund its own costs in this matter.
13. Simes Limited assessed the current market value of both parcels of land and concluded that as they are of equal size (2307m²), and because the land exchange is beneficial to both parties, Section 1 and Section 2 have a similar market value. Therefore a straight swap is proposed with no exchange of monies.
14. It is not anticipated that an annual fee will be applied to the Lease of Lot 2 on the basis that the Council manages and funds the maintenance of Lot 2 with the balance of Sheldon Park. The MOE's reasonable legal fees associated with the drafting and execution of the lease may apply.

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

15. Not applicable.

LEGAL CONSIDERATIONS

16. The Board has delegated authority to approve:
 - (a) an exchange of reserves for other land under Section 15 of the Reserves Act 1977; and
 - (b) grant rights of way and other easements over reserves under Section 48 of the Reserves Act 1977. (refer item 3 of these minutes.)

ATTACHMENT TO CLAUSE 3

17. The Board does not have delegated authority to consent to negotiate and enter into a lease with the Ministry of Education for Lot 2 DP 6402, such decisions can only be made by the full Council. The Board does however have recommendatory powers.
18. Section 15 Reserves Act 1977 – Exchange of reserves for other land. The Minister of Conservation may authorise the exchange of the land comprised in any reserve for any other land to be held for the purposes of that reserve subject to the Council passing a resolution requesting the exchange, following a public notification process.
19. Section 50 Ngai Tahu Claims Settlement Act 1998 – Exceptions. This Section operates to provide an exception for this transaction from the usual right of first refusal in favour of Ngai Tahu.
20. Section 51 Ngai Tahu Claims Settlement Act 1998 – Notice of Excepted Transactions. The Council is required to give Ngai Tahu notice of the proposed exchanged.
21. Section 48 Reserves Act 1977 – Grants of right of way and other easements. With the consent of the Minister of Conservation, the Council may consent to grant a right of way over a reserve. Public notification of the Council's intention to grant and easement is firstly required.

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

22. Ngai Tahu has been informed of the exchange proposal, and they have been issued with a notice under Section 51 Ngai Tahu Claims Settlement Act.
23. All other legal considerations discussed in this Section are dealt with by this report and the recommendations contained within it.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. Yes. Refer Page 124 of the LTCCP, level of service under parks, open spaces and waterways.

ALIGNMENT WITH STRATEGIES

25. Not applicable.

CONSULTATION FULFILMENT

26. It is a requirement of the Reserves Act 1977 that before the Council can pass a resolution consenting to the exchange of lands, and the right of way easement over recreation reserve (Sheldon Park), it publicly notify its intention to pass the respective resolutions and calling for objections. A further report will be submitted to the Community Board following the outcome of the public consultation period.
27. The Council is not required to publicly consult on the proposal to enter into a Lease with the Ministry of Education for Lot 2 DP 6402.

STAFF RECOMMENDATION

It is recommended that:

- (a) The Council note that on 18 August 2008 the Shirley Papanui Community Board's Greenspace Traffic Works Committee approved under delegated authority the actions necessary under Sections 15 and 48 of the Reserves Act 1977, to publicly notify its intentions and approve an easement.
- (b) The Council approve the Corporate Support Unit Manager being given delegated authority to negotiate and enter into a Lease with the Ministry of Education for Part Lot 2 DP 6402.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

29. In 2005 the Principal of the Belfast School approached the Council about acquiring part of the adjoining recreation reserve known as Sheldon Park, to provide an extension of land to the south east of the existing school hall for potential development.
30. Around that time the Council had been in consultation with the Belfast Community in relation to the development of an Area Plan for Belfast. The public consultation had identified a number of issues and one of those was that Belfast had no 'community heart' or focal point that promoted the ability to foster community spirit and develop a 'sense of place'. The outcome was a concept to develop Sheldon Park as the community's heart.
31. Section 2 has also been identified as providing a strategic link in the green network, specifically between the 93 hectare Apple Fields residential development and Sheldon Park. The development is currently before the Environment Court, and the Council is seeking a reserve link connecting the corner of Johns Road and Main North Road into the development, and in sight of Sheldon Park on the other side of Main North Road.
32. It was fortuitous that the Belfast School approached the Council about an extension onto Sheldon Park for development purposes. The idea of a land exchange developed from this point.
33. The proposed exchange involves 2307m² of Sheldon Park shown as Section 1 on the attached plan 500216-05 (**Attachment 1**), and 2307m² of Belfast School shown as Section 2 on the same plan.
34. The School will require legal access over Sheldon Park to Section 1. It is proposed to grant the Ministry of Education an easement for right of way over Areas A and B shown on **Attachment 1**. The staff recommendation provides for this.
35. Area C delineates the only vehicular access to the School, and the School was adamant that this area not be included in the land for exchange to the Council. There would be little benefit of the exchange to the Council if it did not have the ability to provide continuous public access between Sheldon Park and Section 2. To overcome this the School has agreed to a right of way easement in gross. In essence this means that the Council, and all members of the public, will have a free right of way over Area C, as if it was included as part of Sheldon Park. This may mean that the School will need to remove existing fencing along the boundary of Area C and Section 2.
36. The benefits of the exchange to the Council are:
 - (a) The ability to provide a critical link in the green network between the Apple Fields residential development, the corner of Johns Road and Main North Road, and Sheldon Park;
 - (b) The land would provide a viable extension to Sheldon Park by increasing the road frontage and therefore the park's presence within the Belfast community;
 - (c) Good visibility through to Main North Road, and integration with Sheldon Park;
 - (d) Establishing focus on Sheldon Park and the immediate area as the central community 'heart';

ATTACHMENT TO CLAUSE 3

- (e) Increases the visible frontage of Sheldon Park as aligned with Crime Prevention Through Environmental Design (CPTED) standards.
37. Benefits of the land exchange to the School include:
- (a) The ability for the school to expand existing buildings onto the adjacent area. This includes the school hall which is currently utilised for the 'Oscar' Programme;
 - (b) The ability to provide an alternative pick-up/drop-off area for children attending the school. Currently children are dropped off and picked up on the Main North Road (State Highway 74) in which there are inherent dangers;
 - (c) The land to be acquired by the Council would still be available to the school for supervised recreation.

Lease of Lot 2 DP 6402

- 38. There has been a long term understanding between the Belfast School and the Council that the Council will incorporate and maintain Lot 2 with Sheldon Park. The School continues to have a free right of access to use Lot 2 for recreation purposes. Lot 2 provides a critical connection between the two areas of Sheldon Park owned by the Council and is, for all intended purposes, part of the area known as Sheldon Park.
- 39. There is currently no formal arrangement between the MOE and Council for this land, and the land exchange has provided a catalyst for completing a Lease to conclude all property matters associated with Sheldon Park, and Belfast School.
- 40. The MOE has indicated agreement in principal to enter into a lease with the Council for Lot 2. It is recommended that the Corporate Support Unit Manager be given delegated authority to negotiate and enter into a Lease with the MOE.

PART B - REPORTS FOR INFORMATION

2. COMMUNITY SERVICES AND EVENTS COMMITTEE – MINUTES OF 12 AUGUST 2008

The Board **received** for information the confirmed minutes of the Community Services and Events Committee meeting of 12 August 2008 and noted the following decisions had been made under delegated authority.

2.1 CONFIRMATION OF REPORT

The Committee confirmed the report of the Community Services and Events Committee's ordinary meeting (both open and public excluded sections) of 8 July 2008.

2.2 REQUEST FOR FUNDING TO ESTABLISH THE YOUTH DEVELOPMENT SCHEME

The Committee considered a report seeking funding of \$10,000 to establish a Youth Development Scheme.

The Committee **resolved:**

- (a) that a 2008/09 Youth Development Scheme be established and that \$10,000 be transferred from the Shirley/Papanui Community Boards 2008/09 Discretionary Fund to the Recreation and Sport Unit for this purpose.

(NB: Yvonne Palmer requested that her vote be recorded against the above decision.)

- (b) that the fund criteria and eligibility for the a 2008/09 Youth Development Scheme be reviewed.

ATTACHMENT TO CLAUSE 3

- (c) that the Committee establish a Subcommittee of the Community Services and Events Committee with delegated authority to approve urgent applications to the Youth Development Scheme..
- (d) that the membership of the Community Services and Events Committee Subcommittee be any three available members of the Community Services and Events Committee.
- (e) It was agreed that further discussions be held regarding the amount of the Youth Development Scheme fund after the Chairperson's meeting with the Chief Executive Officer to discuss discretionary funding had been held.

2.3 ACHESON AVENUE ONE-STOP-SHOP

The Committee considered a report which recommended that the renewal of the lease at 25 Acheson Avenue One-Stop-Shop not be renewed and that the Corporate Support Unit Manager be asked to use his delegated powers to take that action.

It was **agreed** that the Corporate Support Unit Manager be requested to use his delegated powers to not renew the lease on the property at 25 Acheson Avenue which is currently leased for the One-Stop -Shop.

3. GREENSPACE TRAFFIC WORKS MINUTES – MINUTES OF 18 AUGUST 2008

The Board **received** for information the confirmed minutes of the Greenspace Traffic Works Committee meeting of 18 August 2008 and noted the following decisions had been made under delegated authority.

3.1 CONFIRMATION OF MINUTES

The Committee confirmed the minutes of the Greenspace Traffic Works Committee meeting of 14 July 2008.

3.2 PROPOSED LAND EXCHANGE – BELFAST SCHOOL

The Committee considered a report seeking approval in consent in principal to an exchange of lands involving part of Belfast School, and Sheldon Park owned by the Council, to enable a public notification process to be commenced.

The report also sought a recommendation to the Council to negotiate a lease with the Ministry of Education over part of Belfast School that for all intended purposes comprises part of Sheldon Park and is maintained by the Council accordingly. As indicated in clause 1, this matter was referred to the Board for recommendation to the Council.

The Committee **resolved**:

- (a) That pursuant to Section 15 of the Reserves Act 1977, the Community Board publicly notify its intention to pass the following resolution at its meeting in October 2008:

“Pursuant to Section 15 of the Reserve Act 1977, the Shirley/Papanui Community Board requests the Minister of Conservation to authorise an exchange of the lands in the following schedule:

Schedule

2307m² (subject to survey) owned by the Christchurch City Council and being Part Lot 6 DP 29414 contained in Certificate of Title CB453/47 and more particularly shown as Section 1 on Plan 500216-05.

2307m² (subject to survey) owned by the Ministry of Education and being Part Lot 1 DP 11149 contained in Certificate of Title CB453/47 and more particularly shown as Section 2 on Scheme Plan 500216-05.”

ATTACHMENT TO CLAUSE 3

- (b) That pursuant to Section 48 of the Reserves Act 1977, the Community Board approve an easement for right of way in favour of the Ministry of Education over Part Lot 6 DP 29414 contained in Certificate of Title CB11F/1164 and more particularly shown as Area A and Area B on Plan 500216-005 subject to:
- (i) public notification as required under the provisions of the Reserves Act 1977;
 - (ii) the consent of the Department of Conservation being obtained; and
 - (iii) the Board passing the resolution outlined in (a) above at its meeting in October

3.3 PROPOSED ROAD NAMING – RMA 92012124

The Committee considered a report seeking approval to one new road name in a subdivision running off Glen Oaks Drive.

The Committee **resolved** that the road be renamed to “Rivers Edge”.

3.4 PROPOSED ROAD NAMING – RMA 92009097

The Committee considered a report seeking approval to two new road names in the Brooklands Lagoon area.

The Committee **resolved** that the road names “The Lagoon” and “Seaward View” be accepted

4. SMALL PROJECTS FUND ASSESSMENT COMMITTEE – 14 AUGUST 2008

The Board **received** for information the confirmed minutes of the Small Projects Fund Assessment Committee meeting of 14 August 2008.

5. DEPUTATIONS BY APPOINTMENT

Nil.

6. PRESENTATION OF PETITIONS

6.1 RALPH ROSS

Messrs Ralph Ross and Reg Rogers presented a petition with 70 signatures. The prayer of the petition reads:

“We the undersigned wish to draw the Council’s attention to the concerns of local residents regarding trees and request that action be taken to have the trees topped now by a maximum of two feet (60 centimetres) which is about one quarter of the height of the trees in Praem Place, Emmett Street and Allison Street. There are two high Oak trees spreading leaves in seven-eighths of people’s section.”

Pursuant to Standing Order 2.1.3, the Board **agreed** to temporarily suspend Standing Orders for the purpose of allowing Board members to discuss and clarify information provided by the petitioners.

Pursuant to Standing Order 2.1.3, the Board **agreed** to lift the temporary suspension of Standing Orders.

ATTACHMENT TO CLAUSE 3

The Board **agreed** to receive the petition and request staff to provide a report on the stability and maintenance of the Praem Place, Emmett Street and Allison Street trees.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

The Board **received** the following correspondence:

8.1 **David Ivory** – Deputation Requests

8.2 **Paul Somerville** - Former Edgeware pool site – locked cyclone gate.

The Board **agreed** that staff be requested investigate the reasons for the removal of the community owned padlock from the cyclone gate at 43A Edgeware Road (former Edgeware Pool site) and report the findings to the Board.

8.3 **Spencerville Residents Association** – Concern at the reported deterioration of Spencerville Road surface.

It was **agreed** staff be requested to respond to the correspondence as required.

9. BRIEFINGS

Nil.

10. SHIRLEY/PAPANUI COMMUNITY BOARD – FUNDING ACCOUNTABILITY REPORT 2007/2008

The Board **received** for information the report of the Shirley/Papanui Community Board Funding Accountability report 2007/2008.

11. COMMUNITY BOARD ADVISER'S UPDATE

16.1 The Board **received** updates from the Community Board Adviser on forthcoming Board related activities and projects over the coming weeks.

Further, the Board **decided**:

- (a) That a presentation by the Department of Internal Affairs Office of Ethnic Affairs to outline their work and potential areas of joint interest be held early in the New Year and that invitations to attend will be extended some resident groups.
- (b) That the Board Chairperson is to remain the Board's representative on the Character Housing Maintenance Grants Panel.
- (c) That the information supplied on the Waimakariri Bridge – Cycle Safety Improvements be supplied to Lianne Dalziel MP and the resident who had raised the issue of bridge safety.

16.2 The Board funding information was not available at the meeting and will be separately circulated.

12. BOARD MEMBERS' INFORMATION EXCHANGE

12.1 MEMBERS' INFORMATION

Specific mention was made of the following matters:

- That staff be requested to contact Environment Canterbury staff and councillors for an update on the silting and flooding of the Brooklands Lagoon.
- That staff be requested to obtain the report "Managing transport challenges when oil prices rise" and circulated it to Board members.
- That staff be requested to obtain a report from the Canadian cyclist that attended the recent New Zealand Recreation Association conference held in Christchurch and spoke on closing roads for recreation, and circulate it to Board members.
- It was **agreed** that the joint Shirley/Papanui Fendalton/Waimairi seminar regarding the Sawyers Arms Road/Gardiners Road intersection will be held on 29 September 2008.

12.2 CHAIRPERSON'S REPORT

Information on the Chairperson's activities over the June/July 2008 period has previously been circulated.

13. BOARD MEMBER'S QUESTIONS

Nil.

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

14. CONFIRMATION OF MINUTES – 20 AUGUST 2008

The Board **resolved** that the minutes of its ordinary meeting held on 20 August 2008, be confirmed.

15. GOVERNANCE ARRANGEMENT REVIEW

The Board considered a report requesting that consideration be given to whether to retain the Board's current governance structure and delegated authorities to its committees and also to consider whether changes should be made to the Board's timetable of meetings, committee meetings and seminars.

The Board **resolved**:

- (a) That the Community Services and Events Committee meet at 4pm on the Wednesday of week two of the month, to be followed by the Greenspace Traffic Works Committee.
- (b) That Board meetings commence at 4pm on the Wednesday of week three of the month (as at present).
- (c) That seminars to be held two-monthly at 9am on the Wednesday of week three of the month.
- (d) That the delegations currently held by the Community Services and Events Committee and the Greenspace Traffic Works Committee remain the same.
- (e) That the reviewed governance arrangement as set out in (a) to (d) above be effective from 1 January 2009.

16. DELEGATED AUTHORITY FOR THE CONSIDERATION AND ALLOCATION OF NEIGHBOURHOOD WEEK FUNDING

The Board **resolved**:

- (a) To delegate authority to the Community Services and Events Committee, for the remainder of this Board's term, to consider applications and allocate Neighbourhood Week Funds from the Strengthening Community Fund for that purpose.
- (b) To schedule an extraordinary meeting of the Community Services and Events Committee to receive and consider the applications so that the maximum time possible is given to then convey the decisions to the applicants.

It was confirmed that the extraordinary meeting of the Community Services and Events Committee would be held at 8am on Tuesday, 23 September 2008.

17. NEW ZEALAND COMMUNITY BOARDS' 2009 BEST PRACTICE AWARDS

STAFF RECOMMENDATION

It is recommended that:

- (a) The Board confirm its entries for the New Zealand Community Boards 2009 Best Practice Awards.
- (b) The Board confirm its preferred means of preparing its entries for the New Zealand Community Boards 2009 Best Practice Awards.

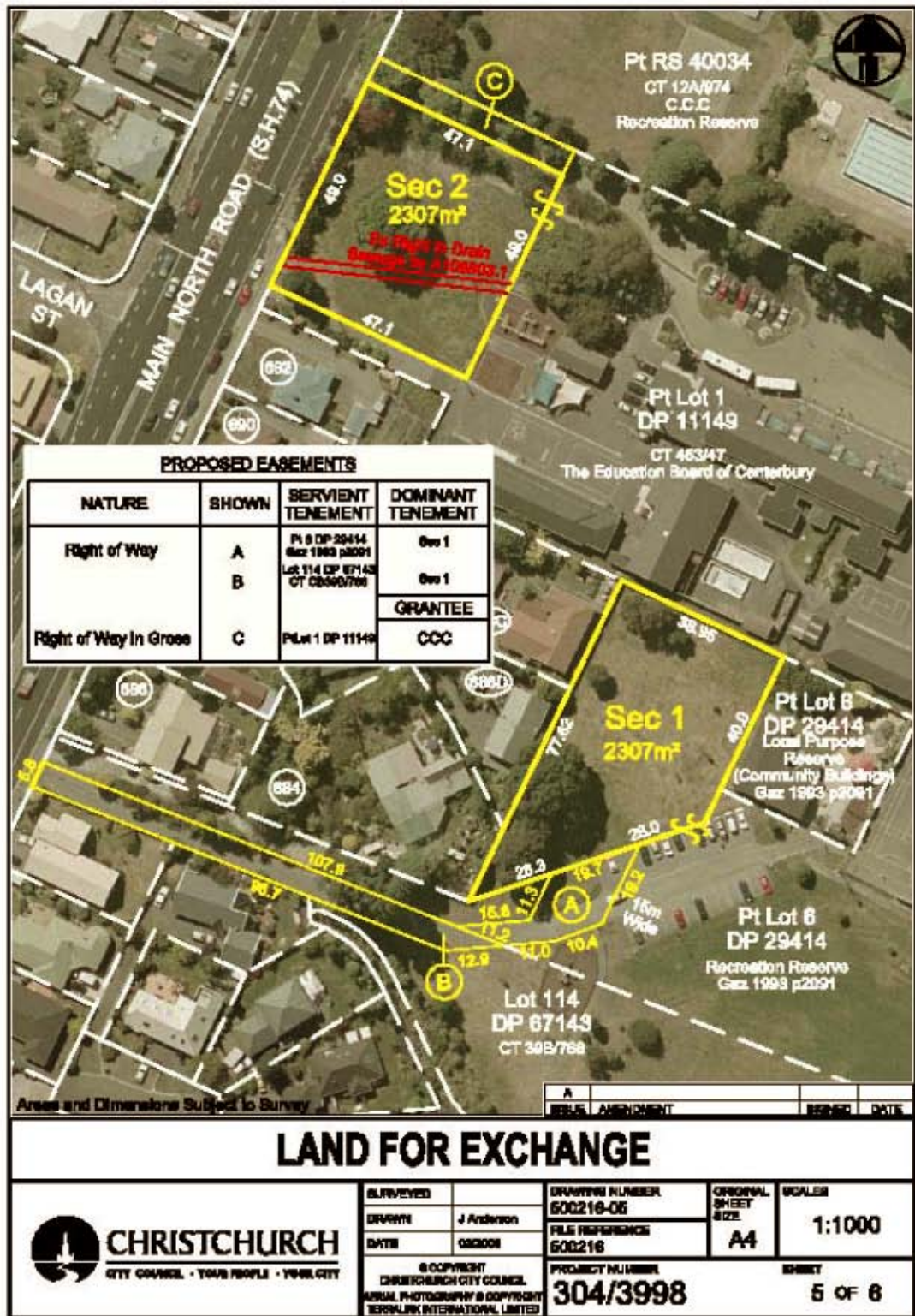
The Board **resolved**:

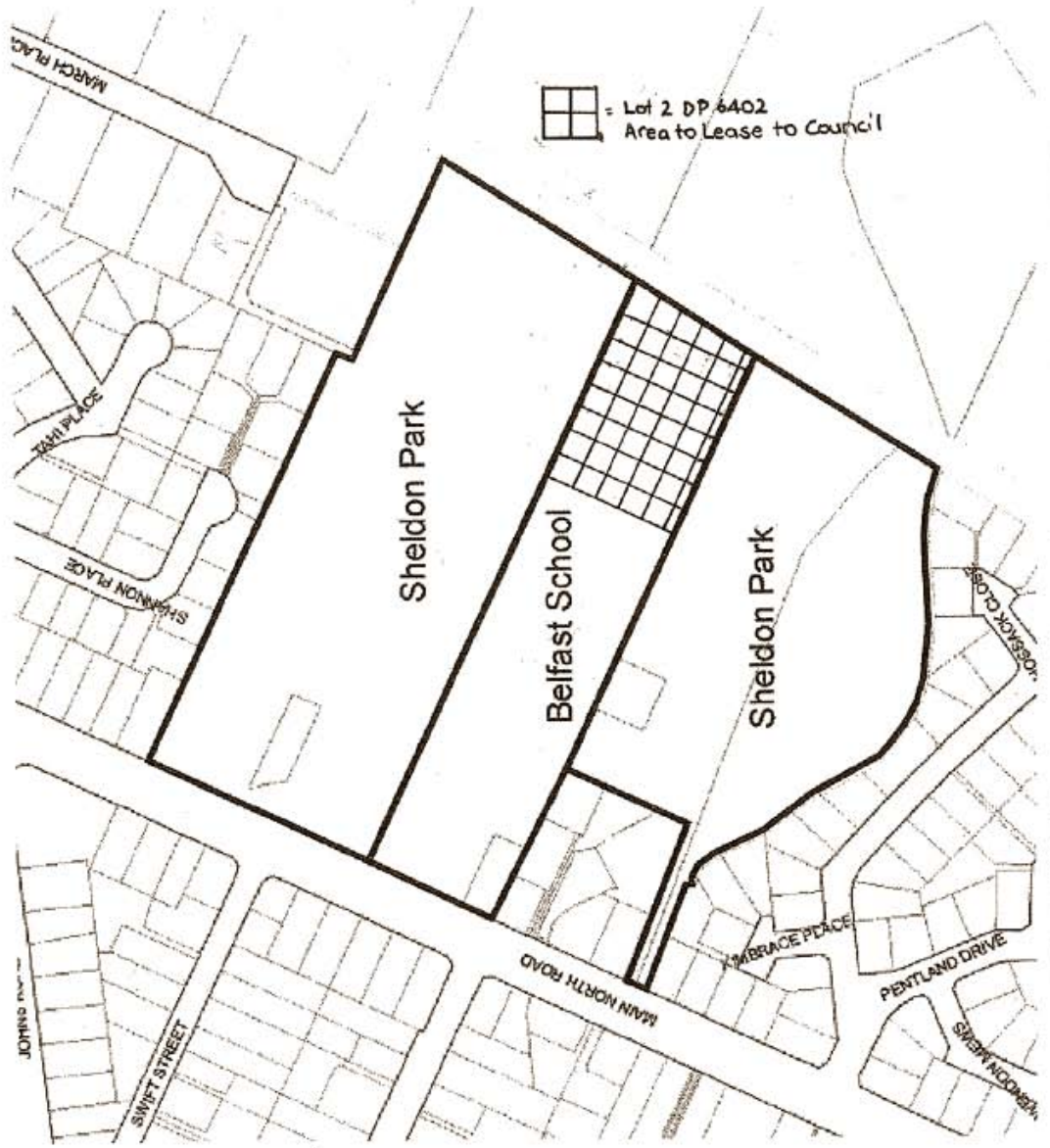
- (a) That its entries and categories for the New Zealand Community Boards 2009 Best Practice Awards will be:
 - 1. Host Responsibility (Safety)
 - 2. Junior Neighbourhood Support (Working with Children and Youth)
 - 3. Groyne's Dog Park (Significant Project)
 - 4. St Alban's School/Community Children's playground (Partnership)
- (b) That its preferred means of preparing its entries for the New Zealand Community Boards 2009 Best Practice Awards will be making an approach to the five High Schools in the ward and an identified consultant.
- (c) That Yvonne Palmer and the Board Chairperson be the liaison contacts for the preparation of entries for the New Zealand Community Boards 2009 Best Practice Awards.
- (d) That up to \$4,000 be allocated from the 2008/09 Discretionary Response fund for the purpose of preparing entries for the New Zealand Community Boards 2009 Best Practice Awards.

The meeting concluded at 6.50pm.

CONFIRMED THIS 15TH DAY OF OCTOBER 2008

**MEGAN EVANS
CHAIRPERSON**





4. COMMUNITY SERVICES AND EVENTS COMMITTEE MINUTES - 9 SEPTEMBER 2008



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

PURPOSE OF REPORT

The purpose of this report is to present for information the following outcomes of the Community Services and Events Committee meeting held on Tuesday 9 September 2008 at 4pm.

The meeting was attended by Pauline Cotter (Chairperson), Megan Evans, Matt Morris, Yvonne Palmer and Norm Withers.

An apology for absence was received and accepted from Ngaire Button and Matt Morris.

An apology for early departure was received and accepted from Norm Withers who retired from the meeting at 5.10pm and was absent for clauses 1.4 to 1.6.

PART B - REPORTS FOR INFORMATION

1. MEMBERS' INFORMATION EXCHANGE

1.1 Allocation of Ellerslie Flower Show Tickets

Members discussed the allocation of the ten Ellerslie Flower Show tickets already purchased.

The Committee **agreed** that the tickets be gifted to:

- Peggy Kelly
- Bill Sykes
- Myra Barry
- Pam and Bruce Hobbs
- Geoff Cooper
- Peter Van der Zee
- Graham Stanley
- Mr and Mrs McCormick

1.2 Extraordinary Meeting

The Committee agreed to amend the time for the Extraordinary Community Services and Events Committee meeting to 8am on 23 September 2008.

1.3 Brooklands Easement

The Board Chairperson undertook to seek clarity on the steps required to lift the easement over the Riley's property in Brooklands.

1.4 Funding

The Board Chairperson is seeking clarity in writing on the restrictions or otherwise on the Discretionary Response Fund in relation to funding Youth Development.

1.5 Small Project Funding Feedback

It was noted that the Committee only has one month to forward feedback on the small project funding procedures, as the report will be discussed by Council at the November 2008 meeting.

4. Cont'd

1.6 Recent Property Purchase by Council

The Chairperson had received a deputation request seeking confirmation that capital spending in the Ward would not be affected by the Council's recent un-budgeted central city property purchases. The deputation was declined on the basis of the information sought being readily available. The Board Chairperson has agreed to an informal meeting with the person concerned.

1.7 Community Board Conference

Members discussed the appointment of board delegates to attend the conference. A report will be coming to the Board requesting that decision.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

2. CONFIRMATION OF MINUTES - 12 AUGUST 2008

It was **resolved** that the minutes of the Committee's ordinary meeting of 12 August 2008 be confirmed.

3. CANTERBURY COOK ISLAND SPORTS ASSOCIATION INC

The Committee considered a report from the Canterbury Cook Island Sports Association Incorporated seeking funding to assist with regular cultural activities and the Annual Sports Weekend to be held in November 2008.

It was **resolved**:

- (a) That the Committee allocate a grant of \$2,500 from the 2008/09 discretionary response fund to the Canterbury Cook Island Sports Association Incorporated to assist with regular cultural activities and the Annual Sports Weekend.
- (b) That the Board appoint a Board liaison person to assist the Canterbury Cook Island Sports Association Inc.

4. SHIRLEY PAPANUI YOUTH DEVELOPMENT FUND – REQUEST FOR FUNDING

The Committee considered a report presenting applications for funding from the Youth Development fund in the 2008/09 financial year to enable five students to attend a Rock Solid camp.

It was **resolved** that the Board approve a total of \$100 from the Shirley Papanui 2008/09 Youth Development fund to enable Kathy Briden, Hannah Britten, Natasha Cayless, Jenna Gilling and Courtney Bowden to attend the Rock Solid camp.

Funding is to be disbursed to the five students by the Papanui Youth Development Trust

The meeting concluded at 5.40 pm.

STAFF RECOMMENDATION

That the report be received.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

5. **EXTRAORDINARY COMMUNITY SERVICES AND EVENTS COMMITTEE MINUTES –
23 SEPTEMBER 2008**



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

PURPOSE OF REPORT

The purpose of this report is to present for information the following outcomes of the Extraordinary Community Services and Events Committee meeting held on Tuesday 23 September 2008 at 4pm.

The meeting was attended by Pauline Cotter (Chairperson), Megan Evans, Matt Morris, Yvonne Palmer and Norm Withers.

An apology for absence was received and accepted from Megan Evans.

An apology for lateness was received and accepted from Ngaire Button.

Apologies for early departure were received and accepted from Ngaire Button and Norm Withers who both retired at 9.06am and were absent for the final decision on clause 2..

Ngaire Button arrived at 8.03am at the start of clause 2 and before deliberations on funding had commenced..

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

1. NEIGHBOURHOOD WEEK – CONSIDERATION AND ALLOCATION OF 2008/09 FUNDS

The Committee, acting under delegated authority approved by the Community Board at its meeting of 17 September 2008, considered a request to make decisions on the applications made to the Shirley/Papanui Neighbourhood Week fund for 2008.

The Committee **resolved** to base the allocation of funds on a maximum of \$2.50 per head or a minimum total of \$50.

The Committee **resolved** that grants be made as outlined in the table below:

The following allocations are approved:

No.	Group	Project	Amount Allocated	Committee Discussion
1	Jonathan Allan	Lunchtime BBQ.	\$100	
2	Amberlee Allison	To invite all the neighbours to an afternoon tea, meet and greet at our house.	\$100	
3	Karen Andrews	Community Guy Fawkes Display and BBQ.	\$125	
4	Catherine Blummont	Hire a skip to tidy up the alley between #10 and #12 Freebairn Street. This is an old entrance to Redwood Primary School.	\$115	

5. Cont'd

No.	Group	Project	Amount Allocated	Committee Discussion
5	Adrian Brunt	Cranford Neighbourhood Day. The programme for the event is still being finalised but will include: Outside: Beat the Goalie Competition; Kick Ups Competition; Face Painting; Children's Balloons; Giant Netball; Bouncy Castle; Apple Dip etc. Inside: Cranford has Talent Competition; Karaoke; History of the Cranford Centre Display. Food: Sausage Sizzle; Candy Floss; Café Facilities.	\$200	
6	Sharyn Burnett	Cleanup around Macfarlane Park and surrounding streets.	\$240	
7	Annette Buxton	Annual Raft Race.	\$250	
8	Dianne Campbell	Lunch at the Papanui Club.	\$50	
9	Betty Chapman	BBQ Tea. Possible four wheel drive around area.	\$100	
10	Ana Connor	Sausage sizzle/BBQ at our local reserve with activities (sack races/bouncy castle etc).	\$150	
11	Michael Cooke	Shirley Light Party 08.	\$500	
12	Bill Delaney	Neighbourhood BBQ. Parish will supply BBQ, meat, bread, sauce, fruit, drink (no alcohol).	\$150	
13	Jane and Bill Demeter	Ice Cream Party at the Champion Street Reserve pocket park on the 2 nd block of Champion Street (done 2 years ago).	\$100	
14	Jo Dickson	Build own Burger, play petanque in garden (weather permitting).	\$100	
15	Maureen Donovan	Christmas street BBQ, 38 households, lollie scramble for kids, soft drinks, xmas cake, chips, nibbles and Father Christmas attends.	\$100	
16	Michelle Eder	Sausage Sizzle for Glasnevin Subdivision residents with organised games and lolly scramble for children.	\$250	
17	Kathryn English	Sunday evening dinner. For several years we have had BBQ/pizza in Marble Wood Reserve so thought we'd try something different and being indoors aren't reliant on weather.	\$100	
18	Jim Fraser	BBQ.	\$100	To have discussion with Michael Patrick (item 44) – same street.
19	Colleen Gallagher	Afternoon tea, meet new neighbours.	\$100	

5. Cont'd

No.	Group	Project	Amount Allocated	Committee Discussion
20	Drew Garden	Street BBQ.	\$50	
21	Helen Gee	BBQ Tea.	\$75	
22	Carol Guise	Street BBQ.	\$100	
23	Mary Harrow	Sunday afternoon tea/wine and snacks for 21 households on St Albans Street end of Bristol Street. Each person to speak about themselves for 5 mins plus general mingling.	\$75	
24	Felicia Hass	Street get together.	\$75	
25	Christoph Hensch	(Off) street festival-type of event for residents and families with children, featuring musicians, children's activities (face painting etc), info stalls, tea/coffee (food?).	\$300	
26	Carla Heritage	BBQ get-together for all residents of Abberfield Lane.	\$75	
27	Moazzem Hossain	BBQ, drinks, playing, friendly talking, tea, coffee and cake.	\$50	
28	Lindsay Johnston	To invite neighbours from St James Avenue, Dalriada Street, Bellvue Avenue and Windermere Road to our place for a 'Get-together BBQ'. We intend having activities for small children (face painting, balloon animals, clowning) and for teenagers (garage disco) with adults being involved as they want or just having a sit around and a 'chin wag' around the BBQ.	\$225	
29	Malcolm Johnston	BBQ.	\$50	
30	Carolyn Jones	Picnic/BBQ for residents of Harrys Way and Gwen Place. To meet the 'new' and catch up with the 'old'. Better enabling us to be there for each other.	\$125	
31	Jorden Kear	Street party, BBQ (sausage sizzle for kids, adults BYO food and drink), drinks for kids, lolly scramble, treasure hunt, "boat" race (kids to race "boats" in the stream). Neighbours may put in funds to cover cost of hire of bouncy castle – meeting to agree to this cost. Adults pay all own food costs.	\$150	
32	Valerie Lather	To use a large skip for rubbish for all concerned.	\$90	
33	Jennifer Leahy	Street Afternoon tea.	\$200	

5. Cont'd

No.	Group	Project	Amount Allocated	Committee Discussion
34	Jennifer Leahy	Market Day – car boot stalls and children's stalls in school hall.	\$0	School PTA – not part of Neighbourhood Week criteria.
35	Russell Lewis	Pot luck dinner	\$75	
36	Nicola Lough	BBQ.	\$80	
37	Kirsty May	BBQ.	\$160	
38	Fiona Moloney	BBQ at the end of the street.	\$60	
39	Jackie Moore	Lunch time BBQ street party.	\$75	
40	Keith and Christine Moyes	BBQ get-together.	\$100	
41	Richard Muir	Street BBQ for around 16 houses in Dunbarton Street.	\$75	
42	Amanda Murray	Get-together and BBQ. Maybe a game of cricket/gumboot throwing etc.	\$50	
43	Denise Norriss	Street BBQ.	\$100	
44	Michael Patrick	BBQ and pot luck style get-together with games for children, volleyball, table tennis for all ages and indoor games.	\$0	Declined as there is already a funding application from Jim Fraser for this street (item 18) – Michael Patrick to be requested to make contact with Jim Fraser.
45	Julie-Ann Pyatt/ Andrea Wilson-Tukaki	Family Fun Day.	\$300	
46	Kay Rainey	Garden Party to host a get-together of former school mates of 50 years ago (approx).	\$0	Declined as this was for a School Reunion which is not part of Neighbourhood Week criteria
47	Jane Read	Breakfast (as per last year).	\$75	
48	James and Amy Ridpath	Neighbours BBQ for 20 neighbours.	\$50	
49	Judith (Jude) Roche	Street BBQ and set up neighbourhood contact list.	\$100	
50	Andy Rogerson	Whole street get-together on Larch Place Reserve with bouncy castle and fun activities.	\$110	
51	Geoff Russell	BBQ with children's events etc.	\$100	
52	Janine Scheuber	BBQ get-together to welcome many new neighbours to our group.	\$75	

5. Cont'd

No.	Group	Project	Amount Allocated	Committee Discussion
53	Jerry and Liz Schutte	Community skip day - free dumping of rubbish and we will pick up rubbish, also tea/coffee and sausage sizzler (all for free).	\$400	
54	Ray Smith	Melbourne Cup Day – BBQ Meal.	\$100	
55	Judith Stephenson	'Spring Into Action' – a street walk guided by longest street resident – "history and happenings".	\$30	
56	Nat Tatana	Pig on a Spit or Hangi with fun and games.	\$75	
57	Vanessa Taylor (Co-ordinator)	Meet your neighbours at "SWAP", an opportunity for neighbours surrounding the SWAP community house to introduce themselves to SWAP, see what work is being achieved in their neighbourhood, meet, greet and eat with other neighbours.	\$75	
58	Konstantin Tkatchenko	General Meeting, Pat Creasey speech, another guest speech if available, BBQ.	\$50	
59	Linda Topp	Pizza Night.	\$50	
60	Vicki Verschaffelt	Street BBQ – residents are asked to bring a salad/sweet etc to contribute.	\$60	
61	Gary L Watts	Neighbourhood BBQ, family fun day etc.	\$150	
62	John Watts Wallace	Street BBQ.	\$100	
63	Linley M Wilson	Street BBQ.	\$70	
64	Pam Yee-Schurr, Becky Conway and Lyn Gifford	BBQ street party, games for children, social gathering for adults.	\$100	
		Total Allocation:	\$7,415.	

It was further **agreed**:

- (i) That the Committee will receive and consider late applications.
- (ii) That prior to the end of the year, the Committee to consider who best to promote Neighbourhood Week 2009 at a local level and also to consider a funding criteria applicable to the Shirley/Papanui Community Board.

5. Cont'd

2. YOUTH DEVELOPMENT SCHEME FUND APPLICATIONS

The Committee considered a report presenting several applications for funding from the 2008/2009 Youth Development Scheme.

The Committee **resolved**:

- (i) To allocate \$300 to Stephanie Gates from the 2008/2009 Youth Development Scheme to assist the cost of attending 10-Day Youth Development course on the Spirit of Adventure from the 22nd to the 31st of October 2008.
- (ii) To allocate \$500 to Michael Gudgeon from the 2008/2009 Youth Development Scheme to assist with his attendance at the World Forum on Social and Environmental Responsibility in Lille from the 3rd to the 19th October 2008.
- (ii) To allocate \$500 to Christopher Te Ariki Wiremu from the 2008/2009 Youth Development Scheme to assist with his representing New Zealand at the Pacific School Athletics Games to be held in Canberra Australia from 29th November to 7th December 2008.
- (ii) To allocate \$500 to Jesse Bryant from the 2008/2009 Youth Development Scheme to assist with his representing New Zealand at the Pacific School Athletics Games to be held in Canberra Australia from 29th November to 7th December 2008.

The Committee further **agreed**:

- (i) That staff be requested to research and report back on the use by Council of Pub Charity funds.
- (i1) That staff be requested to arrange a visit by Sport and Recreation New Zealand (SPARC) representatives to explain their funding evaluation procedures.

The meeting concluded at 9.40 am.

STAFF RECOMMENDATION

That the report be received.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

6. GREENSPACE TRAFFIC WORKS COMMITTEE MEETING – MINUTES OF 15 SEPTEMBER 2008



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

PURPOSE OF REPORT

The purpose of this report is to present for information the following outcomes of the Greenspace Traffic Works Committee meeting held on Monday 15 September at 4pm.

The meeting was attended by Matt Morris (Chairperson), Ngaire Button, Pauline Cotter, Megan Evans, Aaron Keown, Yvonne Palmer and Norm Withers.

PART B - REPORTS FOR INFORMATION**1. BRIEFINGS**

Nil

2. MEMBERS' INFORMATION EXCHANGE

Specific mention was made of the following matters:

- (a) It was **agreed** that staff be requested to indicate when options for the Colombo Street/Edgeware Road intersection would be reported back to the Committee.
- (b) Members noted a proliferation of weather related potholes. Requests for service were required in each case.
- (c) It was **agreed** that staff be requested to consider additional information on the availability of the property at the northern corner of Sawyers Arms Road and Main North Road.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE**3. CONFIRMATION OF REPORT – 14 JULY 2008**

The Committee **resolved** to confirm the minutes of the Greenspace Traffic Works Committee meeting of 18 August 2008, following amendments to Clause 5, as follows:

Bullet point 4 - "A meeting with the Fendalton/Waimairi Community Board was requested to discuss a resolution of the issues with the Sawyers Arms Road/Gardiners Road intersection."

Bullet point 5 – correct the spelling of "Harewood"

The meeting concluded at 4.17pm.

STAFF RECOMMENDATION

That the report be received.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



7. COURTENAY STREET/WESTMINSTER STREET (EAST) KERB AND CHANNEL RENEWAL/ TRAFFIC CALMING

General Manager responsible:	General Manager City Environment Group DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay and Tim Cheesebrough

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from Council, via the Shirley/Papanui Community Board to proceed to final design, tender and construction of the Courtenay Street/ Westminster Street (east) Kerb and Channel Renewal/Traffic Calming project and the associated Westminster Street (west) Traffic Calming project.

EXECUTIVE SUMMARY

2. Courtenay Street is located in St Albans and links Papanui Road (via St Albans Street) with Cranford Street (via Westminster Street east). Courtenay Street and Westminster Street (east of Courtenay Street) are designated as collector roads in the City Plan. Cranford Street is a minor arterial. The surrounding roads are local roads, including Westminster Street west. Courtenay Street is scheduled for infrastructure improvement works in the 2009/10 financial year under the City Council's Asset Improvement/Road Network Improvements programme.
3. In November 2007 staff prepared an initial scoping brief, which was included in the Shirley/Papanui Community Board agenda, for comment. The report noted that consultation with a number of Community Board Members and Courtenay Street residents concerning the need for roading improvements had led to earlier consideration of the matter by the City Council's Liveable City Portfolio Group in August 2007.
4. Discussions with Courtenay Street residents and some Board members, facilitated by the Portfolio Group, identified a desire to achieve a wider set of scheme objectives than originally envisaged within the proposed works, in order to meet the following key aims:
 - (a) Road safety (and in particular, child pedestrian safety) improvements at the junction of Courtenay Street/Roosevelt Avenue/Westminster Street junction
 - (b) Speed restraint measures through the Westminster Street/Courtenay Street/ Roosevelt Avenue junction and at the entry to those roads
 - (c) Improved cyclist and pedestrian safety and amenity throughout Courtenay Street
 - (d) Kerb and channel replacement along Courtenay Street
 - (e) Maintaining the necessary traffic network functionality, particularly where Westminster Street (east) accesses Cranford Street
5. Therefore, following consultation with Courtenay Street residents and Board members, the scope of the Courtenay Street project was broadened to develop an asset improvement design that would meet the above aims (refer to Background section of this report for the project objectives). It was acknowledged at that time that the achievement of a standard collector road design width may well not, in this particular instance, offer the most appropriate means of meeting those over-riding speed restraint and road safety improvement objectives. It was further noted to the Board in November 2007 that a resulting design to respond to the amended scope was likely to represent a departure to the achievement of a standard collector road design in accordance with the City Plan. The Board was advised that a resource consent would therefore be required to pursue implementation of such a design.

7. Cont'd

6. Subsequently, Council staff worked collaboratively with the residents adjoining the proposed area of works to select a preferred concept. The concept was then developed and distributed as a Public Information Leaflet to the wider community (**Attachment 1**). The community feedback and project team responses are discussed in the Consultation Fulfilment section of this report and included in the Consultation Schedule (**Attachment 2**). The formal public consultation received 90 submissions.
 - 66% responded "YES – I generally support the plan"
 - 15% responded "NO – I do not support the plan"
7. The community raised a number of key issues about aspects of the proposal and this resulted in some changes to the concept. It also resulted in the development of a traffic calming concept for Westminster Street west.
8. The recommended concept for the Courtenay Street/Westminster Street (east) Kerb and Channel Renewal/Traffic Calming project is included as attachment 3. The proposed Westminster Street (west) Traffic Calming project is included as attachment 4.
9. These works will be implemented in the 2009/10 financial year, subject to securing the appropriate resource consents.

FINANCIAL IMPLICATIONS**Courtenay Street/ Westminster Street (east) Kerb and Channel Renewal/ Traffic Calming**

10. The Kerb and Channel Renewal works for Courtenay Street are programmed in the LTCCP for implementation in the 2009/10 financial year. The Transport and Greenspace Unit has the following budget provision for this project.

2008/09	\$ 150,000
2009/10	\$ 1,087,305

11. The estimate for the project (excluding undergrounding) is \$805,100. This includes a contingency of 25%. The scheme, design and supervision fees are estimated at \$170,900. This is 21% of the total estimate. It is proposed to include the undergrounding of services in this project and the cost estimates for this will be tabled at the Board meeting.
12. The cost of the proposed undergrounding will be met with funds allocated in the Capital Budget. The required funds will need to be transferred to the Operational Budget to cover the cost of the proposed undergrounding.
13. Should the tendered price come in above budget, an exception report will be submitted to the Transport Programme Control Group requesting additional funding from within the 2009/10 Kerb and Channel Programme.

Westminster Street (west) Traffic Calming

14. The proposed traffic calming works for Westminster Street (west) have not been specifically programmed in the LTCCP. However, this work has been identified as necessary to respond to an immediate safety concern. Therefore, the funds will be made from the 2009/10 Neighbourhood Improvements budget to coincide with the Courtenay Street works.
15. The estimate for the project is \$48,700. This includes a contingency of 25%. The scheme, design and supervision fees are estimated at \$11,400. This is 23% of the total estimate.

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

16. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-16 LTCCP.

7. Cont'd

LEGAL CONSIDERATIONS

17. Due to the City Plan roading hierarchy for Courtenay Street, which is a collector road, the decision to approve the attached proposal for Courtenay Street sits with Council, given the variance from the typical design features for a collector road.
18. Due to the City Plan roading hierarchy for Westminster Street, which is a local road to the west of Courtenay Street, the Shirley/Papanui Community Board has delegated authority to approve the attached proposal for traffic calming in Westminster Street (west).
19. A number of properties on Courtenay Street and Westminster Street east have designations for road widening in the City Plan.
20. The implementation of this scheme does not require any property purchase. However, the concept does require that part of the road reserve outside No. 84 Westminster Street be utilised for a proposed parking bay. This matter has been discussed with the affected resident, who has been advised that the existing fence line will need to be moved back by approximately one metre and some trees may need to be removed to accommodate the new parking bay.
21. The project team has been advised that a resource consent will be required for the proposed Courtenay Street scheme. This is due to a number of non-compliances with the City Plan rules, including minimum roadway width. The minimum requirement is 12 metres and the proposed scheme width is 9 metres. However it is noted that the existing road width and kerb alignment will remain unchanged. The City Plan road widening designations are likely to be a consideration in the resource consent processes.
22. A number of traffic resolutions, for new no stopping areas, will require amendment or addition to the Christchurch City Traffic and Parking Bylaw 1991. These are detailed in the Staff Recommendations section of this report.
23. Through the resource consent process and having developed and implemented a design that maintains the necessary traffic network functionality, it is not considered necessary at this time for Council to seek to change the collector status of Courtenay Street. This would however be an appropriate issue for Council's consideration as part of any wider review of the City Plan and the roading hierarchy contained therein. A decision on this matter would not therefore be sought from Council on this matter at this time. Nevertheless, if the roading design is implemented as proposed, it would be appropriate for Council to consider the need for the existing Designations affecting adjacent land holdings for road widening on Courtenay Street, which would cease to be required. Therefore, the designated land that has not been required to fulfil the aims of this project may therefore be uplifted or allowed to lapse.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

25. As above.

ALIGNMENT WITH STRATEGIES

26. The key aims of the scheme align fully with the Greater Christchurch Urban Development Strategy (2007) and the Draft Canterbury Regional Land Transport Strategy (2008 - 2018).
27. This project is consistent with key council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

7. Cont'd

28. Courtenay Street and Westminster Street are in the St Albans Neighbourhood Improvement Plan (NIP) area. A Special Amenity Area (SAM) is located on the north side of Westminster Street, which includes Gosset Street, Carrington Street, Jacobs Street and Roosevelt Avenue.

Do the recommendations align with the Council's strategies?

29. Yes, as above.

CONSULTATION FULFILMENT

Consultation Process

30. On 20 May 2008 staff held a workshop with residents from the properties adjoining the proposed area of works. The purpose of this meeting was to discuss resident's views on the draft options for the Courtenay/Westminster Street (east) Kerb and Channel/Traffic Calming project and to assist in the selection of an option that would go out to public consultation. This meeting was held at the Papanui Service Centre boardroom and included an invitation to the Shirley/Papanui Community Board members. This meeting provided an opportunity to meet the project team, discuss some of the history of the project, the project timeline and constraints (such as the need for resource consent). The rejected options and preferred draft options for Courtenay Street and the Westminster/Courtenay/Roosevelt intersection were considered and discussed (refer Background section).
31. This workshop was a participatory and active session using techniques that required group work and input from all attendees. This session included the following processes:
- Activity 1: 'Full Circle' to identify positive and negative aspects to the proposal and suggested improvements
 - Activity 2: 'Dot Voting' & 'Facilitated Discussion' to evaluate the two options and select preferred option
32. The workshop attendees unanimously selected an option for Courtenay Street and an option for the intersection. A number of suggestions for improvement were made, including the use of fruit trees, drop-off areas near the school, the removal of the centreline, undergrounding and a change to the City Plan roading hierarchy for Courtenay Street. The selected options were further developed and amended to reflect community views, where appropriate.
33. Once the draft concept was finalised, and prior to public consultation, the project team presented the Board with a seminar about the proposal. This seminar advised of the project history and objectives, the proposed concept, consultation plan (including stakeholders) and project timeline. The Board offered suggested additions to the consultation plan.
34. The formal public consultation period was open from 1-25 August 2008. A public information leaflet and feedback form was delivered to a large distribution area, which was noted in the Public Information Leaflet (**Attachment 1**). This pamphlet included a summary of the concept, an initial concept plan and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported and asked for any feedback. Also included was an offer to meet onsite, if requested. The proposal was advertised in the CCC Have Your Say website.
35. Further informal discussions were held with:
- A number of residents
 - A range of City Council staff
 - St Albans School principal and member of the Board of Trustees

7. Cont'd

36. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed. Submitters were also advised that they would receive further correspondence prior to a decision being made. This would outline the outcome of consultation, the project team's preferred concept plan, the decision making process and how they could be involved in this and the expected timeline for the project.
37. In early September a letter and plan was sent to adjoining residents to advise that the project team had developed a concept to address issues that had been raised about speeding issues in Westminster Street (west). On 9 September 2008, staff were available on site at a 'drop in session' to discuss this proposal. Two session times were available.
38. Once the concepts for the two projects were finalised by the project team in September 2008, all respondents were sent a final reply letter that outlined the outcome of consultation and the two finalised concept plans. The letter informed respondents that a report would be presented to the Board for their consideration and that final approval would be required from Council for the Courtenay Street project. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made.

Consultation Outcome

39. The consultation received a 12% response rate (90 responses), which is a fairly low response rate. Submissions were received from a number of the residents and one key stakeholder, which was St Albans School.
40. Community feedback was mixed, but with a majority in support of the proposal. The consultation outcome and project team responses are included in attachment 2.
 - 66% (59 respondents) ticked "YES – I generally support the plan"
 - 15% (13 respondents) ticked "NO – I do not support the plan"
 - 19% (18 respondents) didn't indicate a preference
41. The opposition to the proposal came from outside Courtenay Street, with most opponents to the proposal residing in Westminster Street west. The submissions that indicated that they **did not** support the proposal cited the following reasons:
 - (a) The proposal will put more traffic on Westminster Street (traffic volume)
 - (b) Westminster Street needs traffic calming (traffic speed)
 - (c) Westminster Street footpath needs to be reconstructed (pedestrian safety)
 - (d) Courtenay Street should be widened/ don't narrow Courtenay Street
 - (e) Wider network planning is needed for these streets
 - (f) An upgrade is not needed
 - (g) Retain & improve roundabout
 - (h) The proposal will create traffic hazard (especially for cyclists)
 - (i) Object to loss of on-street parking on Westminster Street east
42. The key issues raised in the public consultation, and the project team's responses, are outlined in the table below. A 'key issue' has been defined as something that has been identified by significant numbers of individual submissions and/or an issue raised by a key stakeholder (such as the local school). The key issues have been ranked, with a ranking of 1 reflecting an issue that has attracted the most interest or concern.

7. Cont'd

Priority ranking	Key Issue identified by the community	Project Team response
1.	This roading upgrade is needed	This comment is in line with the project research
2.	Detailed roading design concerns	A number of questions/concerns have been raised about the proposed concept. These have been responded to on a case by case basis in the attached Consultation Schedule (attachment 1)
3.	Request for traffic calming on Westminster St	In response to consultation , a proposal for traffic calming on Westminster St west, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic
4.	Issues in surrounding streets	A number of in surrounding streets were raised. The need for this work should be highlighted in the LTCCP process so that this work can be investigated and funded appropriately
5.	Retain & improve roundabout	<ul style="list-style-type: none"> • There is insufficient space available in the existing road reserve to provide for the geometry of a large roundabout, like the one at the St Albans/Trafalgar/Courtenay Streets intersection. The existing roundabout is not being used safely and has created a traffic hazard for vehicles, pedestrians and cyclists. • The proposed concept, which includes two offset T-intersections removes the fourth 'leg' from the intersection, which provides safety benefits. The proposed concept will provide unobstructed sightlines at the intersection and a clear delineation of which vehicles have priority at the intersection • The proposal seeks to balance flows between Courtenay and Westminster Streets and produce benefits in speeds and pedestrian / cycle priority and safety for all.
6.	Improve footpaths on Westminster St and Roosevelt Ave	The full reconstruction of the footpaths in Westminster St or Roosevelt Ave cannot be included as part of this project because funding has not been allocated to this in the LTCCP. The proposed traffic calming in Westminster St will prevent cars parking on the footpath in parts of the street
7.	Mixed comment about Courtenay St not being widened	<ul style="list-style-type: none"> • A number of submitters expressed concern that Courtenay St was not being widened as envisaged by the City Plan designations. However almost as many commented that it was good that Courtenay St was being narrowed in parts. • This proposal provides traffic calming in Courtenay St but allows the road and footpath to be constrained within the existing road reserve boundaries, which means that the designated land on Courtenay St does not have to be purchased • One of the aims of the project was to try and meet the project objectives within the existing road reserve boundaries
8.	Mixed comment about formalising/ improving proposed school crossing area	The consultation feedback indicated a mixture of support and opposition to the proposed school crossing area. About an equal number of respondents supported the proposal or sought improvements. This area provides good sightlines in all directions and is located in a narrowed part of the road, between two traffic calming platforms. After meeting staff on site to discuss the crossing area, St Albans School were in support of the proposal.
9.	Want underground power lines	In response to consultation , the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there
10.	Suggest different trees/plantings	A number of comments were made about the proposed landscaping. These are addressed on a case by case basis in the attached Consultation Schedule
11.	Mixed support and opposition to the proposed fruit trees	<ul style="list-style-type: none"> • While the residents of Courtenay St requested the inclusion of fruit trees in the concept, the consultation feedback indicated a mixture of support and opposition to this aspect of the proposal. However, St Albans School have indicated that they would harvest the fruit and use it in their food technology classes. Therefore the proposal to include fruit trees has been retained in the concept. The fruit trees will be placed clear of footpaths to prevent dropped fruit from becoming a slipping hazard • Pear and plum trees were selected as they will not require as much maintenance as many fruit trees. In response to consultation, a cherry tree will also be included in the proposal. The fruit from these three trees should mature at different times over summer

7. Cont'd

Priority ranking	Key Issue identified by the community	Project Team response
12.	Concern about the proposed traffic calming devices on Westminster St east	<ul style="list-style-type: none"> An adjoining resident expressed concern about the proposed pedestrian refuge and raised platform on Westminster Street. The project team has considered the questions raised about manoeuvring vehicles around the proposed pedestrian refuge on Westminster St. The traffic engineer has considered the relocation of the proposed pedestrian refuge. However it cannot be moved away from the intersection with Courtenay St/Roosevelt Ave as it is needed for pedestrians accessing these streets. The engineer advises that this feature should not interfere with access to the adjoining property. It is anticipated that traffic will be travelling more slowly on Westminster St, once the traffic calming is installed, and that vehicles will be more likely to pass turning vehicles with care The traffic engineer has considered the relocation of the proposed raised platform on Westminster St. However, this cannot be moved closer to the school, due to the need for parking and slowed traffic in the vicinity of the proposed school crossing area. Neither can it be shifted towards Cranford St as this would minimise its effectiveness as a traffic calming measure. It is not possible to quantify the amount of noise that will be generated from the raised platforms, however it is anticipated that this will be minimal, given the lower traffic speeds
13.	Improve opportunities for cyclists	The objectives of the project included slowing traffic and improving cycle and pedestrian safety and amenity. For the proposed design these objectives are best met with a road design that does not have dedicated cycle lanes and achieves speed restraint at entry points and throughout. There will be some additional space for cyclists, due to the removal of the dish guttering and replacement with flat channel. The replacement of the roundabout will improve safety for cyclists at this intersection
14.	Restricted parking P5 should be P10	In response to consultation and feedback provided from St Albans School, the parking bays will include a P10 parking restriction
15.	Change Courtenay Street's collector status	The status of the city's roads within a city-wide road network hierarchy is determined by the City Plan. Any change to this would require a City Plan change. The City Plan team have advised both the project team and the Transport Network Planning team that seeking a resource consent to enable the proposed design to proceed is the best way to expedite the design that is proposed for Courtenay Street. The project is therefore proceeding on that basis. As discussed in the Board report however, this may be a matter for Council consideration at a later date as part of any review of the City Plan's road network hierarchy.
16.	Oppose seats	St Albans School oppose the proposed seating area, as they thought that it may create a traffic safety problem with children dashing across the road to meet their caregivers waiting in this area. In response to consultation , the seats and cobbled area will be replaced with landscape planting and an additional fruit tree
17.	Replace culvert at Courtenay/Westminster intersection	One of the objectives of this project was to avoid structural alterations to the Courtenay Street culvert as this is structurally sound. However, the concrete headwall at the intersection of Courtenay/Westminster will be replaced with see-through rail fencing. The landscaping in this area will be reviewed and thinned out, where necessary to open up sightlines
18.	Footpath on Courtenay too narrow	The new footpath on Courtenay St will be the same width as the existing footpath. However, as the power poles will be removed as part of the proposed undergrounding, the area available on the footpath for pedestrians will increase slightly. The space that is made available from the replacement of the dish channel with flat channel will be made available on the roadway to benefit cyclists

43. A number of other issues were also raised. These have been responded to in the attached Consultation Schedule (refer **Attachment 2**).
44. The public consultation resulted in the following amendments to the proposal:
- Removal of proposed seating area and adding another fruit tree
 - Amendment of parking restrictions on the parking bays to P10
 - Removal of proposed centreline on Courtenay St, between the kerb build outs
 - Undergrounding of the overhead power lines to be included in the proposal

7. Cont'd

45. A belated request was made from a resident in Westminster Street, who noted that the line of sight to the right for a driver exiting Westminster Street onto Rutland Street was inadequate if vehicles were parked north of the intersection in Rutland Street. This was investigated and the no-stopping lines have been extended outside the Rutland Street Chapel. The church has been advised of this and the required traffic resolutions are included in this report.
46. In response to the strong call for traffic calming on Westminster Street west, and verification that there is a traffic safety issue, a concept for this work has been developed and funding has been allocated. This proposal includes kerb build-outs/no-stopping areas near the intersections of Gosset Street, Carrington Street and Jacobs Street. This proposal was consulted on with the directly affected residents, which resulted in some minor changes to the proposed road width (at the proposed build outs), extension of the marked centreline, a reduction to the length of no-stopping areas at the corner of Carrington Street and an extension of the no-stopping lines on Rutland Street (north of Westminster Street).
47. The final concept plans, which include the amendments made as a result of public consultation, are included as attachments 3 and 4. It is recommended that these plans are approved to proceed to the final design, tender and construction phase. If approval is granted, application will be made for resource consent to undertake the proposed works.

STAFF RECOMMENDATION

It is recommended that Council via the Shirley/Papanui Community Board approve:

- (a) the plan for the Courtenay Street/ Westminster Street (east) Kerb and Channel Renewal/Traffic Calming to proceed to final design, tender and construction; and
- (b) the following parking restrictions for the Courtenay Street/Westminster Street (east) Kerb and Channel Renewal/ Traffic Calming project:

Remove existing no stopping

- (i) That all existing no stopping resolutions on the western side of Courtenay Street from Trafalgar Street to Westminster Street be revoked.
- (ii) That all existing no stopping resolutions on the southern side of Westminster Street from the western boundary of 90 Westminster Street to the western boundary of 60 Westminster Street.
- (iii) That all existing no stopping resolutions on the northern side of Westminster Street from the western boundary of 91 Westminster Street to the eastern boundary of 45 Westminster Street be revoked.
- (iv) That all existing no stopping resolutions on the eastern side of Roosevelt Avenue from Westminster Street to the southern boundary of 4 Roosevelt Avenue be revoked.
- (v) That all existing no stopping resolutions on the western side of Roosevelt Avenue from Westminster Street to the northern boundary of 1 Roosevelt Avenue be revoked.

New no stopping:

- (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Courtenay Street commencing at its intersection with Trafalgar Street and extending 51 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the western side of Courtenay Street commencing 12 metres north of Trafalgar Street and extending 35 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the eastern side of Courtenay Street commencing 78 metres north of Trafalgar Street and extending 18 metres in a northerly direction.

7. Cont'd

- (ix) That the stopping of vehicles be prohibited at any time on the western side of Courtenay Street commencing 74 metres north of Trafalgar Street and extending 18 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the eastern side of Courtenay Street commencing at its intersection with Westminster Street and extending 16 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the western side of Courtenay Street commencing at its intersection with Westminster Street and extending 13 metres in a southerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the eastern side of Courtenay Street commencing 61 metres south of Westminster Street and extending 15 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Courtenay Street commencing 56 metres south of Westminster Street and extending 15 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the southern side of Westminster Street commencing at its intersection with Courtenay Street and extending 40 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the southern side of Westminster Street commencing at its intersection with Courtenay Street and extending 39 metres in an easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Westminster Street commencing 60 metres east of Courtenay Street and extending 20 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Roosevelt Avenue and extending 26 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Roosevelt Avenue and extending 85 metres in an easterly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the western side of Roosevelt Avenue commencing at its intersection with Westminster Street and extending 9 metres in a northerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the eastern side of Roosevelt Avenue commencing at its intersection with Westminster Street and extending 12 metres in a northerly direction.

New Parking Restriction

- (xxi) That the parking of vehicles be restricted to a maximum period of 10 minutes from 8am to 9.30am and 2.30pm to 3.30pm, on School Days on the eastern side of Courtenay Street commencing at a point 16 metres south from its intersection with Westminster Street and extending in a southerly direction for a distance of 16 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of 10 minutes from 8am to 9.30am and 2.30pm to 3.30pm, on School Days on the southern side of Westminster Street commencing at a point 39 metres east from its intersection with Courtenay Street and extending in an easterly direction for a distance of 21 metres.

7. Cont'd

It is recommended that the Shirley/Papanui Community Board approve:

- (c) the plan for Westminster Street (west) Traffic Calming project to proceed to final design, tender and construction; and
- (d) the following parking restrictions for the Westminster Street (west) Traffic Calming project and Rutland Street:

Remove existing no stopping

- (i) That all existing no stopping resolutions on the eastern side of Rutland Street from Westminster Street extending 10 metres in a northerly direction be revoked.
- (ii) That all existing no stopping resolutions on the southern side of Westminster Street from the eastern boundary of 8 Westminster Street to the eastern boundary of 58 Westminster Street be revoked.
- (iii) That all existing no stopping resolutions on the northern side of Westminster Street from the eastern boundary of 2 Gosset Street to the eastern boundary of 41 Westminster Street be revoked.
- (iv) That all existing no stopping resolutions on the western side of Carrington Street from Westminster Street extending 20 metres in a northerly direction be revoked.
- (v) That all existing no stopping resolutions on the eastern side of Carrington Street from Westminster Street extending 20 metres in a northerly direction be revoked.
- (vi) That all existing no stopping resolutions on the western side of Jacobs Street from Westminster Street extending 20 metres in a northerly direction be revoked.
- (vii) That all existing no stopping resolutions on the eastern side of Jacobs Street from Westminster Street extending 20 metres in a northerly direction be revoked.

New no stopping:

- (viii) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street commencing at its intersection with Westminster Street and extending 15 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the southern side of Westminster Street commencing 20 metres west of Gosset Street (western kerb line) and extending 44 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the southern side of Westminster Street commencing 16 metres west of Carrington Street (western kerb line) and extending 52 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the southern side of Westminster Street commencing 17 metres west of Jacobs Street (western kerb line) and extending 42 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Carrington Street commencing at its intersection with Westminster Street and extending 12 metres in a northerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the eastern side of Carrington Street commencing at its intersection with Westminster Street and extending 12 metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the western side of Jacobs Street commencing at its intersection with Westminster Street and extending 10 metres in a northerly direction.

7. Cont'd

- (xv) That the stopping of vehicles be prohibited at any time on the eastern side of Jacobs Street commencing at its intersection with Westminster Street and extending 9 metres in a northerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Carrington Street and extending 21 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Carrington Street and extending 13 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Jacobs Street and extending 18 metres in a westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Jacobs Street and extending 16 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

7. Cont'd

BACKGROUND

THE OBJECTIVES

48. The primary objectives for the project are as follows:
- (a) Implement necessary kerb and channel improvements on Courtenay Street between Westminster Street and St Albans Street;
 - (b) Implement the necessary road safety, speed restraint and pedestrian crossing/safety measures at the Courtenay Street/Roosevelt Avenue/Westminster Street intersection;
 - (c) Develop a streetscape design to achieve optimum road safety for all road users, consistent with the principles of speed restraint.
49. The secondary objectives for the project are as follows:
- (a) To provide priority to pedestrian movements and amenity while still providing for slow vehicle movements and on-street car parking for frontage properties;
 - (b) To incorporate the recent footway and landscaping enhancements adjacent to the school within the local pedestrian network;
 - (c) To accommodate cyclists in a safe manner consistent with a slow speed regime;
 - (d) To provide for appropriate soft and hard landscaping and planting consistent with avoidance of additional highway land requirements;
 - (e) To avoid structural alterations to the Courtenay Street culvert.

THE OPTIONS

50. When completing the initial option development for this project the scheme was split into two separate sections:
- (a) Courtenay Street – from St Albans Street roundabout to south of the Westminster Street intersection (No. 34 Courtenay Street south); and
 - (b) Westminster Street/Courtenay Street/Roosevelt Avenue intersection and Westminster Street to west of the Cranford Street intersection
51. A number of options were considered as part of the scheme design process but were rejected by the project team, prior to community consultation. These were:
- (a) Addition of cycle lanes on both sides of Courtenay Street with the elimination of parking. (this was rejected because there is not a high demand for cycle lanes on Courtenay Street and there is a moderate demand for parking)
 - (b) A large, oblong roundabout at the Westminster Street intersection (this was rejected because it was difficult for heavy vehicles to manoeuvre through the intersection and disadvantaged cyclists)
 - (c) Creating priority T-intersections with Roosevelt Avenue at west Westminster Street and west Westminster Street at Courtenay Street/east Westminster Street. (This option was considered to encourage through traffic on Courtenay Street. Courtenay Street was pushed south to form a large radius curve, which required relocation of the existing culvert. This option was rejected due to high capital cost and the possible excessive traffic speeds that may result)

7. Cont'd

- (d) An alternate option to the above, with west Westminster Street ending on Roosevelt Avenue at a priority T-intersection, and Roosevelt Avenue ending on Courtenay Street/east Westminster Street at a second priority T-intersection (this was rejected for reasons similar to the previous option)
 - (e) Eliminating access across the intersection and forcing traffic to go from west Westminster to Roosevelt, or east Westminster to Courtenay (this was rejected because it loses the connectivity between Roosevelt Avenue and Courtenay Street, and the two legs of Westminster Street)
 - (f) Limiting access on Roosevelt Avenue to left-in/left-out from west Westminster Street was coupled with west Westminster ending at a priority T-intersection with east Westminster Street/Courtenay Street (this was rejected because it would be confusing to drivers and limited access to Roosevelt Avenue)
 - (g) An improved roundabout with narrowed throats and raised splitter islands was proposed at Westminster Street (this was rejected because it did not provide adequate improvements for cyclists and it did not permit splitter islands large enough to accommodate pedestrians)
52. Two options for Courtney Street and the intersection were preferred by the project team. These, and a brief description of the rejected options above, were presented at the resident workshop held on 20 May 2008. The preferred options were follows:

Courtenay St Scheme Options

- (a) Narrowing Courtenay Street from its existing 9.0 metre width to an 8.0 metre width, with a grass berm. Parking permitted only on one side of the street
- (b) The roadway width retained at 9.0 metres, with kerb build outs but no grass berm. Parking is available on both sides of street. This option was preferred unanimously by workshop attendees

Westminster/Courtenay/Roosevelt intersection Scheme Options

- (c) Replacement of the roundabout with through traffic on Courtenay Street/ Roosevelt Avenue. Traffic on the two legs of Westminster Street give way to through traffic on Roosevelt Avenue and Courtenay Street in two offset T-intersections
- (d) Replacement of the roundabout with through traffic on Westminster Street, with traffic on Courtenay Street and Roosevelt Avenue giving way in two offset T-intersections. Raised platforms added to Westminster Street in front of No. 87 Westminster Street and at the priority intersection with Courtenay Street. This option was preferred unanimously by workshop attendees

PREFERRED OPTION

53. The preferred option involves:
- (a) replacement of the existing kerb and dish channel with kerb and flat channel along the length of Courtenay Street. A raised platform and two kerb build-outs will be installed on Courtenay Street without changing any alignment approaching the recently upgraded roundabout at St Albans Street. The roadway width for most of Courtenay Street remains 9.0 metres wide. The proposed improvements are detailed below (refer to **Attachment 3** for details).
 - (b) Raised platform and kerb build-outs
 - (c) Parking on both sides of Courtenay Street and inclusion of a parking bay with P10 restricted parking at school drop-off and pick-up times

7. Cont'd

- (d) Inclusion of landscaping
 - (e) Inclusion of no-stopping areas
 - (f) Street lighting upgrade
 - (g) Undergrounding of overhead power lines
54. The replacement of the existing roundabout with through traffic on Westminster Street. Traffic on Courtenay Street and Roosevelt Avenue will give way in two offset T-intersections. Raised platforms, 8 metres in width, will be added to Westminster Street at the Courtenay Street intersection and in front of No. 87 Westminster Street. Roosevelt Avenue will be realigned at the Westminster Street intersection and narrowed to 7.0 metres. Courtenay Street will also be narrowing to 7 metres at the Westminster Street intersection. The following improvements are proposed along with the replacement of the roundabout (refer **Attachment 3** for details).
- (a) New landscaping (including fruit trees)
 - (b) Reduced roadway width
 - (c) Pedestrian crossing facilities
 - (d) Inclusion of a parking bay with P10 restricted parking at school drop-off and pick-up times
 - (e) Inclusion of no-stopping areas
 - (f) Softening the curve on Westminster Street, immediately east of the roundabout
 - (g) Street lighting upgrade
55. This plan and fulfils all objectives as follows:
- (a) Implement necessary kerb and channel improvements on Courtenay Street between Westminster Street and St Albans Street;

New kerb and flat channel is to be installed along Courtenay Street
 - (b) Implement the necessary road safety, speed restraint and pedestrian crossing/safety measures at the Courtenay Street/Roosevelt Avenue/Westminster Street intersection; The narrowed roadway width and raised paved platforms on Courtenay Street and Westminster Street will encourage low vehicle speeds. In addition, narrowing of the carriageway width will reduce the crossing distance for pedestrians, thus improving pedestrian crossing safety. The inclusion of a parking bay on Westminster Street and lengthening the no stopping lines will improve visibility for people crossing Westminster Street adjacent to the St Albans School Entrance. The installation of a raised pedestrian refuge just west of the Roosevelt Avenue intersection will also improve pedestrian safety in this location.
 - (c) Develop a streetscape design to achieve optimum road safety for all road users, consistent with the principles of speed restraint.

Narrowing the street maintains the existing level of vehicular access while encouraging low vehicular speeds and an awareness of pedestrian crossing points at the top and bottom of Courtenay Street. Improved intersection layout and road alignment allow for safer vehicular travel without excessive speed. The new priority intersection and reduced speeds from the raised paved platforms improves the cycling environment and provides increased pedestrian crossing safety. Adding 'No stopping' areas to the intersections removes parked cars from pedestrian and vehicular sight lines.

7. Cont'd

- (d) To provide priority to pedestrian movements and amenity while still providing for slow vehicle movements and on-street car parking for frontage properties. To incorporate the recent footway and landscaping enhancements adjacent to the school within the local pedestrian network;

Raised platforms and kerb build-outs make the carriageway narrower for pedestrians crossing from the improved pedestrian network without substantially impacting vehicle movement and existing parking capacity. The scheme also links into the recent footway and landscaping enhancements adjacent to the school

- (e) To accommodate cyclists in a safe manner consistent with a slow speed regime;

Reduction in vehicular speeds over the raised platforms, through the build-outs and priority control at the intersection of Courtenay Street/ Westminster Street/ Roosevelt Avenue result in a safer cycling environment.

- (f) To provide for appropriate soft and hard landscaping and planting consistent with avoidance of additional highway land requirements;

No additional land required for landscaping to be added to the build-outs and adjacent to Roosevelt Avenue. The new area at Roosevelt Avenue will allow a large amount of new soft landscaping.

- (g) To avoid structural alterations to the Courtenay Street culvert.

Existing culvert remains untouched.

56. These works will be implemented in the 2009/10 financial year, subject to securing the required resource consents.

The key features of this proposal include:

Courtenay Street

- Use of the existing road/reserve boundaries for the proposed works.
- Replacement of kerb and deep dish channel with kerb and flat channel (on the existing alignment).
- Landscaped kerb build-outs on both sides of the street in three locations. There will be 'No Stopping' lines in these areas and the centreline will be marked through the narrowings.
- A roadway width of 9.0 metres, except in the vicinity of kerb build outs.
- Parking on both sides of street, except in the vicinity of kerb build outs.
- A raised platform located north of the roundabout at St Albans Street, which is narrowed to 6 metres.
- A raised platform located at the intersection with Westminster Street, which is narrowed to 7 metres.
- A parking bay near the intersection with Westminster Street, which is restricted to 5 minute parking at school drop-off and pick-up times.
- Removal of a silver birch tree in the local 'park' and replacement with a kowhai tree.

Courtenay Street / Roosevelt Avenue / Westminster Street Intersection

- Replacement of the existing roundabout with through traffic on Westminster Street, with traffic on Courtenay Street and Roosevelt Avenue giving way in two offset T-intersections.
- A raised platform located at the intersection, which is narrowed to 8 metres on Westminster Street.
- A raised platform located east of the intersection, on the other side of the St Albans School entrance, which is narrowed to 8 metres.
- 'No Stopping' areas where Westminster Street is narrowed to 8m.
- A pedestrian refuge located west of the intersection.
- The entrance to Roosevelt Street narrowed to 7 metres with a landscaped area that includes fruit trees (e.g. pear or plum), footpaths and seating.
- A parking bay near the St Albans School entrance on Westminster Street, which is restricted to 5 minute parking at school drop-off and pick-up times (some trees may need to be removed to accommodate the new fence line).
- An informal 'school crossing area' outside the St Albans School entrance that has tactile pavers on the footpath. This area will not include a zebra crossing but will have a narrowed road environment with raised platforms on each side of the crossing area, which is designed to slow traffic.


Public Consultation and Timeline

Please consider the attached plan and let us know what you think about it. Please feel free to contact me if you would like to meet onsite to discuss the proposal.

If you have any comments in regard to this project, please complete the attached form with any feedback and return it by **Monday 26 August 2008**.

Once consultation on this project has been completed, the concept will be finalised and amended to reflect community views, where appropriate. A Board report, which considers the proposal and the outcome of this consultation, will be presented to the Shirley/Papanui Community Board and Council for approval to proceed to detailed design and construction of the proposed works.

At this stage it is anticipated that the Board will consider this proposal in October/November 2008. Resource consent will be sought once Council approval is granted to proceed to the detail design and construction stage of the project. Construction is scheduled to begin in July 2009.



NEW
COURTENAY STREET
Kerb and Channel
Area of Landmark District

LOCALITY PLAN

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

Courtenay Street / Westminster Street (east) Kerb and Channel and Traffic Calming

HAVE YOUR SAY

The Council is interested to read or hear your feedback on the enclosed concept plan. This plan is NOT finalised or detailed and is presented as part of our consultation process.

You can comment by returning the freepost feedback form enclosed with this leaflet or by visiting the Christchurch City Council 'Have Your Say' website at: www.ccc.govt.nz/haveyoursay

If you would like to discuss any aspect of this proposed plan or the consultation process, please contact:

Mary Hay
Consultation Leader
Christchurch City Council
Papanui Service Centre
Ph: 941-5410 Mobile: 027 232 7467
Email: mary.hay@ccc.govt.nz

Please ensure that your feedback reaches us by **Monday 26 August 2008**.

Mary Hay
Consultation Leader
Christchurch City Council
Papanui Service Centre
PO Box 5142
CHRISTCHURCH 8542
Phone (03) 941 5410 or (027) 232 7467
Email: mary.hay@ccc.govt.nz

The Christchurch City Council proposes to replace the kerb and deep dish channel with kerb and flat channel on Courtenay Street. Improvements at the Junction of Courtenay Street / Roosevelt Avenue / Westminster Street, and outside St Albans school on Westminster Street, are also proposed to improve road safety and, in particular, child pedestrian safety.

Council staff have worked with local residents, from Courtenay Street and properties in the vicinity of the Westminster Street intersection, and St Albans School to develop the enclosed concept. This proposal allows the proposed road works to be constrained within the existing road reserve boundaries and does not require the use of designated land on Courtenay Street properties. While this concept meets the needs of the directly affected community, it does not conform to the standard minimum collector road width in the City Plan. Therefore, in order to implement this proposal, it will be necessary for Council to apply for a resource consent so that this deviation from the City Plan can be considered. This consent will be sought for the final concept that is approved by Council. If resource consent is not granted a new concept will need to be developed, consulted on and approved by Council.

Once a road design is implemented Council will consider the need for the designations for road widening on Courtenay Street. The project team plan to seek the uplifting of designations that have not been required to fulfil the aims of this project. However, it is not anticipated that Council will seek to change the collector status of Courtenay Street at this time.

Project Objectives


The primary objectives for the project, as detailed in the Terms of Reference are:

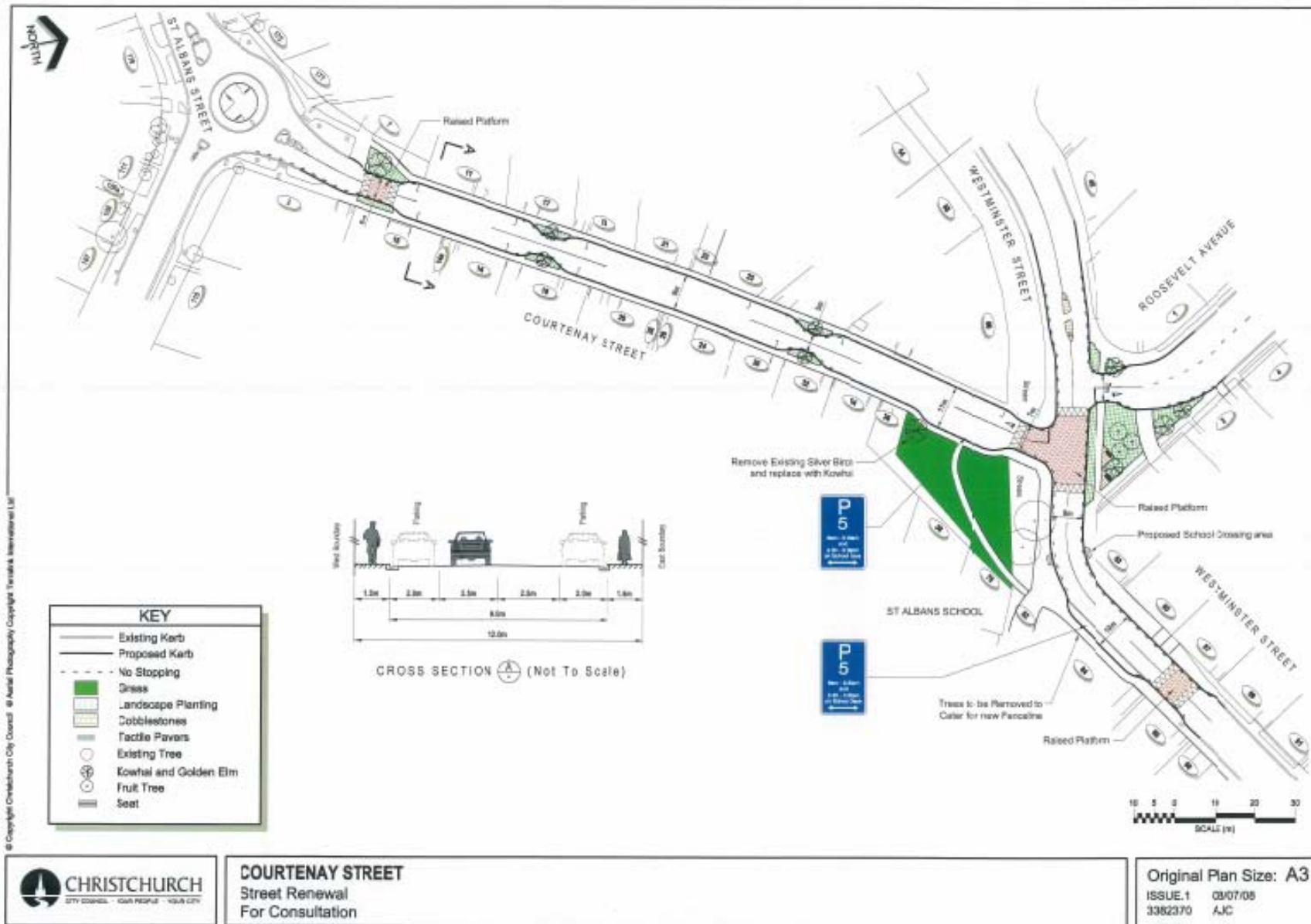
1. Implement necessary kerb and channel improvements on Courtenay Street between Westminster Street and St Albans Street;
2. Implement the necessary road safety, speed restraint and pedestrian crossing / safety measures at the Courtenay Street / Roosevelt Ave / Westminster Street intersection;
3. Develop a streetscape design to achieve optimum road safety for all road users, consistent with the principles of speed restraint.

The secondary objectives for the project are:

1. To provide priority to pedestrian movements and amenity while still providing for slow vehicle movements and on-street car parking for frontage properties;
2. To incorporate the recent footway and landscaping enhancements adjacent to the school within the local pedestrian network;
3. To accommodate cyclists in a safe manner consistent with a slow speed regime;
4. To provide for appropriate soft and hard landscaping and planting consistent with avoidance of additional highway land requirements;
5. To avoid structural alterations to the Courtenay Street culvert.

Note: this project does not include undergrounding the overhead power lines.





Courtenay/Westminster Street – Consultation Schedule (Aug 2008)

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

SUPPORT PLAN	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
N	<ul style="list-style-type: none"> Courtenay Street is a connecting street that needs to be WIDENED, not reduced in width! The street is already too narrow and passing is difficult. There's no room for cyclists. The designations on property to allow for road widening were made for a reason. It's time to act on these designations and get the road widening done. 	<ul style="list-style-type: none"> A number of submitters expressed concern that Courtenay St was not being widened as in envisaged by the City Plan designations. However almost as many commented that it was good that Courtenay St was being narrowed in parts. One of the aims of the project was to try and meet the project objectives within the existing road reserve boundaries There will be some additional space for cyclists, due to the removal of the dish guttering and replacement with flat channel. This proposal provides traffic calming in Courtenay St but allows the road and footpath to be constrained within the existing road reserve boundaries, which means that the designated land on Courtenay St does not have to be purchased 	1.
Y	<ul style="list-style-type: none"> As specified: "...with traffic on Courtenay Street and Roosevelt Avenue giving way in two offset T-intersections". I take to mean that there will be Give Way signs at the end of Courtenay and end of Roosevelt where they join Westminster? Yes? It is not plainly clear in the plan about Give Way signs being erected. If Give Way signs are not erected, then traffic exiting Courtenay or Roosevelt into Westminster and doing a right hand turn to exit does have right of way over a vehicle turning right into the side streets from Westminster. 	<ul style="list-style-type: none"> Give Way signs are included in the proposal 	2.
Y	<ul style="list-style-type: none"> We like it When will it be done? 	<ul style="list-style-type: none"> The proposed works will proceed in the 2009/10 financial year, with completion scheduled by 30 June 2010. 	3.
Y	<ul style="list-style-type: none"> I don't think it's a good idea to plant fruit trees as they are very messy when the fruit falls to the ground. The fruit becomes trodden into shoes etc. Please plant native trees instead. Low maintenance. 	<ul style="list-style-type: none"> While the residents of Courtenay St requested the inclusion of fruit trees in the concept, the consultation feedback indicated a mixture of support and opposition to this aspect of the proposal. However, as St Albans School have indicated that they would harvest the fruit and use it in their food technology classes. Therefore the proposal to include fruit trees has been retained in the concept. The fruit trees will be placed clear of footpaths to prevent dropped fruit from becoming a tripping hazard A mixture of native and exotic trees are included in the proposal 	4.
-	<p>Yes. I still have several concerns.</p> <ul style="list-style-type: none"> The existing footpath on Courtenay Street is already too narrow at 152cm, this proposal proposes to make it narrower still. It is already not wide enough for two people to walk abreast along it. This plan also does not include underground power lines, therefore, poles measuring 101cm circumference (existing) will still impose on usable walking space along the footpath and impinge on the "beautification" of Courtenay Street. I strongly urge you to revisit this part of the plan and reconsider a) under grounding power lines and b) perhaps having footpath on one side of Courtenay Street only enabling a decent usable width for families with small children, prams and walking couples. I would also like to suggest different trees. Kowhai trees are messy at best, often unsightly as they shed both flowers and leaves. As Courtenay Street doesn't appear to be getting better drainage – project objective 5 "to avoid structural alterations to the Courtenay Street culvert" and we only have one culvert to drain the whole street, I think more appropriate trees need to be considered that perhaps shed less regularly and which will allow free drainage after rain and storms as leaves mulch and will flow away with the water. Perhaps a pair of golden elms at each 'kerb build out' or something like this, cherries, plums to carry the fruit tree theme through from Roosevelt Avenue. (See feedback form for specific pole diameter widths provided). Width of power poles impinging on a 1.5m footpath width = $1.5 \times 0.3215 = 117.85\text{cm}$ of usable walking space. This is not enough width for people with prams or for two people abreast. People coming from different directions cannot easily pass each other along this width of footpath. (See feedback form for specific pole diameter widths provided). 	<ul style="list-style-type: none"> The new footpath on Courtenay St will be the same width as the existing footpath. However, as the power poles will be removed as part of the proposed undergrounding, the area available on the footpath for pedestrians will increase slightly. The space that is made available from the replacement of the dish channel with flat channel will be made available on the roadway to benefit cyclists In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there A footpath is needed on both sides of the road to cater for passengers exiting parked cars A mixture of native and exotic trees is included in the proposal. The plan has been amended to indicate the proposed locations of the kowhai and the golden elm trees. The kowhai are a smaller tree (less than 5m high) and are included in the smaller space that is available in Courtenay St. The golden elm is a medium size tree (10 to 15m high) and these will be planted in the larger areas, near the intersections The proposed new kerb and channel will cater for stormwater runoff from the road and footpath 	5.
N	<ul style="list-style-type: none"> I think its fine as it is. Use our money for things that are needed please. 	<ul style="list-style-type: none"> The project is driven by the need to replace the kerb and channel in Courtenay St and improve pedestrian and cycle safety at the intersection with Westminster St and at the rear of St Albans school 	6.
Y	<ul style="list-style-type: none"> The proposed plan is an absolutely fantastic solution to the difficulties in this area. Congratulations. 	-	7.

SUPPORT CLAIM	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
-	<p>Previously of [] Roosevelt Avenue. We are notifying you of our concerns. We have resided at [] Westminster St since March 1995. Prior to purchasing the property, we sought clarification from the Council of draft plans in regard to the alterations of the Roosevelt Ave / Westminster Street roundabout, as it was our concern at that time, that traffic flow entering Roosevelt Ave from the East was coming directly past our property frontage. The Council's proposal at that time was to insert a large grassed area directly outside our property frontage, directing traffic entering Roosevelt Avenue from the East, away from the immediate frontage of our property. These plans were eventually carried out and our concerns were eased. Whilst we share the same desire as other residents, pedestrians and users of the intersection, to improve its general safety, we are not entirely satisfied by the proposed changes.</p> <p>In your proposal:</p> <ul style="list-style-type: none"> We note in particular, that the current grassed area provided directly outside our Roosevelt Ave frontage is proposed to be significantly reduced, so that the entrance to Roosevelt Ave (East) will be directed closer to our property frontage. We are concerned that this will potentially result in increased traffic noise as vehicles will now be directed closer to our Roosevelt Ave property frontage, to enter left or right into Westminster Street. Traffic from Westminster Street turning left into Roosevelt Ave will also be closer to our property frontage, which we also believe will potentially increase traffic noise directly outside our bedroom area on the Westminster St side of our property. We also note there is a proposed 'cobblestone' area to be placed in the centre of the roadway of Westminster Street, immediately before our garage access on the Westminster Street side of our property. We are concerned that this will potentially cause issues for us to safely enter / exit our parking garage on the Westminster Street side of our property, as this (proposed) cobblestone area will restrict the ability for any following vehicles to manoeuvre past us when we are making a left-turn into our garage from the Westminster Street access to our property. Should we be turning right into our garage parking from Westminster Street (North), and need to give way to any oncoming vehicles coming from Westminster Street (South), then the proposed cobblestone area will not allow us to move into the middle of the roadway to allow any following vehicles to manoeuvre safely to our left to pass us, should we be needing to stop to wait for oncoming traffic. This we see is a potential cause for rear-ending. Exiting our garage parking has always been an issue for us during 'peak' traffic times in our area. Having cobble-stones in the centre of the roadway, will restrict the space we have to complete our exiting manoeuvre and we see this as providing greater issues for us. <p>Other issues we raise for your consideration and comment:</p> <ul style="list-style-type: none"> If the proposal was to proceed, we would seek assurances that any new kerb and drainage gutters directly outside all boundaries to our property would be structured to capture water run-off from the both the road-way AND the pedestrian pathway, so as not to impose on our property any water drainage issues. Discussion in regard to the boundary fencing of our property (our initial property title search indicated a fencing covenant), and how this can be met and / or improved to provide our property with an acceptable level of protection from vehicular noise, so we can continue to enjoy our property. We would request that any proposed planting immediately outside the Roosevelt Ave entrance to our property is of deciduous and easy-care nature, so that a) It does not create potential issues for blocking drains, and b) It compensates for the loss of our (present) grassed area directly outside our property, by providing an attractive and appealing frontage and c) That it also continues to provide a similar protection to the entrance of our property that we currently enjoy, from any potential damage due to (potential) vehicular accidents at this intersection. That the Council takes responsibility for the planting on the Westminster St boundary of our property by presenting a more appealing landscaping proposal – with consideration to this area a) being very damp and not conducive to a standard grass bermage b) our bedroom and bathroom areas are situated immediately adjacent to this boundary; c) that any planting is in consideration of our new concerns as to traffic noise, and d) that any planting should not hinder our ability to view the roadway as we enter/exit our garage parking. <p>We also wish to present to you our recommendations for a solution to the ongoing issues of this intersection for the Council's consideration. This diverts somewhat from the council's proposal, but we believe we have suggestions that should be considered:</p> <ul style="list-style-type: none"> SPEED BUMPS are placed intermittently along Westminster Street (Northern and Eastern) and Roosevelt Ave / Courtenay Streets, so that all traffic is slowed leading to / from the St Albans School entrances and surrounding Street junctions. The existing roundabout remain, but is reduced in size, and RAISED to such a level that it can not be driven over. This will force all vehicular traffic entering the junction to slow down to almost a stopping speed to consider their next manoeuvre, and in conjunction with speed bumps on all roadways leading into this roundabout, traffic speed will be reduced significantly. Without any doubt, this will also discourage vehicular traffic from utilising the area as a thoroughfare. Introduce more defined pedestrian pathways and kerbing on BOTH sides of Westminster Street (East and North) and Roosevelt Avenue, to provide a much safer walkway for school children and residents. Utilise Council property at the Courtenay Street / Westminster Street (North junction) area, as a lay-by area for St Albans School drop-off / pick-up zone by introducing a 'one-way' only / 5 min parking tar-sealed area in conjunction with landscaping. This lay-by entrance from the Westminster St (NORTH) roadway / Exit onto Courtenay Street only, would defer vehicular traffic directly to St Albans School, and would enhance the school's safety program for the safe delivery and collection of children. Place a pedestrian 'Centre Road Safety Zone' with secure barriers in Westminster Street (North and East) and Roosevelt Ave and Courtenay Street, to allow for school children who walk to school / pedestrians of the area to safely enter / cross the roadways leading to the school. <p>We believe that there are better alternatives to the Council's (current proposal) to provide traffic calming at this intersection and ultimately, to provide pedestrian safety in the area. Please consider our recommendations, and we would be more than happy to meet with you to consult further in all regards to the Council's proposal.</p>	<ul style="list-style-type: none"> The proposed change to the road alignment relates to approximately a third of this property's frontage. The traffic engineers advise that, with the slower road environment and reduction in speeding cars at the intersection, the change in noise generated from the adjacent road is likely to be negligible. The proposed 'cobblestone' area is a raised pedestrian refuge. The project team has considered the questions raised about manoeuvring vehicles around the proposed pedestrian refuge on Westminster St. The traffic engineer has considered the relocation of the proposed pedestrian refuge. However it cannot be moved away from the intersection with Courtenay St/Roosevelt Ave as it is needed for pedestrians accessing these streets. The engineer advises that this feature should not interfere with access to the adjoining property. It is anticipated that traffic will be travelling more slowly on Westminster St, once the traffic calming is installed, and that vehicles will be more likely to pass turning vehicles with care. The proposed new kerb and channel will cater for stormwater runoff from the road and footpath The proposal includes the relocation of one private boundary fence, which currently occupies road reserve, to accommodate a recessed parking bay. The headwall at the corner of Courtenay/Westminster Sts will also be replaced to improve sightlines and visual amenity. No other fencing upgrades are proposed. The proposed golden elm adjoining this property is a deciduous tree The landscape planting will be a mix of easy care native and exotic groundcover plants. These will be of a maximum height of about half a metre, to ensure that open sightlines are maintained No changes are proposed to the Westminster St boundary of this property In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic The budget does not extend to traffic calming in Roosevelt Ave. However the realignment of the intersection will slow traffic as it enters Roosevelt Ave. The request for traffic calming in Roosevelt Ave should be raised in the LTCCP process so that this work can be investigated and funded appropriately There is insufficient space available in the existing road reserve to provide for the geometry of a large roundabout, like the one at the St Albans/Trafalgar/Courtenay Sts intersection. The existing roundabout is not being used safely and has created a traffic hazard for vehicles, pedestrians and cyclists. The proposed concept, which includes two offset T-intersections essentially removes the fourth 'leg' from the intersection, which provides safety benefits. The full reconstruction of Westminster St or Roosevelt Ave cannot be included as part of this project because funding has not been allocated to this in the LTCCP. The proposed traffic calming will prevent cars parking on the footpath in parts of the street The Council land on the corner of Courtenay/Westminster St provides an alternative off-road pedestrian route between Courtenay and Westminster Streets. It also adds recreational and amenity values to the area. The level of parking supplied is considered adequate This proposal improves pedestrian safety by slowing traffic and providing clearly delineated pedestrian crossing areas 	8.
Y	-	-	9.
Y	<ul style="list-style-type: none"> This will be good for a sometimes hard to cross intersection. However – it will not stop cars short cutting through Roosevelt Avenue in rush hours either from Innes Road or Cranford Street – a very serious speed problem occurs and has not been dealt with. This has been ignored and will result in the death of a child if no action is taken to reduce speed in this thoroughfare. 	<ul style="list-style-type: none"> The budget does not extend to traffic calming in Roosevelt Ave. However the realignment of the intersection will slow traffic as it enters Roosevelt Ave. The request for traffic calming in Roosevelt Ave should be raised in the LTCCP process so that this work can be investigated and funded appropriately 	10.

SUPPORT CLAUDE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
N	<ul style="list-style-type: none"> I support the replacement of the existing roundabout at the Courtenay Street, Roosevelt Avenue, Westminster Street intersection, but NOT as proposed with the introduction of two "T" road junctions, but with an improved roundabout such as at the Courtenay Street, Trafalgar Street, St Albans Street junction. This could be achieved by "rounding" the two corners of Courtenay Street, which in turn may involve some extension to the St Albans Creek bridge My reason for opposing the proposal is that such a scheme would cause a number of potential traffic hazards with vehicles exiting Courtenay Street having an obstructed view of traffic approaching from the left, and being forced to occupy a mid lane position if wanting to turn right into Roosevelt Avenue. Similarly vehicles exiting Roosevelt Avenue and wanting to turn into Courtenay Street are forced to obstruct the Westminster Street lane, as these sections are proposed to be only 8 metres in width. The route through the present intersection is an important thoroughfare for residents either wishing to use Cranford Street to travel to the City (using the lights to turn right) or returning from the City via Trafalgar Street to avoid the congestion and dangerous junction of Springfield Road and St Albans Street. Courtenay Street is long overdue for upgrading but to further narrow the carriage way with kerb build outs is an unnecessary obstruction. Allowing only 9 metres is an absolute minimum for cars but has any consideration been given to trucks and emergency vehicles??? Happy to meet on site! 	<ul style="list-style-type: none"> There is insufficient space available in the existing road reserve to provide for the geometry of a large roundabout, like the one at the St Albans/Trafalgar/Courtenay Sts intersection. The existing roundabout is not being used safely and has created a traffic hazard for vehicles, pedestrians and cyclists. The proposed concept, which includes two offset T-intersections essentially removes the fourth 'leg' from the intersection, which provides safety benefits. One of the objectives of this project was to avoid structural alterations to the Courtenay Street culvert as this is structurally sound. However, the concrete headwall at the intersection of Courtenay/Westminster will be replaced with see-through rail fencing. The landscaping in this area will be reviewed and thinned out, where necessary to open up sightlines Traffic waiting at the Give Ways at Courtenay St and Roosevelt St will have clear visibility to the left as they are sitting further forward in the intersection than currently The proposal does not preclude use of Courtenay St as a thoroughfare to Cranford St, however traffic will be required to travel more slowly Cars will be expected to give way to emergency vehicles, where necessary 	11.
Y	-	-	12.
Y	<ul style="list-style-type: none"> I think your proposal will improve traffic safety at Courtenay Street/Westminster Street/Roosevelt Avenue intersection. 	-	13.
Y	<ul style="list-style-type: none"> Things that make this little area more attractive, such as renewing the old channels, planting some native trees and narrowing the road to reduce the volume of traffic speeding through this area are to be commended. Cynically, I believe that if this suburb was in the North West underground wiring would be installed while digging is occurring. Restricted parking will allow for children to be dropped off and picked up more safely. I will be watching with interest. 	-	14.
Y	-	-	15.
Y	-	-	16.
Y	<ul style="list-style-type: none"> Owners of [] Courtenay Street. It looks a good plan and implement it as soon as possible. 	-	17.
Y	<ul style="list-style-type: none"> I'm delighted to see efforts to slow traffic along these streets and to make crossing the road (currently very difficult, even as an adult) easier. We regularly walk these streets at the weekend and to and from school and this will make the walks much more pleasant and safe. 	-	18.
Y	<ul style="list-style-type: none"> Looks good to me! Will make it much more modern – slow the traffic down. 	-	19.
Y	<ul style="list-style-type: none"> Hurry up and get on with it and cut the BS. 	-	20.
Y	<p>You have met the requests of residents and proposed a plan for Courtenay Street which I think is excellent. Two provisos:</p> <ol style="list-style-type: none"> I would have liked a bit cut off the entry into Courtenay Street from Westminster Street (north side) to improve visibility when driving from Courtenay Street to the intersection. There is an apple tree on the stream reserve in front of my [] Westminster Street property. The school children take most of the fruit before they are ripe. SO what chance do the proposed fruit trees on the Roosevelt Avenue intersection have of reaching mature fruit stage? With the school exit a few metres away it's too much of a temptation. 	<ul style="list-style-type: none"> Traffic waiting at the Give Ways at Courtenay St and Roosevelt St will have clear visibility to the left as they are sitting further forward in the intersection than currently While the residents of Courtenay St requested the inclusion of fruit trees in the concept, the consultation feedback indicated a mixture of support and opposition to this aspect of the proposal. However, as St Albans School have indicated that they would harvest the fruit and use it in their food technology classes. Therefore the proposal to include fruit trees has been retained in the concept. 	21.
N	<ul style="list-style-type: none"> The roundabout at Westminster and Courtenay works well, why get rid of it. T-intersections create more accidents. Courtenay also doesn't affect much the activity of the school drop off zone. I agree the deep dish channel needs replacing on Courtenay and the street widened, however I do not agree with the narrowing, especially now to 6m at the St Albans end. I don't agree with removing trees either. I also find it interesting that you, the Council, send out a feedback form for the road layout, but there was no feedback required for the Liquor King on the corner of Westminster and Cranford Streets. The roundabout should stay as it assists with the drop off of school children – as you can return the way you came 	<ul style="list-style-type: none"> It has been identified that the roundabout has safety issues and needs to be replaced. The traffic engineers advise that, at these low traffic volumes T-intersections do not create more accidents One of the primary objectives of the project is to develop a streetscape design to achieve optimum road safety for all road users, consistent with the principles of speed restraint. The proposed road narrowing achieves this objective It is proposed to replace one tree, which is in decline People dropping off children that wish to return home will need to travel around the block 	22.
Y	<ul style="list-style-type: none"> Long overdue! The intersection of Westminster Street/Courtenay Street/Roosevelt Avenue has been an accident waiting to happen. This will remedy this and reduce traffic speed along Courtenay – always an issue. 	-	23.
-	<ul style="list-style-type: none"> I support in the knowledge that it will send traffic that normally goes down Courtenay Street down Westminster Street and will make the corner Westminster Street/Rutland Street very busy. Courtenay Street is used as a legitimate road to access St Albans – we do not want to head down to Innes Road and back. Thank you. 	<ul style="list-style-type: none"> The proposal seeks to balance flows between Courtenay and Westminster Streets and produce benefits in speeds and pedestrian / cycle priority and safety for all. Courtenay St will continue to be a potential route to St Albans 	24.
Y	<ul style="list-style-type: none"> Good to see trees and creeper to be removed in Westminster Street always been a bottleneck and hides signs. 	-	25.
Y	-	-	26.
Y	-	-	27.
Y	<ul style="list-style-type: none"> Proposed 5 min parking by reserve at 36 Courtenay Street will conflict with power pole. Kerbing may need to be adjusted or pole relocated if possible? Trees and other issues?? Similar situation at 84 Westminster Street, this pole is owned by Telecom, trees may prevent relocation. You need to discuss with Telecom. 	<ul style="list-style-type: none"> The conflicts with power poles will be resolved at the detail design stage 	28.
Y	<ul style="list-style-type: none"> Looks great – thank you. 	-	29.

SUPPORT CLAUDE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
Y	<ul style="list-style-type: none"> Don't agree with allowing parking on both sides of Courtenay Street, with build-outs in place it might as well be a one way street!! Take a look at Browns Road if you don't understand. I have seen a few smashed side mirrors down there! 	<ul style="list-style-type: none"> One of the objectives of this project is to provide priority to pedestrian movements and amenity while still providing for slow vehicle movements and on-street car parking for frontage properties. There is sufficient room in this proposal for two cars to pass on Courtenay St 	30.
Y	<ul style="list-style-type: none"> Would like to see power put underground. 	<ul style="list-style-type: none"> In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there 	31.
-	<ul style="list-style-type: none"> Rockgas has no gas pipes in this area. 	-	32.
-	-	-	33.
Y	-	-	34.
Y	-	-	35.
Y	<ul style="list-style-type: none"> Please keep cycle ways available and increase them where possible. Would cycling on footpaths be impractical? 	<ul style="list-style-type: none"> The objectives of the project included slowing traffic and improving cycle and pedestrian safety and amenity. For the proposed design these objectives are best met with a road design that does not have dedicated cycle lanes and achieves speed restraint at entry points and throughout. There will be some additional space for cyclists, due to the removal of the dish guttering and replacement with flat channel. The replacement of the roundabout will improve safety for cyclists at this intersection 	36.
-	<ul style="list-style-type: none"> It is very nice that you are getting rid of the solid culvert wall and over grown flax that blocks the view of traffic. When these properties were bought the idea was to realign the corner widen the street so traffic would flow from Cranford Street to Papanui Road via St Albans Street. The residents of Courtenay Street won't be able to get the smiles off their faces now you have restricted traffic flow through the area, that should encourage traffic onto Westminster Street where they wanted it in the first place. What is going to be done about the cars etc. that speed along Westminster Street some travelling that fast they cannot get around the curves on the right side of the road? The footpath on the south side of Westminster Street "Courtenay Street to Rutland Street" is not very safe to use due to cars parking over it, power poles, poor drainage and fences covering over half the footpath causing you to walk onto the roadway. When Westminster Street finally gets round to an upgrade I hope you have some good ideas on how to reduce the traffic speed and flows 	<ul style="list-style-type: none"> The principle of this scheme is to achieve speed restraint by St Albans School and better pedestrian priority. Therefore a priority turn there to achieve high unimpeded traffic throughput wouldn't now be consistent with those objectives In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic The full reconstruction of Westminster St or Roosevelt Ave footpaths cannot be included as part of this project because funding has not been allocated to this in the LTCCP. However some improvements will be made to the footpath in Westminster St in conjunction with the proposed traffic calming, which will prevent cars parking on the footpath in parts of the street 	37.
Y	<p>[] Courtenay Street/ [] St Albans Street. Hi Mary: Further to our phone conversation of the 6th August.</p> <ul style="list-style-type: none"> This plan appears to be "very very" good. I especially like the offset Roosevelt/Courtenay configuration at Westminster St Not too sure about the "fruit" trees, another species maybe more appropriate. As mentioned the roundabout at St Albans Street/Courtenay Street is very poorly designed, does nothing to calm vehicle speed, in fact does intend to propel them into Courtenay Street at far to a higher speed. This plan should detract short cutter traffic movement from using Courtenay Street therefore the need for this stupid roundabout will be negated. Please CCC consider removing it at this convenient time and replacing it with raised platforms as at the Westminster/Courtenay proposal. After all traffic calming is the title of this brochure and also the common objective. Also at the same time the ponding problem at my property could also be addressed. I must add, after living at this property for over 17 years and also being a professional fire fighter in the area (St Albans Fire Station) for over 30 years, I do believe I know the traffic problems and dangers as outlined/mentioned. Thanking you. 	<ul style="list-style-type: none"> While the residents of Courtenay St requested the inclusion of fruit trees in the concept, the consultation feedback indicated a mixture of support and opposition to this aspect of the proposal. However, as St Albans School have indicated that they would harvest the fruit and use it in their food technology classes. Therefore the proposal to include fruit trees has been retained in the concept. The roundabout at St Albans St/Courtenay St was installed as part of the recent upgrade to St Albans St. An upgrade to this roundabout is not included in the budget for the Courtenay St project. The network operations team advise that they are not aware of any safety issues with this roundabout and that offers significant improvements to the previous intersection control. Speed restraint is not the only function of the roundabout. It also achieves traffic control by equalising the priority at the intersection. The Courtenay St proposal includes a raised platform near the St Albans St, which will assist in slowing traffic navigating the St Albans St roundabout to Courtenay St. 	38.
-	<ul style="list-style-type: none"> I'm pleased to have been consulted about a beautifully drawn-up plan. I live on Roosevelt Avenue and am pleased with the proposed Roosevelt Avenue and Trafalgar Street intersection. I am especially pleased with the proposed School Crossing Area, as crossing over to the school is dangerous, with the large, high brick fence surrounding the house at the corner with Roosevelt Avenue, blocking the view of traffic about to veer around the corner into Trafalgar Street from Roosevelt. A really blind corner for pedestrians crossing to school. But as a driver coming home down Courtenay Street, (to Roosevelt Avenue) that corner with Trafalgar Street is really blind. Can that corner be modified, as the concrete fence across the river and beautiful flax bushes at that corner, is really awkward, visually blinding us for a few seconds. Could that corner be expanded over part of the river to stop that blind corner and even be broadened to include some P10 for some parents to park to pick up their children from school? I appreciate the new grassed area, but more parking for school pick-ups and drop offs would be more practical. "P5" should be "P10", as it's impossible to pick up within 5 minutes. Also as a result of school needs, Courtenay Street should not be narrowed even further with trees, as this is prime pick-up, drop-off school parking, and as you already know, one or two cars parked on either side of the road, slows the traffic to a crawl, and even at the best of times, is often basically a one lane street. "Beautification" would aggravate these problems, and is questionable also because for a long time this road was slated for broadening – so no narrowing of Courtenay Street. Thank you. 	<ul style="list-style-type: none"> The concrete headwall at the intersection of Courtenay/Westminster will be replaced with see-through rail fencing. The landscaping in this area will be reviewed and thinned out, where necessary to open up sightlines The Council land on the corner of Courtenay/Westminster St provides an alternative off-road pedestrian route between Courtenay and Westminster Streets. It also adds recreational and amenity values to the area. The level of parking supplied is considered adequate In response to consultation and feedback provided from St Albans School, the parking bays will include a P10 parking restriction A number of submitters expressed concern that Courtenay St was not being widened as in envisaged by the City Plan designations. However almost as many commented that it was good that Courtenay St was being narrowed in parts. One of the aims of the project was to try and meet the project objectives within the existing road reserve boundaries 	39.
Y	<p>The proposed plans look good but I have concerns over two areas:</p> <ol style="list-style-type: none"> Courtenay Street build out's could cause any issues with the narrowness between points outside house numbers 17, 18 & 32 Roosevelt Avenue T intersection. It appears cars travelling along Westminster Street from direction of Cranford or Courtenay Street will block off street flow when having to give way to on coming traffic. 	<ul style="list-style-type: none"> There is sufficient room in this proposal for two cars to pass on Courtenay St Traffic on Westminster St will have priority and will not have to give way to oncoming traffic 	40.

SUPPORT CLAUSE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
Y	<ul style="list-style-type: none"> My wife is severely disabled. We have a Toyota Hiace van with a hoist for loading and unloading. This is her only form of transport apart from the occasional use of mobility taxis. Generally Christchurch streets are bumpy, concerns particularly around man-hole covers, road patching etc. Which make for a very unpleasant journey when she is strapped in a wheelchair and fixed to the van floor. This is aggravated by the continual use of raised platforms and road bumps as proposed again in this plan. Trafalgar Street is another bad example – Bourke Street. Unless I can approach these at right angles it is a very rough ride and I do have real concern for my wife's safety. At the best of times when crossing I have to slow down so I crawl and that's front on. We are living in an aggressive age where tolerance does not exist so it is usual to be booted, fingered or verbally abused for holding them up. I realise that the reason for using the platform etc. is to slow the traffic but please spare a thought for the likes of us who have to negotiate these obstacles. 	<ul style="list-style-type: none"> The proposed raised platforms are considered to be the most effective traffic calming device at this intersection. They will be constructed to standard Council specifications which allow for a low gradient approach to the platform 	41.
Y	-	-	42.
-	<ul style="list-style-type: none"> I am concerned that the design hasn't taken into account the volume of children getting to all the local schools in the area, not just St Albans School. Lots of children cycle down this street. The narrowing outside 18 and 32 without cycle bypass will create a hazard. Is there a speed problem in this street? Not keen on the position of the crossing point on Westminster Street. Is this the best place to cross? Is the School going to be running a school crossing point? The parking 5 minutes might be better as a drop off only. Otherwise parents will still park there and go into the school. Isn't it better to keep the traffic moving? 	<ul style="list-style-type: none"> The slower traffic environment improves safety for cyclists. At the narrowed kerb build outs, speeds will be reduced and it is expected that cyclists will take the vehicle lane as they travel through this narrowed part of the street One of the project objectives is to develop a streetscape design to achieve optimum road safety for all road users, consistent with the principles of speed restraint Council's traffic engineers have identified the proposed school crossing area as the safest point at which to cross Westminster St, in the vicinity of the school. At this stage it is not expected that the school will run a school crossing point In response to consultation and feedback provided from St Albans School, the parking bays will include a P10 parking restriction 	43.
Y	<ul style="list-style-type: none"> We generally really like the proposal you have for traffic calming and Courtenay/Westminster kerb and channelling. As parents to a small baby we walk down Courtenay Street every day with a push chair – it can be quite an adventure some days dodging poles and rubbish as well as recycling containers! Is there any chance (or \$'s in the budget for underground power and phone lines?) We love the idea of fruit trees at the intersection. Is there any chance we could continue the theme and have fruit trees down Courtenay Street as well? – especially as we are not the only family with small children! 	<ul style="list-style-type: none"> In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there. The fruit trees will be placed clear of footpaths to prevent dropped fruit from becoming a tripping hazard 	44.
Y	-	-	45.
Y	-	-	46.
Y	-	-	47.
Y	<ul style="list-style-type: none"> Very good. Will improve the area. 	-	48.
Y	<ul style="list-style-type: none"> We would like to know the proposed height of the raised sections. It would be our preference for them to be as high as legally permitted so as to impede speeding vehicles. Our property has its driveway entrance off Roosevelt Street and it is proposed that there be an extension of the existing nature strip to go past our driveway entrance. Which we have no objection to. We would however like direct communication from designers/engineer ensuring that this will not hinder reversing out of our driveway nor reversing a trailer into our driveway. 	<ul style="list-style-type: none"> The raised platforms are a standard 75mm high The traffic engineer will call and discuss access to this property with the resident 	49.
Y	-	-	50.
Y	<ul style="list-style-type: none"> We are extremely concerned about the disappearance of the budget for underground cabling of power and telephone wires and want the reinstatement of both the budget and the undergrounding of cabling. We are equally concerned that the status of our road remains unchanged to that of a local road. Please again consider this and adopt. 	<ul style="list-style-type: none"> In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there. The status of the city's roads is determined by the City Plan and any change to this would require a City Plan change. The City Plan team advised the Transport Network Planning team that seeking a resource consent is the best way to expedite the design that is proposed for Courtenay Street. The project is therefore proceeding on that basis. 	51.
Y	<ul style="list-style-type: none"> No further at this time. 	-	52.

SUPPORT PLAN	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
Y	<ul style="list-style-type: none"> I really like the proposal as it addresses residents' concerns re speeding traffic, pedestrian needs, and traffic sharing by both Courtenay and Westminster Streets. I support the maintenance of parking on both sides of the street and the school's new drop off zones. I particularly like the treatment of the intersections – Courtenay/Westminster/Roosevelt. I would like to see different fruit trees included (nectarines, peaches, apples, apricots) as I don't see plums and pears getting eaten so much these days. However, I definitely support including fruit trees in the plantings. I have some mixed feelings about the build out outside my house #32 – I am unsure if it is positioned close enough to Westminster Street to keep traffic from speeding up from the intersection. I don't mind losing the parking but worry re gear changing noise and I am glad there isn't a hump involved. Overall I'd like to say congratulations on your creative solution to this little roading challenge. I am delighted that you have worked within the existing boundaries and recognised that the movement of people matters as much as the movement of cars (i.e. pedestrians and cyclists). I am concerned that underground wiring is not included in this plan as I believe it is really necessary given the extremely narrow footpath space available (for example the lamp post outside my place fills half the footpath and blocks my vision when backing out my car). I had understood that the budget was built around including this in earlier meetings. 	<ul style="list-style-type: none"> St Albans School have indicated that they would harvest the fruit and use it in their food technology classes. Pear and plum trees were selected as they will not require a lot of maintenance as many fruit trees do. In response to consultation, a cherry tree will also be included in the proposal. The fruit from these three trees should mature at different times over summer The traffic calming devices are evenly spaced to maximise their effectiveness In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there 	53.
-	<ul style="list-style-type: none"> While I agree that something needs to be done at this intersection and the surrounding streets, I don't think this will effectively combat the problem of speed down the rest of Westminster St in a westerly direction nor will it reduce the traffic flows down an already narrow, Courtenay St. Whilst it provides a small amount of 5 minute parking for school drop off and pick ups, it does nothing for the safety of those walking to school. The raised platforms are some distance from the school entrance and there is no provision for a pedestrian crossing in either of the raised areas. The more we can encourage, through safe crossing places, children and caregivers to walk to school, the better for everyone. Less congestion of cars, less damage to the environment and healthier, active kids. Thank you for taking the time to read this. 	<ul style="list-style-type: none"> In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic The objectives of the project include slowing traffic and improving cycle and pedestrian safety. This proposal improves pedestrian safety by slowing traffic and providing clearly delineated pedestrian crossing areas The proposed school crossing area is located between the raised platforms, not on them 	54.
Y	<ul style="list-style-type: none"> I live at [] Westminster St and don't like the raised platform idea. The street is very noisy and I think this will add to it as people don't slow down for/on these platforms. So I don't want it there. Especially at night trying to sleep – this will make it worse!! 	<ul style="list-style-type: none"> The traffic engineer has considered the relocation of the proposed raised platform on Westminster St. However, this cannot be moved closer to the school, due to the need for parking and slowed traffic in the vicinity of the proposed school crossing area. Neither can it be shifted towards Cranford St as this would minimise its effectiveness as a traffic calming measure. It is not possible to quantify the amount of noise that will be generated from the raised platforms, however it is anticipated that this will be minimal, given the lower traffic speeds 	55.
Y	<ul style="list-style-type: none"> Disappointing that underground wiring will not be completed at same time. 	<ul style="list-style-type: none"> In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there. 	56.
Y	<ul style="list-style-type: none"> The character of the area with its narrow streets should be kept. 	-	57.
Y	<p>We do generally support the concept and believe that it will benefit Courtenay Street.</p> <ul style="list-style-type: none"> However, in Westminster Street we already see the effect of vehicles travelling down there at excessive speeds. We believe that Westminster Street already requires traffic calming and will most definitely require it as a result of the proposed changes. We live at [] Westminster Street which is on a blind bend and we already find it quite perilous to enter and exit the property. The other area of concern to us is the intersection with Rutland Street. The reason for concern is that a great number of cars turning right into Westminster Street, fail to give way, to cars turning right from Westminster into Rutland, even though Westminster Street has right of way. 	<ul style="list-style-type: none"> In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic The budget does not extend to a redesign of the Rutland St intersection and the issues raised are an enforcement issue, rather than a design issue 	58.
-	<p>(Lives in Trafalgar Street).</p> <ul style="list-style-type: none"> An excellent concept, however we appreciate the street being kept narrow so as to restrict traffic flow in the mornings from the Northern suburbs. With a primary school in close vicinity this is most important. 	-	59.
Y	<ul style="list-style-type: none"> I approve of the proposed changes. 	-	60.
Y	<ul style="list-style-type: none"> Boy racers are a concern in Roosevelt Avenue – ANYTHING that can stop them would be fantastic. We can clearly hear them in Jacobs Street. 	-	61.
Y	-	-	62.
-	<ul style="list-style-type: none"> Although I do not live in this street I often use it. I consider that it is a major road connecting St Albans with Merivale and I am therefore opposed to cluttering it up with unnecessary obstructions and humps. The narrowing of the entrances creates more potential accident spots. Diverting traffic from one street means that residents on adjoining streets have to accept more than their share of traffic and major roads are already overloaded. Please stop your silly claims of traffic calming when you are creating a nightmare of obstructions and frustrations for all road users. 	<ul style="list-style-type: none"> The proposal has been developed to achieve optimum road safety for all road users, consistent with the principles of speed restraint, which includes raised platforms and road narrowings The narrowed entrances slow traffic and reduce the likelihood of accidents The proposal seeks to balance flows between Courtenay and Westminster Streets and produce benefits in speeds and pedestrian / cycle priority and safety for all. 	63.
Y	<ul style="list-style-type: none"> We like the look of the plan. We think it will work well as long as Roosevelt is also redeveloped soon and is sufficiently narrowed in parts to stop it being used as a thoroughfare. This intersection plan with Westminster goes part way to doing that as long as the rest of the planning for Roosevelt is adequate. 	<ul style="list-style-type: none"> The budget does not extend to traffic calming in Roosevelt Ave. However, as noted in the submission, the realignment of the intersection will slow traffic as it enters Roosevelt Ave. The request for traffic calming in Roosevelt Ave should be raised in the LTCCP process so that this work can be investigated and funded appropriately 	64.

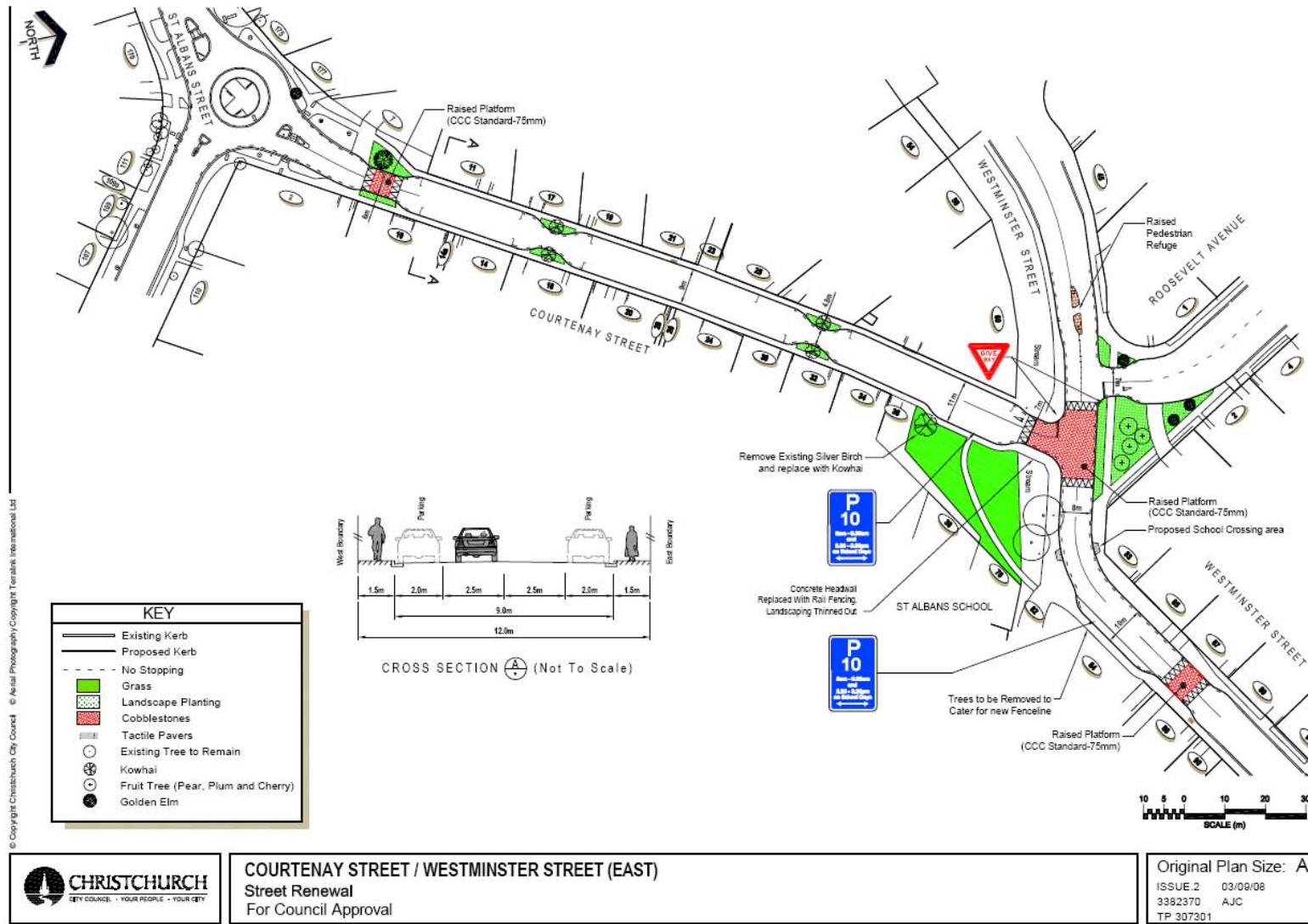
SUPPORT CLAUDE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
Y	<ul style="list-style-type: none"> I use Courtenay Street often and have found Westminster end an area to be very cautious in. Do not agree with seats or fruit trees or the landscaping area. Fruit will either rot or be thrown around by people and also bring flies. Essential car parking and drop off by school, as Trafalgar Street heavily loaded with traffic especially at peak times. Curbs certainly need attention. No big trees. 	<ul style="list-style-type: none"> In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic While the residents of Courtenay St requested the inclusion of fruit trees in the concept, the consultation feedback indicated a mixture of support and opposition to this aspect of the proposal. However, as St Albans School have indicated that they would harvest the fruit and use it in their food technology classes. Therefore the proposal to include fruit trees has been retained in the concept. The golden elm is a medium size tree (10 to 15m high) and these will be planted in the larger areas, near the intersections 	65.
Y	<ul style="list-style-type: none"> Fantastic! Yes please! I can't see any problems with it at all and think the designer has done a great job. I look forward to it all happening (pending approval). Thank you. I am thrilled that the community has (finally) been listened to! This will be a real asset to our community and our kids will be so much safer (and the motorists negotiating Courtenay Street/Westminster Street/Roosevelt Avenue). Well done! 	-	66.
Y	<ul style="list-style-type: none"> Hopefully this will have some impact on the boy racers down Roosevelt Avenue. Can some raised platforms be added down Roosevelt Avenue? (to slow those b's down even further). Great to see the proposed school crossing. The intersection is currently very dangerous with poor visibility. 	<ul style="list-style-type: none"> The budget does not extend to traffic calming in Roosevelt Ave. However the realignment of the intersection will slow traffic as it enters Roosevelt Ave. The request for traffic calming in Roosevelt Ave should be raised in the LTCCP process so that this work can be investigated and funded appropriately 	67.
-	<ul style="list-style-type: none"> Your plan is a piece meal project. You should look into the area between Rutland/Cranford and Innes/Westminster. Prepare an overall plan and carry out improvements over may be 10 years as funds are available. This proposal only further benefits Courtenay Street, which has been going on over the last few years. It is time the planners do a proper job rather than squeaky wheel application. All the ratepayers be equally treated. Drivers who want to go to Innes Road west of Cranford will turn into Merival Street and still drive at high speed through Roosevelt Avenue. We trust that you will not ignore the suggestion and do something acceptable to all the residents, rather than look after only one street as has been the practice. 	<ul style="list-style-type: none"> The proposal seeks to balance flows between Courtenay and Westminster Streets and produce benefits in speeds and pedestrian / cycle priority and safety for all. The works are intended to be compatible with St Albans implemented works 	68.
Y	<ul style="list-style-type: none"> Excellent idea to replace kerb and channel along Courtenay Street. It is very old and too deep for cyclists to ride alongside safely. Also good idea to offset Roosevelt/Courtenay as current roundabout layout is dangerous, particularly with cars coming out of Courtenay being hard to see until the last moment. Raised platforms are good for pedestrians as long as they don't treat them as formal pedestrian crossings and expect cars to stop for them. Not sure about the P5 on Courtenay. It may be too close to the intersection. Cars turning left off Westminster may suddenly confront cars pulling out of the P5 strip. Also, the proposed "choke" points along Courtenay (i.e. the landscape "outcrops") are bad news for cyclists. The road will only be 5m wide at those points not allowing adequate room for motor vehicles and cyclists. The same hold for the 6m raised platform at the St Albans Street end of Courtenay. The 7m/8m entrances to the raised platform at the Westminster end are more workable for both types of transport. 	<ul style="list-style-type: none"> The traffic engineers advise that the proposed parking bay on Courtenay St is safer than the existing parking situation at this point, as cars will be able to park further away from the flow of traffic The slower traffic environment improves safety for cyclists. At the narrowed kerb build outs, speeds will be reduced and it is expected that cyclists will take the vehicle lane as they travel through this narrowed part of the street 	69.
Y	<p>We support the concept plan for Courtenay Street.</p> <ul style="list-style-type: none"> The only suggestion I have would be for consideration to be given to taking out the centre lines at the street ends and narrowing parts – I feel that this would have the effect of further slowing traffic speeds. Otherwise it looks great! Good luck. 	<ul style="list-style-type: none"> In response to consultation, the centre line between the kerb buildouts on Courtenay Street will be removed from the concept, in order to slow traffic further 	70.
Y	<ul style="list-style-type: none"> Looks good from our perspective. 	-	71.
Y	<ul style="list-style-type: none"> Looks good. The roundabout is pretty unsafe for cycles and pedestrians and what is proposed should help a lot. 	-	72.
Y	<ul style="list-style-type: none"> Westminster Street (south side) heading west from Courtenay Street has a low narrow curb on the even numbered side of the street, the pavement is too narrow and dangerous to use with children. A high speed crash into the power pole this year highlights how fast cars use this part of the road. Busy pedestrian activity around school time mixed with the above and the left hand curb on the road need urgent attention. Speed bumps and narrowing on Westminster Street, plus a widening of the footpath and proper guttering must be included in the upgrade. 	<ul style="list-style-type: none"> In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic The full reconstruction of Westminster St or Roosevelt Ave cannot be included as part of this project because funding has not been allocated to this in the LTCCP. The proposed traffic calming will prevent cars parking on the footpath in parts of the street 	73.
N	<ul style="list-style-type: none"> Will put more traffic on Westminster Street. It's now a rat road with lost of speeding cars. Trying since November 2007 CC Case No. 90792132. Fobbed off! Just about run over on 16 October 2007 speeding car (80-90 kpm). No guttering, cars come right up to pavement from Courtenay Street end! 	<ul style="list-style-type: none"> In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic The full reconstruction of Westminster St or Roosevelt Ave footpaths cannot be included as part of this project because funding has not been allocated to this in the LTCCP. The proposed traffic calming will prevent cars parking on the footpath in parts of the street 	74.

SUPPORT CLAUSE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
Y	<p>Overall we support the concept plan for our street. Our thoughts are as follows:</p> <ul style="list-style-type: none"> The written key features states that kerb build-outs will occur in three locations but the plan only shows two. We would prefer three. Or maybe have a third raised build-out around 36 Courtenay to slow traffic coming into the 5 min parking area where there will be children getting out of vehicles and also pedestrians crossing over to meet the pathway through the greenspace into the school. We also think that having the centreline marked still encourages vehicles to speed. We would like to see these gone from the design. The raised platforms are great at each end and we would like to see these raised as high as possible to reduce speed. The platforms recently included in Mary Street are not high enough to force traffic to slow so we would like them higher than those Street signage has not been included in the design but please don't do it like the roundabout at Courtenay at the St Albans Street end. These signs look bad and are always being broken or run over and have caused the pavers to be damaged. We feel that it is important to under ground the wires, not just for aesthetic reasons but also because they are dangerous visual obstacles for drivers backing out of their driveways. Of vital concern is child pedestrian safety alongside the ability of pram users to safely navigate the footpath. The lampposts are 30-40cm wide and the pathway is only 150cm wide approx which means the posts take up about ¼ of the space available. This doesn't leave much room for jostling school children and it means that double pram users have to go on the road to get past. This doesn't seem acceptable when one of primary objectives of the project is design a streetscape to achieve optimum road safety for all road users and a secondary objective being to provide priority to pedestrian movements...Getting rid of the power poles would also make the road safer for pedestrians and cyclists, who can be hidden from cars backing out of driveways from these visual obstructions. As we have personally measured the width of the street many times we know there is approximately 70cm more to use than budgeted for in the path. This should be included in the footpaths. With the current design allowance of 1.5m this will make the footpath a little smaller than it is currently, which is already not wide enough to feel safe on. Maybe the carriage way could lose a little more to add to the footpath. Can funding not be found for Westminster Street up to Cranford Street to be completed? Having spoken to shop owners in the area and a resident they believed this to be the case and were quite shocked to hear that the work was not going all the way to Cranford. With regard to the status of Courtenay Street, seeking the uplifting of the status was originally what the residents of Courtenay Street asked for in their well received submission and petition to the Council on 26 July 2007. At this meeting it was resolved that the submission and associated petition be referred to staff for consideration, and a report back to the Council. It would therefore be great to finally have it confirmed whether or not the staff agreed with the community that such a label for a small residential street is in fact inappropriate and therefore should be removed as part of City Plan changes and if not, what reasons it would be kept for. I appreciate that this decision is quite a process and may need to be referred to another area in the Council, but it is something my community has tried to have closure on for a long time. To still not know either way is extremely frustrating. On a personal note we would like to have a double entrance, one from each side, onto our property (25). Who do we discuss this with and when? 	<ul style="list-style-type: none"> The proposal includes three kerb buildouts – two in mid block locations and one near the intersection with St Albans St In response to consultation, the centre line between the kerb buildouts on Courtenay Street will be removed from the concept, in order to slow traffic further The raised platforms are a standard 75mm high Street signage is not included in this proposal In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there. The new footpath on Courtenay St will be the same width as the existing footpath. However, as the power poles will be removed as part of the proposed undergrounding, the area available on the footpath for pedestrians will increase slightly. The space that is made available from the replacement of the dish channel with flat channel will be made available on the roadway to benefit cyclists The budget does not extend to the reconstruction of Westminster St east. Works in Westminster St have been included to improve safety at the Courtenay St intersection and in the vicinity of the school and also in Westminster St west to slow traffic. The request for additional in Westminster St should be raised in the LTCCP process so that this work can be investigated and funded appropriately The status of the city's roads is determined by the City Plan and any change to this would require a City Plan change. The City Plan team advised the Transport Network Planning team that seeking a resource consent is the best way to expedite the design that is proposed for Courtenay Street. The project is therefore proceeding on that basis. The proposed change to the entrance of this property may be able to be included in the implementation of the Courtenay St upgrade. However the resident would need to secure any consents that are needed in association with the reconfiguration of this access. This matter can be discussed with the project manager, once the proposal is approved by Council 	75.
-	<ul style="list-style-type: none"> It is outrageous that the Council has seen fit to take away valuable car parking. I have a business in the area and the Council has now let a bar/café open up saying that there is plenty of car parking in the area. Now the business owners that park their cars during the day down that side of the street will now park down my side of Westminster Street and take away my customers parks. There is no need for a road hump in Westminster Street as when you travel down there you actually slow down because you come to a blind corner and then a roundabout. 	<ul style="list-style-type: none"> A small amount of parking will be lost as a result of the installation of the parking bay and traffic calming measures on Westminster St east and west. It is considered that there is adequate parking in Westminster St to accommodate this loss without using all the available on street parking. While some parking will be lost, significant benefits will be gained in terms of slower vehicles speeds and safer pedestrian crossing routes One of the project objectives is to achieve optimum road safety for all road users, consistent with the principles of speed restraint 	76.
N	<p>I have studied your proposed plan for altering Courtenay Street and Westminster Street, and I have some issues with the changes:</p> <ul style="list-style-type: none"> Courtenay Street is already too narrow, if a vehicle is parked, there is insufficient room for two cars to pass. If the parked vehicle is large e.g. a 4WD, then often visibility is not great either. I have been almost caught many times. This is even more of a safety issue for cyclists, as they are forced into the middle of the road. In Westminster Street, the main problem is poor visibility for drivers and pedestrians at the corner. Your changes have not altered that, but instead you propose to put in place, what to young children, looks like footpath or a crossing, which it is not. This is a serious danger to the children who live in the area, or attend the school. I live in Jacobs Street, if these changes go ahead I will be almost boxed in by narrowed streets, whose egress is difficult, and visibility is now poor. If you wish to discourage traffic, where do you propose I drive? How should I get home? The intersection works fine as it is, I have never had problems there in 20 years. Certainly great care is required by pedestrians (and I have walked my children to school for many years) these changes will not alter that. If the curbs need repair/replacement, that is reasonable, but as to the rest, it is simply another waste of rate payers money. I pay a huge amount in rates now, and I do not like to see my money used in this way. Just because you allow for a certain sum in your budget, does not mean you need to spend it! Your proposed changes do not solve any problems, will create others, and cost a great deal of money. I cannot support them. 	<ul style="list-style-type: none"> There is sufficient room in this proposal for two cars to pass on Courtenay St The slower traffic environment improves safety for cyclists. At the narrowed kerb build outs, speeds will be reduced and it is expected that cyclists will take the vehicle lane as they travel through this narrowed part of the street Traffic waiting at the Give Ways at Courtenay St and Roosevelt St will have clear visibility to the left as they are sitting further forward in the intersection than currently Council's traffic engineers have identified the proposed school crossing area as the safest point at which to cross Westminster St, in the vicinity of the school. The proposal will not prevent access to properties but will require that vehicles travel more slowly It has been identified that the roundabout has safety issues and needs to be replaced. The traffic engineers advise that, at these low traffic volumes T-intersections do not create more accidents 	77.

SUPPORT CLAUDE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
-	<p>Firstly, we would like to applaud Mary Hay and the Planning Team for listening so closely to the residents of Courtenay and the other affected streets. The plan provided in this consultation largely fulfils our desire to calm traffic speed and behaviour without radically altering the footprint of our uniquely small street, and strives to provide a solution for the whole area: for adjoining streets and also the School. We are particularly happy about this, given the strong community focus of this part of St Albans.</p> <ul style="list-style-type: none"> • Positive points: <ul style="list-style-type: none"> - Appealing design that will enhance the street and surrounding area. - Functional design. Will calm traffic speed and make street safer/more user friendly for pedestrians/cyclists, especially children travelling to school. - Intersection in general: best solution for increased safety and better traffic management on all the affected streets that we've seen so far. Well done! - Platforms and pinch narrowing points on Courtenay. Great idea and well placed. Will allow traffic to flow while maintaining sensible speeds. Would like to see platforms made quite high, as our primary concern is traffic calming. - We're happy to see a design without cycle lanes, as it is our experience (both of us are commuter cyclists), that it is traffic speed, rather than dedicated lanes, that makes roads safe for cyclists. - The school drop-off areas: much overdue, and a good use of space. - Street plantings/trees are very good. Especially Kowhai for attracting native birds (areas like Packe St where they have been planted some years ago show that they also make excellent, low maintenance street trees). - Proposed School crossing area: much needed addition. In conjunction with a well-raised platform on Westminster and intersection will finally make this area safe for children. - Flooding issues will finally be addressed with new kerb and channel. • Negative points: <ul style="list-style-type: none"> - 10m width of Westminster St from Cranford into intersection with Courtenay and Roosevelt. Creates expectation of wide street in motorists coming from Cranford. Would also like to see narrower width leading into school crossing for safety. - Road marking of centreline through narrow points on Courtenay. Removal of centrelines will cause motorists to behave with greater caution through these narrow points. Centrelines would license them to drive through at speed, and many owners of wide vehicles are poor judges of their width through spaces like this. - No undergrounding of power/phone services, this is an important issue for the street because: <ol style="list-style-type: none"> 1. In a public meeting at English Park, Lorraine Wilmshurst stated that "undergrounding of services would be the carrot" (for residents to go ahead with improvements to Courtenay without trying to overturn its Collector status). 2. The Council has made significant savings in producing a plan that does not require land purchases. 3. Undergrounding allows the narrow street width to still provide full use of footpaths for pedestrians. Power poles require a large amount of footpath space. 4. Undergrounding was performed in the previous step of St Albans St from Rutland to Courtenay/Trafalgar, making this an equity/continuity issue. 5. It would be wasteful to not upgrade Courtenay to current standards elsewhere, if this improvement is indeed supposed to last decades as claimed. - We are also concerned that the use of Golden Elm (a 12m high tree) is out of scale to the narrowness of the street, and the closeness of houses to the road. Use of elm should be limited to few specimens. 	<ul style="list-style-type: none"> • It is expected that the platform and narrowing to 8 meters will slow traffic that has entered Westminster St from Cranford St. The school crossing area is narrowed to 8 metres, which is a significant change from the existing 10 metre road width. This area provides good sightlines in all directions and is located between two traffic calming platforms. After meeting staff on site to discuss the crossing area, St Albans School were in support of the proposal. • In response to consultation, the centre line between the kerb buildouts on Courtenay Street will be removed from the concept, in order to slow traffic further • In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there. • The golden elm is a medium size tree (10 to 15m high) and these will be planted in the larger areas, near the intersections 	78.

SUPPORT CLAUSE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
-	<p>This email is with regard to the proposals that are being considered for the Alterations of Courtenay Street in St Albans and the proposed alterations to the junction of Westminster Street and Roosevelt Street. Firstly, although I am not a resident, it would not surprise me if my wife and I drive through the junction of Westminster Street, Courtenay Street and Roosevelt Street at least 500 times a year going to and from Merivale and the surrounding area as we travel to see immediate relatives, attend Arthritis Exercise Classes, shop at Fresh Choice and therefore make heavy use of the junction and other streets in the area such as Rutland Street, Springfield Road, Gosset Street, Browns Road, Murray Place to name a few. I have looked at the plan and I would make the following comments:</p> <p>1) Street Lighting: The street lighting needs upgrading to match the same standard as St Albans Street and Cranford Street. The lighting on Cranford Street and St Albans Street presumably matches the joint AS/NZS 1158 used for these streets and if this is what has been used for them then the whole of the Street Area from <i>Cranford to St Albans Street via Courtenay Street, Rutland Street and Westminster Street</i> should be upgraded to make all street lighting consistent. The standard of street lighting is awful and has a distinct effect on vision going from street to street with very different standards of lighting.</p> <p>2) Vision Restrictions and Interference: The vision restrictions at the junction of Courtenay Street, Westminster Street is totally unacceptable. The approach to Courtenay, Westminster Street from the <i>North</i> via Roosevelt Street is perfectly adequate. However, if you approach Courtenay Street from the <i>East</i> your vision line to the traffic on Courtenay Street is interfered with by trees. Similarly, if you approach Westminster Street from the <i>South</i> via Courtenay Street your vision line to Westminster Street is blocked in Both directions to the East and West by trees, bushes and fences and the stream wall that services the properties that the stream flows through that ultimately joins into the Dudley Creek. If you approach Courtenay Street from the <i>West</i> you have the same problems, in fact this is I feel the most dangerous of all approaches to this junction. Travelling from the west you are totally blinded to all traffic coming up Courtenay Street and you virtually cannot see a car approaching to give way to until you are in the roundabout itself. The same problems as described before are the cause here, trees, bushes and fences and the stream wall impact on your vision to Courtenay Street so you can determine whether or not you should be giving way to the Courtenay Street traffic.</p> <ul style="list-style-type: none"> The Council needs to lower all fences and remove trees and bushes where necessary and remove the stream wall that is currently on Courtenay Street and retain the roundabout and rebuild it to the same standard as the St Albans Street - Rutland Street Junction and the St Albans Street, Trafalgar Street, Courtenay Street Junction so that all three junctions are consistent with each other. This is a major problem in Christchurch at the moment in the way streets are designed. Depending on who is doing the design work and the ideas of the day, the traffic system is becoming cluttered with inconsistency in respect of its design. This road is an important part of the collector road system in that you can come from Cranford Street via Westminster Street, Courtenay Street, St Albans Street and then turn left into Springfield Road to access the One Way System via Durham Street North and in some respects is a quicker route of travel as you avoid a lot of traffic lights travelling via Cranford, Sherbourne Streets etc. <p>Footpaths: The Standard of the footpaths in this area is unacceptable. They do not meet the requirements of NZS 4121:2001 Design for Access and Mobility - Building and Associated Facilities and in at least 4 places on Westminster Street the footpaths turns into swales and floods as has occurred over the weekend of the 23rd to 24th August 2008 in the rain.</p> <p>Undergrounding of Services: The Christchurch City Council should be undergrounding all services as part of this project including all electrical and telephone to bring this street up to the same standard as St Albans Street it connects with. Springfield Road and St Albans Street are already converted to underground services for street lighting, telephones etc and although I note that the documents say that this project does not include the undergrounding of services, <i>the undergrounding of services should be done.</i></p> <ul style="list-style-type: none"> Mary, I may not have covered everything, but I hope it gives some thoughts to add to our previous phone conversations 	<ul style="list-style-type: none"> In the vicinity of the road works, the street lighting will be upgraded to the required standards Traffic waiting at the Give Ways at Courtenay St and Roosevelt St will have clear visibility to the left as they are sitting further forward in the intersection than currently Traffic on Westminster St will have priority and will not have to give way to on coming traffic The concrete headwall at the intersection of Courtenay/Westminster will be replaced with see-through rail fencing. The landscaping in this area will be reviewed and thinned out, where necessary to open up sightlines In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. The proposed 1.5m wide footpath on Courtenay St meets NZS 4121:2001. The full reconstruction of Westminster St or Roosevelt Ave footpaths cannot be included as part of this project because funding has not been allocated to this in the LTCCP. The proposed traffic calming will prevent cars parking on the footpath in parts of the street, which will have some benefits in terms of accessibility In response to consultation, the power lines in Courtenay St will be undergrounded as part of the road reconstruction. This is consistent with the Council's working policy to consider undergrounding of services for roads classified as collector status, and above, in the City Plan road hierarchy. St Albans Street services, which these proposals are intended to be consistent with, had services undergrounded as part of the recent street works there. 	79.
-	<p>I have a couple of comments to make re this information sheet.</p> <ul style="list-style-type: none"> Will the new kerbing have a drop to the road surface? Cars are currently parking for this section and past the round-a-bout half on the footpath hindering the movement of pedestrians. Will the removal of the round-a-bout slow the traffic or provide faster access through the intersection? How difficult will it be to approach the threshold at speed. This is a high traffic area in the morning and afternoon. There will need to be tactile tiles at designated crossing points and the corners. 	<ul style="list-style-type: none"> The proposal will include kerb and flat channel and kerb cutdowns at crossing points. In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. This will prevent cars parking on the footpath in parts of the street, which will have some benefits in terms of accessibility The replacement of the roundabout with the proposed offset T-intersections is intended to slow traffic at this intersection and enhance road safety for all users Tactile pavers will be included at all the corners of the intersections and at the proposed school crossing area 	80.
-	<p>Here are the points of [the St Albans School] submission.</p> <ul style="list-style-type: none"> The P5 changes to P10 to allow families to pick up their children and not breach the time restriction Our priority is traffic calming and safe passages to cross for our pupils and their families To remove the proposed seating in the area being developed by Roosevelt Avenue To support the placement of fruit trees in the area being developed by Roosevelt Avenue To support the lengthened yellow lines and recessed parking to improve the line of sight for traffic and people crossing form our back gate To support the change from a round about to a three pronged T junction with give way signs To support the development of a new footpath on the school side of Westminster Street towards Cranford Street 	<ul style="list-style-type: none"> In response to consultation and feedback provided from St Albans School, the parking bays will include a P10 parking restriction In response to consultation, the seats and cobbled area will be replaced with landscape planting While the residents of Courtenay St requested the inclusion of fruit trees in the concept, the consultation feedback indicated a mixture of support and opposition to this aspect of the proposal. However, as St Albans School have indicated that they would harvest the fruit and use it in their food technology classes. Therefore the proposal to include fruit trees has been retained in the concept. The fruit trees will be placed clear of footpaths to prevent dropped fruit from becoming a tripping hazard Pear and plum trees were selected as they will not require a lot of maintenance as many fruit trees do. In response to consultation, a cherry tree will also be included in the proposal. The fruit from these three trees should mature at different times over summer 	81.
Y	<ul style="list-style-type: none"> As our children have to cross Westminster Street to get to St Albans School, we are happy to see that changes are proposed to slow down traffic through this area, especially around the Westminster Street entrance to St Albans School. A suggestion for the future would be to turn the Westminster Street end of Roosevelt Avenue into a cul de sac, as it is designated as a local street. This would further reduce traffic flow through this bottleneck intersection. Adding narrowed sections to Roosevelt Avenue would help slow down traffic flow on this wide street also. 	<ul style="list-style-type: none"> The measures are intended to offer speed management and pedestrian safety benefits to both Westminster Street and Roosevelt Avenue, without potential local access inconvenience for many local residents and visitors alike that could well result in closing either road. 	82.

SUPPORT CLAUSE	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE	No
N	<p>We the undersigned [6 residents] do not support the currently proposed plan for Courtenay St / Westminster Street. We believe the proposed plan intersection changes and traffic calming to Courtenay Street will deter traffic using Courtenay Street in favour of Westminster Street (the section between Roosevelt St and Rutland St).</p> <ul style="list-style-type: none"> Westminster Street has blind bends, three intersections and undifferentiated footpaths on the Creek side which already pose serious safety issues. Increased traffic flows on Westminster St will make it more difficult for residents to access their driveways and increase the risk for pedestrians with motorists potentially crossing onto the footpath (due to the narrow footpath and non-existent gutter). Additionally there is a problem with children venturing onto the road due to difficulty distinguishing between the road and the footpath and a lack of safe places to cross the street. Speed is often an issue on our street with the bends and contours of the road requiring speeds of less than 50km/hr in order to safely travel along it even though a number of motorists choose go much faster than 50km/hr along it. The bends in the road seem to attract "boy-racers" since it makes it more exciting for them to speed around them. <p>We the undersigned request that:</p> <ul style="list-style-type: none"> changes be made to the Courtenay/Westminster Sts intersection proposal that would lead to more equal distribution of traffic along both roads Westminster St included in the plan for traffic calming the footpath along the creek-side of Westminster St be improved to enable safe pedestrian use We also request a meeting with Council Staff to discuss improvements to the plan. <p>Additional Comments</p> <ul style="list-style-type: none"> Most properties on this stretch of Westminster Street do not have on site manoeuvring space so need to reverse onto the road endangering the efficiency and safety of the road. Visitor's vehicles need to park on the street because of the lack of manoeuvring space and are at great risk of being hit as they access their car, the parked cars often protrude dangerously at many points along the road. Regarding the Roosevelt St intersection into Westminster Street – if the footpath remains as it is now then turning cars onto Westminster may cross onto the footpath Increased use of the St Albans St to Westminster St route (via Rutland St) will likely lead to a back up of cars on Rutland St waiting to turn right into Westminster St thus increasing danger to pedestrians crossing at this blind spot and causing traffic congestion I spoke to a pedestrian recently using Westminster Street. She will not use the creek-side footpath as she feels unsafe. A mother with a double pram said she cannot use the creek-side footpath as she has a double width pram and cannot fit between the hedges and lampposts along the way. The frequency of burn-outs is increasing between Carrington and Jacobs in the evenings. 	<ul style="list-style-type: none"> In response to consultation, a proposal for traffic calming on Westminster St, between Roosevelt Ave and Rutland St has been developed. It is anticipated that this will assist in balancing the traffic flows between Courtenay and Westminster Streets and provide safety benefits by slowing traffic The full reconstruction of Westminster St or Roosevelt Ave footpaths cannot be included as part of this project because funding has not been allocated to this in the LTCCP. The proposed traffic calming will prevent cars parking on the footpath in parts of the street Council staff met with residents to discuss the proposed traffic calming The proposed traffic calming on Westminster St will slow traffic and provide some protection for cars accessing adjoining properties The reconfiguration of the Westminster St/Roosevelt Ave will be designed to discourage cars from mounting the footpath at this intersection The flow of traffic is expected to be balanced by the proposed traffic calming The proposed traffic calming is expected to enhance pedestrian safety and provide safer crossing points but will not solve all of the existing issues on Westminster St. The issue with access between power poles and hedges has been brought to the attention of the network operations team 	83.
N	<ul style="list-style-type: none"> As per submission No. 83 	<ul style="list-style-type: none"> As per submission No. 83 	84
N	<ul style="list-style-type: none"> As per submission No. 83 	<ul style="list-style-type: none"> As per submission No. 83 	85
N	<ul style="list-style-type: none"> As per submission No. 83 	<ul style="list-style-type: none"> As per submission No. 83 	86
N	<ul style="list-style-type: none"> As per submission No. 83 	<ul style="list-style-type: none"> As per submission No. 83 	87
N	<ul style="list-style-type: none"> As per submission No. 83 	<ul style="list-style-type: none"> As per submission No. 83 	88
N	<ul style="list-style-type: none"> Object to loss of street parking for our property Loss of roundabout will increase accidents at intersection Failure to utilise designated road widening in Courtenay and Westminster Sts demonstrates a breakdown of Council planning and process. What do traffic engineers say? Drainage headwalls at stream are continually covered by graffiti, additionally they impede vision for road users. How can their retention be a secondary objective? The project should be deferred until a wider view is taken of the road requirements for the school, properties and now increasing nearby business use This is the pedestrian access to the school and maybe cycling should be considered. The school is well served with two carparks that serve English Park off Sheppard Pl and Cranford St. There was a school pedestrian crossing on the Westminster St entrance, BUT the CCC removed this some 20 years ago! Once again we see Council planning & processes rampant far in excess of community need or affordability. Go back to basics. Is the Courtenay St kerb and channel really that bad or do you have to spend the money? 	<ul style="list-style-type: none"> A small amount of parking will be lost as a result of the installation of the parking bay and traffic calming measures on Westminster St east and west. It is considered that there is adequate parking in Westminster St to accommodate this loss without using all the available on street parking. While some parking will be lost, significant benefits will be gained in terms of slower vehicles speeds and safer pedestrian crossing routes. It has been identified that the roundabout has safety issues and needs to be replaced. The traffic engineers advise that, at these low traffic volumes T-intersections do not create more accidents In terms of the planning for this area, the measures for Courtenay Street are intended to represent an appropriate local application of the adopted Urban Development Strategy objectives for transport (with a greater emphasis on more sustainable modes), together with the Government's recently published and updated New Zealand Transport Strategy, which places far greater emphasis on active travel modes (cycling and walking) and road safety improvements The concrete headwall at the intersection of Courtenay/Westminster will be replaced with a 'see through' rail fence. The landscaping in this area will be reviewed and thinned out, where necessary, to open up sightlines The objectives of the project included slowing traffic and improving cycle and pedestrian safety and amenity. For the proposed design these objectives are best met with a road design that does not have dedicated cycle lanes and achieves speed restraint at entry points and throughout. There will be some additional space for cyclists, due to the removal of the dish guttering and replacement with flat channel. The replacement of the roundabout will improve safety for cyclists at this intersection The project is driven by the need to replace the kerb and channel in Courtenay St 	89
-	<ul style="list-style-type: none"> Great plan, go for it! 	-	90





8. DEPUTATIONS BY APPOINTMENT

8.1 JOHN PIPE – WESTMINSTER SPORTS INC APPLICATION TO LEASE WESTMINSTER YARD SITE

9. PROPOSED NAME CHANGE FOR HAZELWOOD TERRACE

General Manager responsible:	General Manager, City Environment Group DDI 941-8606
Officer responsible:	Unit Manager Transport and Greenspace,
Author:	Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to one street name change.

EXECUTIVE SUMMARY

2. A request has been received to change the name of Hazelwood Terrace, a private right of way which runs off Hussey Road. The request comes from the owner of 12 Hazelwood Terrace.
3. The right of way is a looped lane with both entries opening onto Hussey Road. The reason for this request is that originally the name of the street was intended to be Millpark Terraces but due to a misunderstanding the name Millpark was allocated to another street in the area and the name Hazelwood was allocated, apparently without consultation with the residents.
4. The majority of current residents and owners would like to change the name prior to the completion of the development that is currently occurring on the street and all but two of the current residents and owners have agreed to the change. One of the current owners is developing the street and owns the majority of the sections and has agreed to the proposed name change. The remaining two residents have expressed no preference either way.
5. The submission proposes three alternative options for Hazelwood Terrace which are, in preferential order: Country Club Lane, Millwood Terrace and Parkwood Terrace
6. Country Club Lane is not recommended due to the existence of several similar names such as Country Lane, Country Place and Club Lane. However, it is felt that the use of Country Club Terrace would provide enough differentiation from other streets and satisfy the wishes of the residents. The basis of using Country Club Lane is due to the presence of Styx Mill Country Club on the corner of Hazelwood Terrace.
7. It is Council policy that all private Rights of Way be named as lanes. However, in this case the street has already been given the designation Terrace and as such set the precedent for this to remain.
8. There are seven other streets in Christchurch with the word Mill in their name including several in the same area which may lead to confusion. Parkwood Place already exists together with several other names with Park in them including Park Terrace.

FINANCIAL IMPLICATIONS

9. There are no financial cost to the Council. The cost of the name plate manufacture and installation is charged directly to the residents.

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

10. As above.

LEGAL CONSIDERATIONS

11. The Council has the power under section 319(j) of the Local Government Act 1974 that enables the Council to alter the name of any road. The power contained in section 319(j) has been delegated by the Council to its Community Boards.

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

12. No legal implications have been identified.

9. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Does not apply.

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

14. Does not apply.

ALIGNMENT WITH STRATEGIES

15. Not applicable.

Do the recommendations align with the Council's strategies?

16. Not applicable.

CONSULTATION FULFILMENT

17. The owners and residents of Hazelwood Terrace have been consulted and in excess of the 85% required have agreed to the change.

STAFF RECOMMENDATION

It is recommended that the Board approve the proposed name change of Hazelwood Terrace to Country Club Terrace.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.





10. WESTMINSTER SPORTS INC – PROPOSED LEASE



General Manager responsible:	City Environment Group, DDI 941- 8608
Officer responsible:	Asset and Network Planning Unit Manager
Authors:	David Sissons Parks and Waterways Planner, Mary Hay Consultation Leader and David Rowland Property Consultant

PURPOSE OF REPORT

1. The purpose of this report seeks the Board's support and recommendation to Council to grant a long term ground lease to Westminster Sport Incorporated (WSI) over the former works yard in Westminster Street.

EXECUTIVE SUMMARY

2. Westminster Sports Incorporated is a new organisation whose principle objectives are to assist in the development of sport in the Christchurch area, meet and promote the interests of its members. They are keen to establish a new multi sports facility and complex on the former Council works yard in Westminster Street.
3. They are seeking a long term ground lease of up to 35 years over the site with the rental being based on the Councils standard sports club ground rental policy.
4. The Council in February 1993 resolved "That the Westminster Street Yard be retained for recreational development in conjunction with adjoining and other interested sports clubs".
5. The Societies application has been considered by staff and subject to some reservations that can be resolved the application is supported as detailed in this report.
6. An outline of the proposal was distributed as a Public Information Leaflet to the wider community (**attachment 1**). The community feedback and responses from WSI and Council staff are discussed in the Consultation Fulfilment section of this report at clause 22 and included in the Consultation Schedule (**attachment 2**). The formal public consultation received 118 submissions.
 - 89% responded "YES – I support this proposal"
 - 6% responded "NO – I do not support this proposal"

FINANCIAL IMPLICATIONS

7. There are no financial implications relative to the application to lease the site beyond the costs detailed in clause 10. Council's sports club rental policy would be implemented given the nature of the proposal even though the site is freehold lands.
8. It is estimated using the Council standard sports club ground rental calculation the annual rental will be in the region of \$6000 per annum. This is solely dependant upon building and site requirements and also substantially lower than a market related ground rent.
9. It has been proposed as part of the rejuvenation of Westminster Park to replace the public toilets and changing sheds. They currently are inadequate. WSI have been advised that the Council would contribute \$100,000 towards public toilets and changing facilities within the new complex should the project proceed.
10. There is a financial commitment to undertake the Environmental Assessment Report just in excess of \$25,000 + GST.
11. In reaching a conclusion to ultimately lease the site to WSI Council should also be mindful and consider in commercial terms the financial viability of the project. There is no proposals within the Annual Plan nor LTCCP to acquire such a facility should the project reach fruition then at some future date encounter financial difficulties.

10. Cont'd

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

12. Yes. Recreation and leisure: Sports support and promotion LTCCP Page 137. Also the lease will enable the Council to maintain and renew park assets, being public toilets and changing rooms for Westminster Park Sports Park. LTCCP page 127

LEGAL CONSIDERATIONS

13. Any lease approved by Council would be subject to the usual Council lease terms and conditions for this type of lease and be prepared by the Legal Services Unit.
14. It is sound business practice that a specific stipulation of the lease be inserted that should WSI for what ever reason relinquish possession of the site the improvements would revert to the Council without compensation what so ever and the lease would terminate.

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

15. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. It supports the Strategic Direction Strong Communities: 5. Encourage healthy and active lifestyles, by:
- (a) Providing parks, public buildings, and other facilities that are accessible, safe, welcoming and enjoyable to use;
 - (b) Providing and supporting sport, recreation and leisure activities.

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

17. It supports the draft Parks and Open Spaces Activity Management Plan by enabling upgrade of public toilets and changing rooms for Westminster Park Sports Park to achieve Activity Management Plan targets:
- (a) Proportion of senior use sports parks with toilet facilities 100%.
 - (b) Proportion of users satisfied with toilet facilities on sports parks 100%.
 - (c) Proportion of sports parks with pavilions/changing facilities (club or Council) 79%.
 - (d) Proportion of users satisfied with changing facilities on sports parks >55%.
18. Recreation and leisure: Sports support and promotion LTCCP Page 137. Also the lease will enable the Council to maintain and renew park assets, being public toilets and changing rooms for Westminster Park Sports Park. LTCCP page 127

ALIGNMENT WITH STRATEGIES

19. It supports the draft Parks and Open Spaces Activity Management Plan by increasing public supervision of Westminster Park, thus increasing the feeling of safety: Proportion of park users that feel safe in parks during the day are over 90%.

Do the recommendations align with the Council's strategies?

20. Yes: It also supports the Council resolution of February 1993 "That the Westminster Street Yard be retained for recreational development in conjunction with adjoining and other interested sports clubs"

10. Cont'd

21. Yes: Recreation and Sport Strategy 1.1.2: Manage, maintain and redevelop existing facilities (and open space) to meet current and future participation expectations and trends wherever possible.

CONSULTATION FULFILMENT

WSI Consultation Process

22. In terms of membership, WSI has eight member clubs, not nine as mistakenly mentioned in the Public Information Leaflet. Westminster Petanaque is not a member of WSI.
23. WSI has advised the following in terms of consultation with its eight member clubs:
- (a) All clubs have attended meetings where the concept has been discussed, and a brief list of requirements has been supplied by each member. This list formed the basis of their original concept.
 - (b) All member clubs are sent the minutes of the board meetings so they are aware of how the project is progressing. The CEO also attended at least one committee meeting for each of the members to present information updates in person. An update is also given at each Annual General Meeting of Westminster Sport.
 - (c) The intention is that, once the lease is secured, there will be greater consultation with the member clubs to finalise the final requirements of each member. This level of detail is not required by the organisation until the lease is granted.

City Council Consultation Process

24. The formal public consultation period was open from 21 July 2007 until 8 August 2008. A public information leaflet and feedback form was delivered to approximately 700 surrounding residential properties and a number of other key stakeholders. This pamphlet included a feedback form and a summary of the concept with an initial site plan, location plan and elevations of the proposed facility (refer attachment 1). Council staff sought feedback from the community to see whether the proposal was generally supported and asked for any additional comments. Also included was an offer to meet onsite, if requested. The proposal was advertised in local media and on the CCC Have Your Say website.
25. On Thursday 31 July, Council staff and representatives from Westminster Sports Incorporated were available to discuss any questions about the proposal. This 'Project Information Session' was held at the Papanui Service Centre Board Room and included a presentation from Westminster Sports Incorporated and opportunities for discussion with the community. Board members were invited to this workshop. Approximately 12 members of the community attended this session.
26. Further discussions were had with three residents adjoining Westminster Park that expressed concerns about the effects of the proposed outdoor multipurpose courts, specifically in terms of noise and lighting.
27. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed. Submitters were also advised that they would receive further correspondence prior to a decision being made.
28. Once the concept was finalised by WSI and Council staff in August 2008, all respondents were sent a final reply letter that outlined the outcome of consultation, included the finalised site plan. The letter informed respondents that a report would be presented to the Shirley/Papanui Community Board for their consideration and that final approval would be required from Council. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made.

10. Cont'd

Consultation Outcome

29. The consultation received a 17% response rate (118 responses), which is a moderate level of response from the community.
30. Community feedback was generally very positive. The consultation outcome and WSI and Council staff responses are included in attachment 2.
 - 9% responded "YES – I support this proposal"
 - 6% responded "NO – I do not support this proposal"
 - 5% didn't indicate a preference
31. Submissions were received from a number of the directly affected residents and sports groups. No submissions were made from the two affected residents' associations, although the Shirley Residents' Association attended the Project Information Session.
32. Seven submissions indicated that they **did not** support the proposal. They cited a range of reasons. These are outlined below:
 - (a) Noise and lighting from multipurpose courts
 - (b) Scale of the proposal – it is too big, adverse visual effects
 - (c) Location of the proposal – should be next to Mairehau High School
 - (d) Need for the proposal - there is not a need for more sporting facilities or childcare facilities
 - (e) Cost of the proposal - effect on rates
 - (f) Inappropriate use of Westminster Yard – should be private housing, medical centre, preschool or shops
 - (g) Traffic – effects on on-street parking
 - (h) Concern that the facility would not be shared with the community
 - (i) Development of Westminster Park needs to proceed sooner than planned
33. The **key issues raised** in the public consultation, and the responses from WSI and Council staff, are outlined below. A 'key issue' has been defined as something that has been identified by significant numbers of individual submissions and/or an issue raised by key stakeholders (such as adjoining residents).

Key issues for WSI:

- (a) Request for more car parks
 - (i) The number of car parks required by a facility of this type will be determined by the City Plan, through the resource consent process. The aim of this proposal is to cater for the parking requirements of the users of the facility, most of who currently use Westminster Park's sports fields and park on the surrounding streets. The proposal will result in a small increase in the use of this area but provide a substantial increase in available parking.

10. Cont'd

- (b) Opposition to outdoor courts by neighbours.
 - (ii) Most of the noise that is generated from the facility will occur indoors, with the exception of the carpark and the outdoor courts. Council staff and WSI met residents on site to discuss possible mitigation of potential noise and lighting effects. The residents were advised that low level down-lights are proposed, which will not result in light spill. WSI has redesigned the courts to move them further away from neighbours and allow for screening of the property boundaries.

Key issues for Christchurch City Council:

- (c) Traffic issues and parking on Westminster Street and surrounding streets:
 - (i) Traffic manoeuvrability on surrounding streets - Council is aware of the existing issues on Westminster Street with traffic and parking, which is created by users of Westminster Park, particularly on the weekends. Given that the WSI proposal will cater for the parking requirements of the users of the facility, most of whom currently use Westminster Park's sports fields, it is anticipated that this proposal would significantly reduce the parking demand in the surrounding streets. However, Council staff have requested that the installation of No Stopping lines on Westminster Street near its intersections with Fergusson Avenue, Mahars Road and Greenwood Close be investigated.
 - (ii) Traffic speed on surrounding streets – An assessment of the traffic effects of this proposal on the surrounding road environment has not been undertaken by staff. Therefore amendments to the existing roading environment, such as speed bumps, have not been recommended as part of this report.
 - (iii) Parking - The proposal will result in a small increase in the use of this area but provide a substantial increase in available parking.
- (d) Issues relating to the development of Westminster Park:
 - (i) Council's long term plans are to open up the park to Westminster Street so that visibility to the park is improved. A landscape plan, which will consider the arrangement of carparks, paths, waterways and landscaping, is yet to be developed. It is anticipated that this will be drafted once the plans with Westminster Yard have been confirmed.

The **attached** consultation schedule includes all of the feedback received from the community and the responses from WSI and Council staff.

- 34. The WSI and Council staff considered this consultation feedback and revised the concept plan by including **following amendments**:
 - Reorientation of outdoor multipurpose courts and provision of screening.
- 35. The final concept plan, which includes the above amendments, is included as **attachment 3** and recommended for approval by Council, via the Shirley/Papanui Community Board. If approval is granted, WSI will apply for resource consents for this proposal.

10. Cont'd

STAFF RECOMMENDATION

It is recommended that the Council support the application by Westminster Sports Incorporated for a 35 year lease over the former Westminster Works Yard being described as part of part Lot 65 DP 13198 comprised in freehold Certificate of Title CB2C/1423 having an area of approximately 1.2500 ha as shown on the plan attached to this report and subject to:

- (a) Delegated authority being granted to the Corporate Support Manager to finalise the formal lease when all conditions relating to the lease have been obtained, satisfied and consents held.
- (b) That a monitoring group be established meeting quarterly to assess progress with the project and that Westminster Sport Incorporated and the Council each have three nominated representatives on the monitoring group. Council representatives shall report progress to the Shirley/ Papanui Community Board.
- (c) Westminster Sport Incorporated:
 - (i) satisfying the Corporate Support Manager as a precondition of any lease that the project is financially viable and that sound funding lines of credit have been arranged.
 - (ii) obtaining the necessary Resource and Statutory consents necessary to proceed with the project
 - (iii) making an independent decision whether or not to proceed subsequent to taking independent design, engineering and structural advice relative to the proposed building following release by the Council of the Environmental Assessment on the site.
 - (iv) having a period of three years from the date of any Council resolution to grant a lease to either accept or decline the Council's offer to lease enabling them to consider all aspect of the proposal including sources for funding.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation (a), (b) and (c) be adopted, and further:

- (d) That a time frame for the report back to the Board by the nominated Council representatives be established.
- (e) That clarification be sought as to the process for establishing the monitoring group.

10. Cont'd

BACKGROUND (THE ISSUES)

36. The former Westminster Street Works yard has been closed for some years is known to have been filled, being located on or adjacent to a former landfill with potential contamination and landfill gas issues, four under ground diesel tanks have been removed and bitumen was stored on site.
37. An earlier soils investigation report undertaken by MWH New Zealand Ltd dated May 2004 undertook a study of the front portion of the site. That report was comprehensive and self explanatory and although the extent of that report was limited it did record that there are issues with the site.
38. An environmental site assessment and report has been commissioned and the outcome of the soils investigation work will address and evaluate the site issues. This will enable an assessment to be undertaken by both the Council and WSI to determine whether or not this site is suitable to be leased enabling the establishment a new multi sports facility.
39. Westminster Sports is a fully Incorporated Society and whose initial membership comprised the Christchurch Football Club, Christchurch Football Club Netball, Christchurch Football Squash Club Incorporated, Canterbury Lacrosse Club, Western Association Football Club Incorporated, Canterbury Judo Area Association Incorporated and who have now been joined by sports groups representing the Australian Football League (AFL) and Korfbal.
40. The principle objectives of Westminster Sport are to assist in the development of sport in the Christchurch area, meet and promote the interests of its members.
41. Membership as September 2008 was a total of 2416 comprising:
- | | | |
|------------|-----|-------|
| • Rugby | 850 | 35.2% |
| • Squash | 275 | 11.4% |
| • Netball | 90 | 3.7% |
| • AFL | 150 | 6.2% |
| • Lacrosse | 38 | 1.6% |
| • Judo | 413 | 17.0% |
| • Korfbal | 50 | 2.1% |
| • Soccer | 550 | 22.8% |
42. There is a noticeable movement by sports groups to combine within structures like WSI for the benefit of all participants. In 2008, in response to this interest among sports clubs, national and regional sports organisations, and potential investors like councils and community trusts, Sport and Recreation new Zealand (SPARC) commissioned Peter Burley, Director of Sport Guidance, to examine how eight 'sportville' projects had evolved and developed, and what lessons could be learned. This report is available at <http://www.sparc.org.nz/partners-programmes/active-communities/sportville-model-review>.
43. The article concludes that "Six of the eight are succeeding while one is defunct and the other has been struggling. Those that are successful are generally very successful. They display healthy financial positions, and are able to demonstrate growth in sport participation by the constituent clubs that formed them. They are able to show much more than this. Many of the successful clubs also provide a range of programmes that they are now able to support as a result of the increased human capital and infrastructure they created out of forming collectives. For sports leaders, council politicians and officers, and investor organisations alike, the report is a valuable resource."
44. WSI have taken independent professional advice relative to the proposed sports stadium and early cost estimates for the proposed complex are \$6 million. Their Quantity Surveyors have commented that they have allowed for a Ribraft floor system due to the known ground conditions however they have not made allowance for piling, interior fit out, building consents, resource management fees, development levies if applicable, contingencies and importantly inflation.

10. Cont'd

45. Inflation has been suggested at 4% per annum and dependant on the time required to obtain all consents such as, lease approval, Resource Consents, Building Consents, Fund raising and construction period this could well increase costs to around \$7 million on the premise that the complex would be complete during 2011. This is at variance with that suggested by WSI whose estimate is well below that of staff. Additional costs as detail in clause 44 above would also be incurred.
46. Council staff have undertaken an analysis of the Business Plan submitted by WSI and have considered their response to a number of verbal questions. Most of the questions and understanding of the operations of the complexes comes from Councils knowledge and understanding of both day to day operations and issues of sports complex management plus longer term capital commitments and known replacements.
47. It is concluded initially from that analysis that the operating cost and revenue projection are overstated and or overly optimistic. In addition greater detail and financial analysis and discussion with WSI is needed relative to there projected construction costs as it is the view of staff that adjustments require to be considered before final decisions are made to proceed with the proposal.
48. Of concern is the level of "Grants and Sponsorship" required on an annual basis to ensure the complex remains viable and operation in the Community. These concerns are an operational activity that WSI would manage however should the activity cease to function there are no proposals nor intent to acquire the complex even though the improvements are on Council freehold lands.
49. Section 218 (1) (a) (iii) of the Resource Management Act 1991 defines the term subdivision of land in this case as "The division of an allotment by a lease of part of the allotment which including renewals, is or could be for a term of more than 35 years. The City Plan replicates these provisions. Council has two options in this regard, either lease the site for a total of 35 years less one day and comply with the provisions of the City Plan but not incur additional costs associated with the creation of a new certificate of title by way of subdivision or incur subdivision costs, create a new certificate of title by way of subdivision. Costs associated with this are estimated at \$10,000 + GST.
50. Should however WSI require a longer term lease and this may be determined by financing arrangements, this is feasible with Council consent, although it is considered that the subdivisions cost mentioned should be borne by WSI.
51. The proposed complex is shown in schematic form as attached to this report. The concept is preliminary only however shows the scale, location and form of the facilities. There is provision for a Community Sports Facility, Sports Hall along with associated changing and recreational facilities. Planning indicates that additional services such as a commercial gym, on site physiotherapist and café are possibilities. Off street car parking for over 120 car is provided as are exterior all weather multi purpose courts.
52. Associated with the complex is a proposed early childhood centre to meet the demands of those parents utilising the complex, it could also serve the local community. It is understood that dialog has commenced between WSI and the St Albans Early Childhood Centre although no determination or lease arrangements have been finalised. Relative to the total development this is too premature.

The proposal includes:

- community sports facility (with public changing rooms and toilets)
- multi-purpose sports hall
- early childhood centre
- new car park

Public Consultation

Please consider the attached plans and let us know what you think about them. We would be happy to meet you onsite to discuss the proposal, if that would help clarify the proposal.

Westminster Sports Inc will be available to discuss the proposal at a Project Information Session at Papanui Service Centre Board Room, corner of Langdons Road and Restell Street, on **Thursday 31 July from 5pm until 7pm**. Westminster Sports Inc will give a short presentation at 5pm, which will be followed by general discussion. This presentation will be repeated at 6pm. Plans and project information will be on display and Council staff will be available to answer your questions and hear your concerns

If you have any comments in regard to this project, please complete the attached form with any feedback and return it by **Friday 8 August 2008**.

Timeline

Once consultation has been completed, the concept will be finalised and amended to reflect community views, where appropriate. A Board report, which considers the club's application to lease the Council site and the outcome of this consultation, will be presented to the Shirley/Papanui Community Board for their consideration.

At this stage it is anticipated that the Board will consider this proposal in September 2008.

If the Community Board grants a lease, Westminster Sports will then apply for a resource consent to build the facility.



Westminster Sports Inc – Application to lease Westminster Yard site

HAVE YOUR SAY

The Council is interested to read or hear your feedback on this plan. This plan is NOT finalised or detailed and is presented as part of our consultation process.

You can comment by:

- Returning the freepost feedback form enclosed with this leaflet
- Visiting the Christchurch City Council 'Have Your Say' website at www.ccc.govt.nz/haveyoursay
- Attending a Project Information Session at Papanui Service Centre Board Room, corner of Langdons Road and Restell Street, on **Thursday 31 July from 5pm until 7pm**. Westminster Sports Inc will give a short presentation at 5pm, which will be followed by general discussion. This presentation will be repeated at 6pm. Plans and project information will be on display and Council staff will be available to answer your questions and hear your concerns

If you would like to discuss any aspect of this proposed plan or the consultation process, please contact:

Mary Hay
Consultation Leader
Christchurch City Council
Papanui Service Centre
Phone (03) 941-5410 or 027 232 7467
Email: mary.hay@ccc.govt.nz

Please ensure that your feedback reaches us by **Friday 8 August 2008**.

This leaflet includes the plans for a multi-sport facility that is proposed by Westminster Sports Incorporated. The proposed facility is located on Council land and, as such, requires a lease from Council. Community views are therefore being sought about this proposal.

Background - Westminster Yard site

The City Council has been looking into possible future uses of the old Council works yard, located adjacent to Westminster Park and known as 'Westminster Yard', for some years. The existing sports buildings at Westminster Park are in poor condition, and the Council has been encouraging clubs to explore ways of combining their resources to provide better facilities. The Council is keen to encourage clubs to work together and share recreational resources in Christchurch.

Westminster Sports Incorporated – Proposal for multi-sport facility

In order to share resources at Westminster Park, Westminster Sports Inc have formed as an umbrella group of the following local sports clubs: Christchurch Football Club, Christchurch Football Club Netball, Christchurch Football Club Squash, Canterbury Australian Football League, Canterbury Judo Area Association, Westminster Korfbal, Canterbury Lacrosse, Western Association Football Club and Westminster Petanque.

Westminster Sports Inc is proposing to establish a community sports facility at Westminster Yard. This includes a community sports facility (with public changing rooms and toilets), a multi-purpose sports hall, an early childhood centre and a new car park. The proposed facility would replace the existing sub-standard park buildings and gravel car park. In the longer term, the removal of the existing park buildings and car park would enable the Council to open up the park to Westminster Street and to landscape the new street frontage.

The site plan overleaf illustrates the proposal. Also enclosed is a location plan, which shows the proposal in relation to Westminster Park and also elevations of the proposed facility.

Christchurch City Council – Lease of Westminster Yard site

In order to progress this proposal Westminster Sports Inc requires a lease from Council for the use of part of Westminster Yard. If the lease is granted, Westminster Sports Inc would then require a resource consent to build the facility.

Mary Hay
Consultation Leader
Christchurch City Council
Papanui Service Centre
PO Box 5142
CHRISTCHURCH
Phone (03) 941 5410 or (027) 232 7467
Email: mary.hay@ccc.govt.nz



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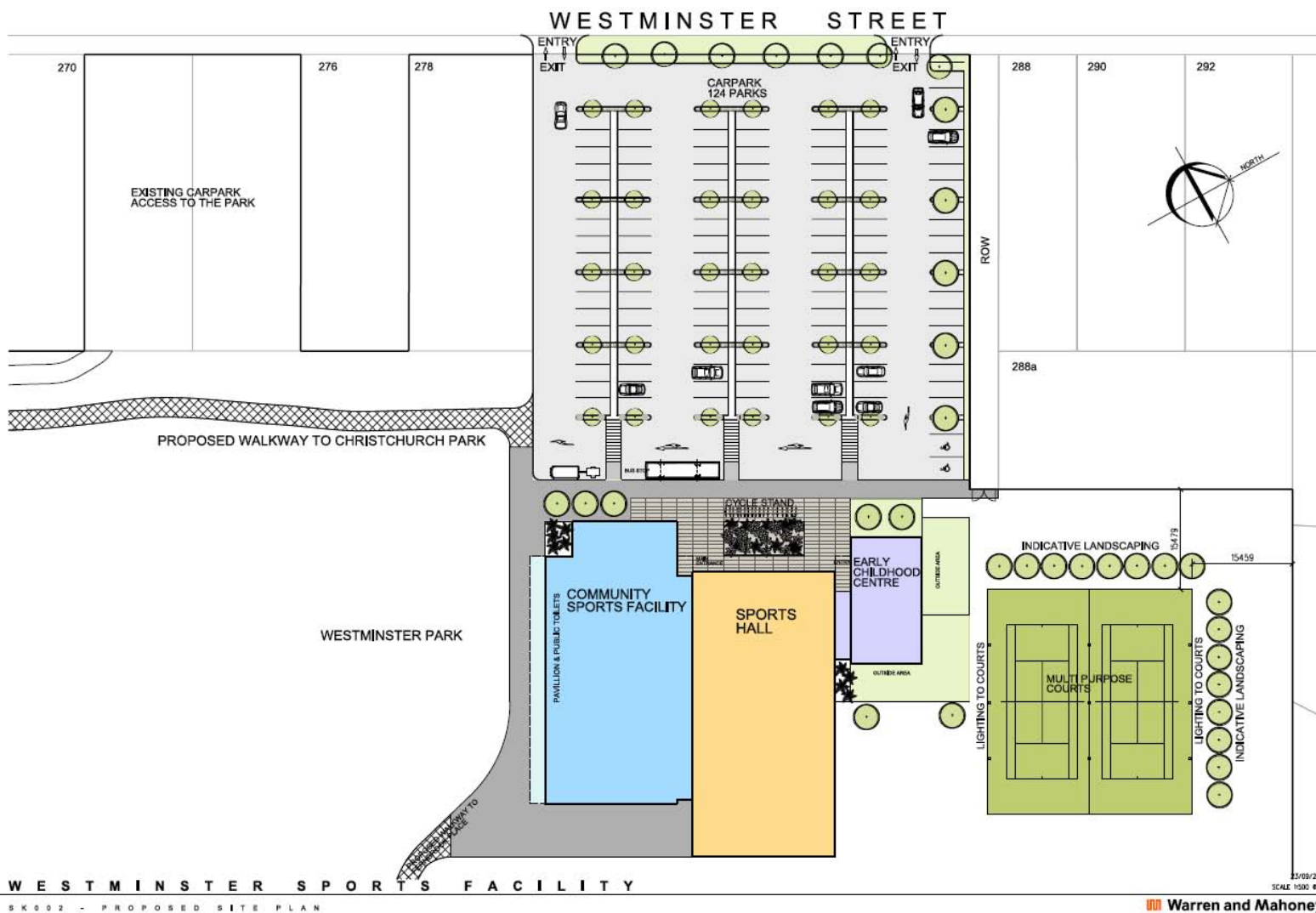
ATTACHMENT TO CLAUSE 10
Attachment 2



15. 10. 2008

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ATTACHMENT TO CLAUSE 10
Attachment 3



11. PROPOSED LAND EXCHANGE – BELFAST SCHOOL

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Asset and Network Planning Unit Manager
Author:	Debbie McKay, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board of the outcome of the public notification process associated with the proposal to exchange land involving part of Belfast School, and Sheldon Park owned by the Council, and to approve requesting the Minister of Conservation to authorise an exchange of lands.

EXECUTIVE SUMMARY**Land Exchange**

2. A report was submitted to the 18 August 2008 meeting of the Shirley/Papanui Greenspace Traffic Committee on a proposed land exchange between the Council and the Ministry of Education (MOE). In reference to **Attachment 1**, the areas of land for exchange are 2307m² of Sheldon Park (shown as "Section 1") that will be transferred from the Council to the MOE, and 2307m² of Belfast School (shown as "Section 2") that will be transferred from MOE to the Council.
3. The Committee passed the following resolution:

"(a) Pursuant to Section 15 of the Reserves Act 1977, the Community Board publicly notify its intention to pass the following resolution at its meeting in October 2008:

"Pursuant to Section 15 of the Reserves Act 1977, the Shirley/Papanui Community Board requests the Minister of Conservation to authorise an exchange of the lands in the following schedule:

Schedule

2307m² (subject to survey) owned by the Christchurch City Council and being Part Lot 6 DP 29414 contained in Certificate of Title CB11F/1164 and more particularly shown as Section 1 on Plan 500216-05.

2307m² (subject to survey) owned by the Ministry of Education and being Part Lot 1 DP 11149 contained in Certificate of Title CB453/47 and more particularly shown as Section 2 on Scheme Plan 500216-05."

4. The public notification period is due to close on Monday 29 September 2008 and this report has been required to be submitted for the sign-off to the agenda prior to this date. Therefore an update will be required to be given by staff at the Board meeting.
5. Subject to any objections that may be received and reported to the meeting, it is recommended that the Board endorse the recommendation of this report to approve the land exchange.

Easement for Right of Way

6. The initial report also discussed the need to approve an easement for right of way in favour of the Ministry of Education over Sheldon Park, shown as Areas A and B on Attachment 1, if the land exchange was to go ahead. The Committee passed the following resolution with respect to the proposed easements:

"(b) Pursuant to Section 48 of the Reserves Act 1977, the Community Board approve an easement for right of way in favour of the Ministry of Education over Part Lot 6 DP 29414 contained in Certificate of Title CB11F/1164 and more particularly shown as Area A and Area B on Plan 500216-05 subject to:

11. Cont'd

- (i) *public notification as required under the provisions of the Reserves Act 1977;*
- (ii) *the consent of the Department of Conservation being obtained; and*
- (iii) *the Community Board passing the resolution outlined in (a) above at its meeting on 23 October 2008."*

Lease

- 7. An ancillary issue arising from the exchange proposal was the long term, albeit informal, understanding between the Belfast School and the Council with regard to the area of land shown as Lot 2 DP 6402 ("Lot 2) on **Attachment 2**. Lot 2 provides a critical connection between the two areas of Sheldon Park and is, for all intended purposes, part of the area known as Sheldon. The School continues to have a free right of access to Lot 2 for recreation purposes, however the Council attends to maintenance.
- 8. To formalise matters the Committee resolved to recommend to Council that the Corporate Support Unit Manager be given delegated authority to negotiate and enter into a Lease with the Ministry of Education for Lot 2. The Committee's recommendation will be submitted to the Council meeting of 13 November 2008.
- 9. The Financial Implications, Legal Considerations, Consultation Fulfilment and Background sections of this report are the same as the original report and have been left in for information purposes.

FINANCIAL IMPLICATIONS

- 10. The cost of the exchange to the Council will be approximately \$6,500. This figure includes half of the cost to survey both parcels of land, and costs to comply with the Council's statutory obligations to effect the exchange.
- 11. The Ministry of Education will meet half of the cost of the survey, and will fund its own costs in this matter.
- 12. Simes Limited assessed the current market value of both parcels of land and concluded that as they are of equal size (2307m²), and because the land exchange is beneficial to both parties, Section 1 and Section 2 have a similar market value. Therefore a straight swap is proposed with no exchange of monies.
- 13. It is not anticipated that an annual fee will be applied to the Lease of Lot 2 on the basis that the Council manages and funds the maintenance of Lot 2 with the balance of Sheldon Park. The MOE's reasonable legal fees associated with the drafting and execution of the Lease may apply.

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

- 14. Not applicable.

LEGAL CONSIDERATIONS

- 15. The Board has delegated authority to approve:
 - (a) an exchange of reserves for other land under Section 15 of the Reserves Act 1977; and
 - (b) grant rights of way and other easements over reserves under Section 48 of the Reserves Act 1977.
- 16. The Board does not have delegated authority to consent to negotiate and enter into a Lease with the Ministry of Education for Lot 2 DP 6402, such decisions can only be made by the full Council. The Board does however have recommendatory powers.

11. Cont'd

17. Section 15 Reserves Act 1977 – Exchange of reserves for other land
The Minister of Conservation may authorise the exchange of the land comprised in any reserve for any other land to be held for the purposes of that reserve subject to the Council passing a resolution requesting the exchange, following a public notification process.
18. Section 50 Ngai Tahu Claims Settlement Act 1998 - Exceptions
This Section operates to provide an exception for this transaction from the usual right of first refusal in favour of Ngai Tahu.
19. Section 51 Ngai Tahu Claims Settlement Act 1998 – Notice of Excepted Transactions
The Council is required to give Ngai Tahu notice of the proposed exchanged.
20. Section 48 Reserves Act 1977 – Grants of right of way and other easements
With the consent of the Minister of Conservation the Council may consent to grant a right of way over a reserve. Public notification of the Council's intention to grant and easement is firstly required.

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

21. Ngai Tahu has been informed of the exchange proposal, and they have been issued with a notice under Section 51 Ngai Tahu Claims Settlement Act.
22. All other legal considerations discussed in this Section are dealt with by this report and the recommendations contained within it.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. Yes. Refer Page 124 of the LTCCP, level of service under parks, open spaces and waterways.

ALIGNMENT WITH STRATEGIES

24. Not applicable.

CONSULTATION FULFILMENT

25. It is a requirement of the Reserves Act 1977 that before the Council can pass a resolution consenting to the exchange of lands, and the right of way easement over recreation reserve (Sheldon Park), it publicly notify its intention to pass the respective resolutions and calling for objections. A further report will be submitted to the Community Board following the outcome of the public consultation period.
26. The Council is not required to publicly consult on the proposal to enter into a Lease with the Ministry of Education for Lot 2 DP 6402.
27. It is reiterated that this report has been produced to meet agenda deadlines before the close off of the consultation period, Monday 29 September 2008, as at Thursday 25 September, no submissions have been received. If any are received they will be separately reported as early as possible to accompany this report at the Board meeting. The implications are that if any objections are received and not satisfied prior to the Board meeting the report will need to be withdrawn until such time as they are dealt with.

11. Cont'd

STAFF RECOMMENDATION

Assuming there are no objections it is recommended that:

- (a) Pursuant to Section 15 of the Reserves Act 1977, the Shirley/Papanui Community Board requests the Minister of Conservation to authorise an exchange of the lands in the following schedule:

Schedule

- (a) 2307m² (subject to survey) owned by the Christchurch City Council and being Part Lot 6 DP 29414 contained in Certificate of Title CB11F/1164 and more particularly shown as Section 1 on Plan 500216-05.
- (b) 2307m² (subject to survey) owned by the Ministry of Education and being Part Lot 1 DP 11149 contained in Certificate of Title CB453/47 and more particularly shown as Section 2 on Scheme Plan 500216-05.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. Cont'd

BACKGROUND

Land Exchange

28. In 2005 the Principal of the Belfast School approached the Council about acquiring part of the adjoining recreation reserve known as Sheldon Park, to provide an extension of land to the south east of the existing school hall for potential development.
29. Around that time the Council had been in consultation with the Belfast Community in relation to the development of an Area Plan for Belfast. The public consultation had identified a number of issues and one of those was that Belfast had no 'community heart' or focal point that promoted the ability to foster community spirit and develop a 'sense of place'. The outcome was a concept to develop Sheldon Park as the community's heart.
30. Section 2 has also been identified as providing a strategic link in the green network, specifically between the 93 hectare Apple Fields residential development and Sheldon Park. The development is currently before the Environment Court, and the Council is seeking a reserve link connecting the corner of Johns Road and Main North Road into the development, and in sight of Sheldon Park on the other side of Main North Road.
31. It was fortuitous that the Belfast School approached the Council about an extension onto Sheldon Park for development purposes. The idea of a land exchange developed from this point.
32. The proposed exchange involves 2307m² of Sheldon Park shown as Section 1 on the attached plan 500216-05 (Attachment 1), and 2307m² of Belfast School shown as Section 2 on the same plan.
33. The School will require legal access over Sheldon Park to Section 1. It is proposed to grant the Ministry of Education an easement for right of way over Areas A and B shown on Attachment 1. The staff recommendation provides for this.
34. Area C delineates the only vehicular access to the School, and the School was adamant that this area not be included in the land for exchange to the Council. There would be little benefit of the exchange to the Council if it did not have the ability to provide continuous public access between Sheldon Park and Section 2. To overcome this the School has agreed to a right of way easement in gross. In essence this means that the Council, and all members of the public, will have a free right of way over Area C, as if it was included as part of Sheldon Park. This may mean that the School will need to remove existing fencing along the boundary of Area C and Section 2.
35. The benefits of the exchange to the Council are:
 - (a) The ability to provide a critical link in the green network between the Apple Fields residential development, the corner of Johns Road and Main North Road, and Sheldon Park;
 - (b) The land would provide a viable extension to Sheldon Park by increasing the road frontage and therefore the park's presence within the Belfast community;
 - (c) Good visibility through to Main North Road, and integration with Sheldon Park;
 - (d) Establishing focus on Sheldon Park and the immediate area as the central community 'heart';
 - (e) Increases the visible frontage of Sheldon Park as aligned with Crime Prevention Through Environmental Design (CPTED) standards.

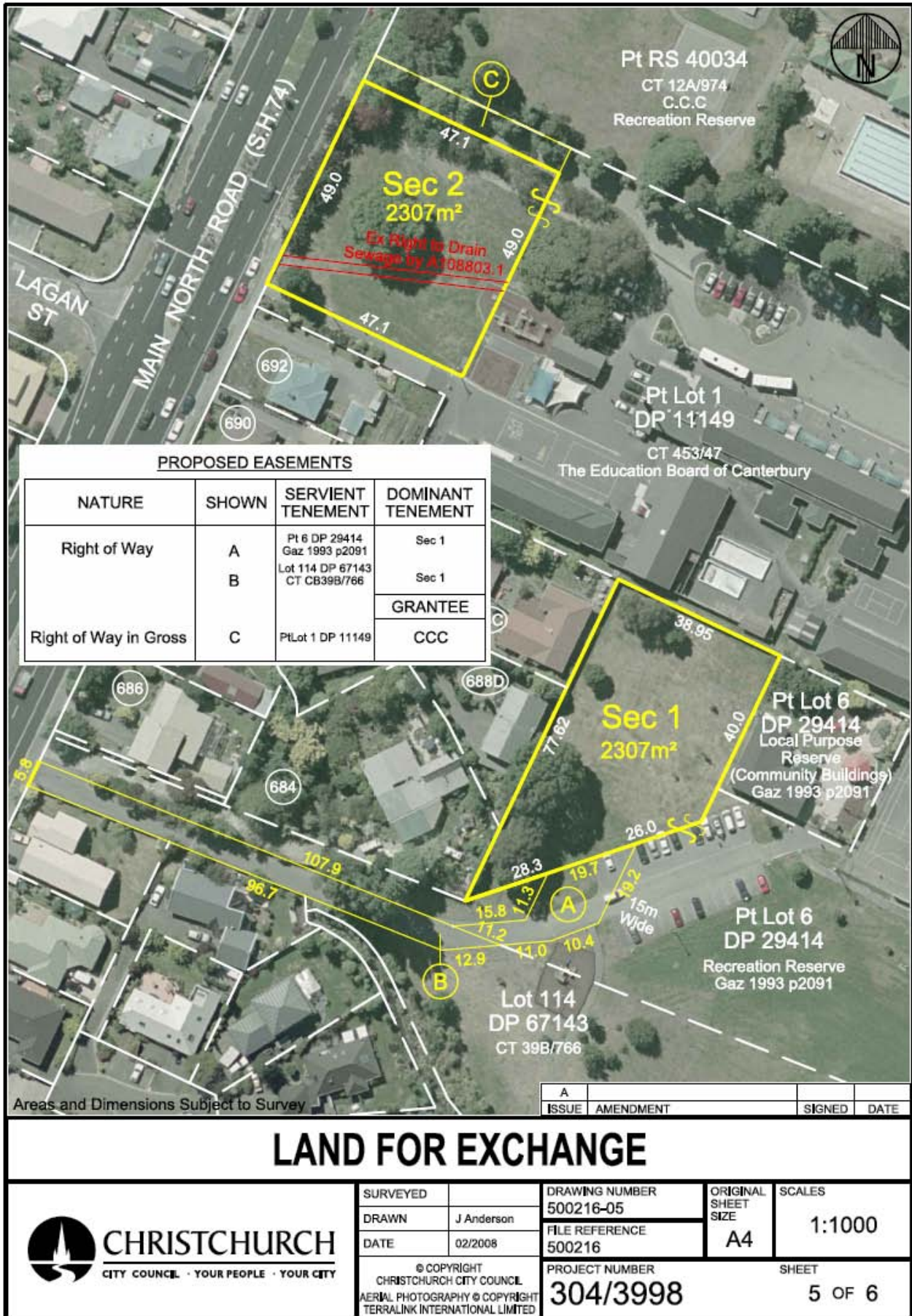
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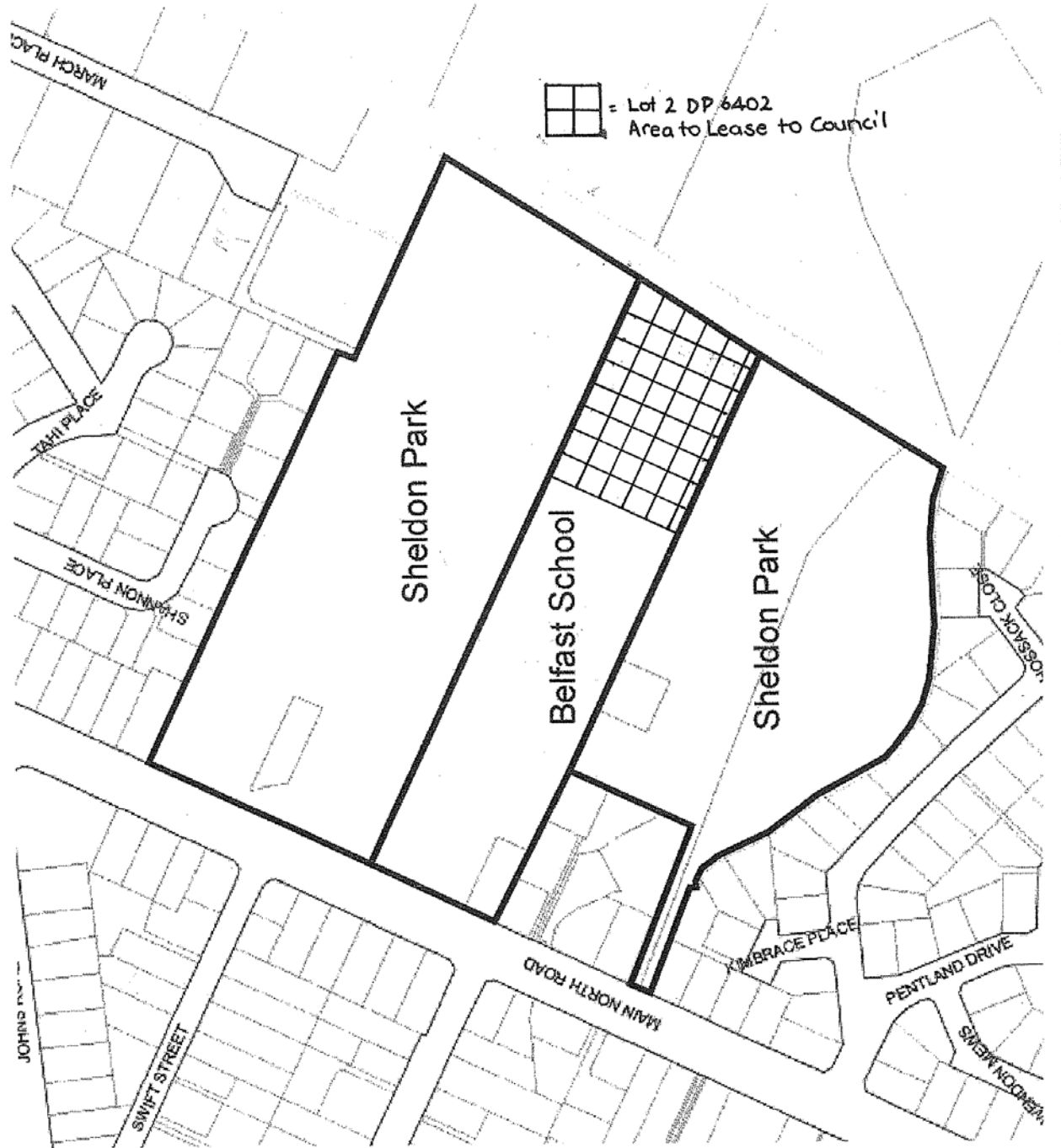
36. Benefits of the land exchange to the School include:

- (a) The ability for the school to expand existing buildings onto the adjacent area. This includes the school hall which is currently utilised for the 'Oscar' Programme;
- (b) The ability to provide an alternative pick-up/drop-off area for children attending the school. Currently children are dropped off and picked up on the Main North Road (State Highway 74) in which there are inherent dangers;
- (c) The land to be acquired by the Council would still be available to the school for supervised recreation.

Lease of Lot 2 DP 6402

- 37. There has been a long term understanding between the Belfast School and the Council that the Council will incorporate and maintain Lot 2 with Sheldon Park. The School continues to have a free right of access to use Lot 2 for recreation purposes. Lot 2 provides a critical connection between the two areas of Sheldon Park owned by the Council and is, for all intended purposes, part of the area known as Sheldon Park.
- 38. There is currently no formal arrangement between the MOE and Council for this land, and the land exchange has provided a catalyst for completing a Lease to conclude all property matters associated with Sheldon Park, and Belfast School.
- 39. The MOE has indicated agreement in principal to enter into a Lease with the Council for Lot 2. It is recommended that the Corporate Support Unit Manager be given delegated authority to negotiate and enter into a Lease with the MOE. This matter was contained in the Board report of 18 August 2008, and supported for resolution by the Council at its meeting on 18 November 2008.





12. CHARACTER HOUSING MAINTENANCE GRANTS

General Manager responsible:	General Manager Strategy and Planning, DDI 941 8177
Officer responsible:	Programme Manager Liveable City
Author:	Katie Smith, Neighbourhood Planner

PURPOSE OF REPORT

1. To present to the Board those applications for Character Housing Maintenance Grants that have been received by Council for funding in the 2008/09 financial year for properties located within the Shirley/Papanui Ward and to seek the Board's recommendation those applications they wish the Character Housing Grants Panel to consider for a grant.

EXECUTIVE SUMMARY

2. At its meeting on 4 May 2006 the Council adopted guidelines and associated procedures for the processing and administration of applications for Character Housing Maintenance Grants.
3. Under the policy and guidelines approved by the Council applications for grants are to be reported back to the relevant Community Board, who will then make recommendations to the Character Housing Grants Panel who will make the final decision on grant applications.
4. The Character Housing Grants Panel will consist of a representative from each Community Board, and Strategy and Planning Group staff will provide specific heritage, urban design and neighbourhood planning advice to assist the panel in its decision making.
5. This report informs Board Members that those eligible applications received for Character Housing Maintenance Grants that fall within this Community Board will be discussed at this meeting. Given the limited time frame between application deadline and the community board meeting date full details are not available at time of report deadline therefore details and photographs as submitted in each application will be displayed at the community board meeting for discussion. However details of each proposal will be forwarded to each Board Member a minimum of two weeks prior to the meeting to allow for each board member, should they so wish, to view the application properties prior to the community board meeting.
6. Community Board Members are to assess applications with regard to their local knowledge and the criteria set out in the Character Housing Maintenance Grants Policy (**attached** as Appendix A) and recommend those applications they consider suitable for a grant to be forwarded to the Character Housing Grants Panel. To assist in the decision making process for each application a list of criteria together with a weighting structure has been **attached** as Appendix B. The Boards are to consider the merits of each application whilst the Character Grants Panel will consider the level of funding for each application.

FINANCIAL IMPLICATIONS

7. There are no financial implications as the funding for the Character Housing Maintenance Grants has already been approved by the Council and the funds set aside in the 2006-2016 LTCCP for this year.

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

8. \$100,000 has been set aside in the 2006 -16 LTCCP for the grants scheme.

LEGAL CONSIDERATIONS

9. All legal considerations were considered as part of the policy formulation.

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

10. As above

12. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Yes, funding as set aside (p97 of the 2006-16 LTCCP).

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

12. Yes, as above.

ALIGNMENT WITH STRATEGIES

13. The Character Housing Maintenance Grants Scheme aligns with the Strong Communities Strategic Directions by protecting and promoting the Heritage character and history of the city. It aligns with the Liveable City Strategic Directions in protecting Christchurch's heritage buildings and neighbourhood character.

Do the recommendations align with the Council's strategies?

14. Yes.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Receive this information.
- (b) Consider the Character Housing Maintenance Grant applications as displayed at the meeting.
- (c) Recommend those applications they wish the Character Housing Grants Panel to consider for a grant.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

Character Housing Maintenance Grants Policy

Introduction

The Council resolved to prepare a Character Housing Maintenance grant policy with a budget from 2005/2006 to be applied for a period of five years. This was not achieved in 2005/06 but is now intended to be implemented for a period of four years from 2006/07, at which time a review of the grant process and success will be undertaken. The grants are intended to provide a small financial contribution towards the external upgrading and maintenance of individual family homes which have a distinctive visual character and make a key contribution to the quality of the local streetscape and the community identity.

Selection Guidelines

Grants will be allocated with consideration being given to the following qualities:

1. The house was originally built as a single or two-family residence prior to 1945.
2. The house makes a key contribution to the visual character and quality of the surrounding streetscape and adjoining houses and settings of the local area.
3. The house is not presently listed on the Christchurch City Plan heritage list, but demonstrates the potential for further or continuing appropriate character enhancement.
4. Character houses will be identified for any or all of the following contributory qualities:
 - a. age and community association
 - b. distinctive architectural design appropriate to the age of the house
 - c. authentic use of materials and craftsmanship
 - d. for its contribution to the residential character of the local streetscape
 - e. for being recognised by the community as a local landmark
 - f. for its association with other character houses in the local street.
- 5 The house is in a fair to good condition and has retained many of its original external features (eg external doors and windows, verandahs and features, roof line and roof features, turrets and original external cladding).
- 6 Building works shall ensure that the houses will continue to contribute to the character of the streets cape through conservation and the ongoing maintenance of the building. The use of inappropriate materials or additional details which are not representative of the age or architectural style of the house will not be considered.
- 7 Houses which contribute to the character of a Special Amenity Area (SAM), a Neighbourhood Improvement Plan area, a NZHPT registered Historic Area or other identified special residential shall be given particular consideration.
- 8 Painting schemes must be in historically appropriate colours related to the age of the house.

Conditions of a Grant

- 1 External maintenance works to the house only will be considered, where these works are visible from a public place. Improvements to fencing, landscaping, garages or out buildings will not be considered.
- 2 Maintenance will include repair, replacement of deteriorated materials or missing architectural details (where the original form is able to be determined), and includes wall, veranda and roofing replacement, repair and re-painting. The cost of re-painting or re-roofing the whole of the exterior of the house may be considered for a grant.

- 3 Grants for character houses shall be for a maximum of 10% of the external maintenance works to a maximum grant of \$5,000 exclusive of GST.
- 4 If the house is assessed against the City Plan heritage significance criteria as being of sufficient heritage value then the owner shall agree in writing to the subsequent inclusion of the property in the City Plan heritage listing.
- 5 Recipients of grants shall provide to the Council written confirmation that they will not apply for a consent for demolition or removal of the house for a period of not less than ten years from the date of receipt of the grant. Alternatively, with the agreement of the applicant a conservation covenant will be prepared by the Council to protect the house from demolition or removal for an agreed period of time. The covenant will be signed and registration against the property title. The costs of preparation of the covenant document and the registration shall be met by the Council.
- 6 The house is covered by a current replacement or indemnity insurance policy.
- 7 Owing to limited funds, owners of character houses will be eligible to apply for only one grant per property.

Management and administration

- 1 The Strategy and Planning Group shall advertise for character house grant applications at the beginning of each financial year.

- 2 Owners shall submit a completed application form to the group with the following documents:

Description, specifications and/or plans for the scope of work

Provision of colour chips for painting schemes.

Two independent cost estimates or quotations to be provided covering the scope of work.

Current colour photographs of the property as existing from the street and/or public areas. Photographs shall cover all aspects of the scope of the works proposed for the house. The photographs of the house shall be taken in good light conditions and the views of the house shall not be obscured by trees or other buildings on the site.

Evidence shall be provided of house insurance covering the year of application.

Incomplete applications will not be considered for a grant

- 3 All applications received by the Strategy and Planning Group will be reported to the respective Community Boards. The Community Boards will review the applications based on the Grants Policy guidelines and conditions and make recommendations to a Character Housing Grants Panel consisting of one member from each of the Community Boards and a representative from the Strategy and Planning Group according to the selection guidelines and assessment criteria in this policy.
- 4 Grant approvals for selected character houses will be notified to all applicants by the Community Boards.
- 5 All grants are subject to the conditions of the character housing grants policy.
- 6 All consents must be obtained, and the works shall be carried out according to the agreed scope of work and any requirements of the consents. If consents for the works cannot be obtained then the grant approval shall lapse.
- 7 The Strategy and Planning group shall be notified that works are completed, and receipts for the work shall be submitted with updated colour photographs of the house on or before 1 June of the financial year in which grant approval has been granted.
- 8 Payment will be made after certification by the Strategy and Planning Group to the grant recipient by 30 June of that year.

Monitoring and Grant effectiveness

1. The Character Housing Grants Panel shall meet at the end of each year of the programme to review the achievements and effectiveness of the Character House Grants.
2. The criteria addressed in terms of the grant fund programme should include:
 - Community acceptance
 - Improvements in street amenity and local identity
 - Improvements in the external appearance and visual qualities of the character houses for which grants have been provided
 - Increase in the retention of character houses in the area, including houses which have not received grants
 - Effectiveness of the management and administration of the programme
- 3 The review meeting of the Character Housing Grants Panel at the end of year 4 shall report on the effectiveness of the programme, and recommend whether the grant programme should be continued.

Appendix B.

Character Housing Maintenance Grants Criteria.

Criteria Rank each criteria on a scale of 1 to 5 (with 1 having low significance/low correlation and 5 having high significance/high correlation).	Community Board Assessment
The house makes a key contribution to the visual character and quality of the surrounding streetscape and adjoining houses and settings of the local area.	
The proposed works are appropriate.	
The house has character as defined by its age	
The house has character as defined by its community association.	
The house has character as defined by its architectural design for its age.	
The house has character as defined by its use of materials or craftsmanship.	
The house has character as defined by it being a local landmark.	
The house has character as defined by its association with other character houses in the street.	
The house is in good condition and has retained many of its external features.	
The house will contribute to the character of a Special Amenity Area, a Neighbourhood Improvement Plan Area or a NZHPT or other identified special area.	
If proposed, is the painting scheme in appropriate colours related to the age of the house.	
If proposed, is the roofing material and colour appropriate to the design and age of the house.	
Total	

13. APPLICATION TO THE BOARD'S YOUTH DEVELOPMENT SCHEME – JOSH BURGESS AND T'NEALLE WORSLEY

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Unit Manager, Community Support Unit
Author:	Bruce Meder, Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for two applications for funding from the Board's 2008/09 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicants, Josh Burgess and T'Nealle Worsley are both aged 18 years and live in St Albans. Both are part of a music group called Bang! Bang! Eche! (BBE) consisting of five youth (aged 17 – 19 years) from around Christchurch who have been invited to play at the prestigious College Music Journal Festival (CMJ) on 22 – 25 October 2008 as representatives of Christchurch Music. The CMJ Music Marathon and Film Festival is New York's largest and most important music event at which the brightest talents of new music worldwide are invited to attend a conference. It has been running for 28 years and has been attended by well known artists in the past (e.g. Annie Lennox, Chemical Brothers, Eminem, Moby, Red Hot Chili Peppers, REM and Sigur Ros). The CMJ Festival has become an autumn New York City institution where approximately 10,000 fans, artists, filmmakers and industry professionals from over 25 countries take part in the largest and longest running music industry event of its kind. On completion of the festival the band have organised tours to Germany and the UK returning to Christchurch in December.
3. BBE have been playing successfully on the Christchurch music scene since early 2007. They have made it to the national rock quest finals and were winners of the Dux and RDU band competition Round Up. As a result they secured an EP recording and have since had air play on B-net radio nationwide. Following this they were invited to play on the Christchurch music stage at Southern Amp and have toured extensively throughout 2008.
4. The musicians are all passionate about what they are learning to do and want to make the most of the experiences that have been offered. Attending the CMJ festival will be a good opportunity for them to further their knowledge of the music industry and gain more exposure. They are also keen to share with fellow musicians and industry about how great Christchurch is and share knowledge about the vibrant music scene here.
5. Chart (Christchurch Music Industry Trust), RDU and Red Panda all support this application and actively encourage professional development and performance opportunities. BBE is considered to be the hottest band in Christchurch at the moment and this opportunity is regarded as a huge chance for the band to gain international exposure for a very bright future of young musicians. On their return to Christchurch, the band is booked in to play at LYFE 09.

FINANCIAL IMPLICATIONS

6. Bang! Bang! Eche! has been confirmed to perform at CMJ08 for promotional purposes only. There is no monetary compensation for doing so. Therefore, the applicants are responsible for raising all the funds necessary for getting to the festival. Both applicants are also full time students at Canterbury University. The following table provides a breakdown of expenses per applicant. Cost per person is approximately \$7,603 NZD per person.

13. Cont'd

EXPENSES	Cost	Total Cost (\$NZD)
Return airfares		3,487
USA (18 th – 16 th Nov) Transport around NYC – provided Accommodation – provided Backline – provided Food \$20 pp x 25 days Van hire \$20 pp x 7 days Petrol US visas US college radio promotion US Total (\$12, 560 for the Band)	500 140 182 690 <u>1,000</u>	2,512
Germany (17 th – 29 th Nov) Transport hire – provided Accommodation – provided Travel insurance - provided Backline – provided Food approx \$30 pp x 11 days Petrol \$1,430 for 11 days. \$286 pp Germany Total (\$3,080 for the Band)	330 <u>286</u>	616
UK (30 th Nov – 9 th Dec/12 th Dec) Transport – provided Accommodation – provided Backline \$30 pp x 5 shows Food \$30 pp x 10 days UK Visas UK Total (\$4,940 for the band)	150 300 <u>538</u>	988
Total Cost		\$7,603

7. This is the first time that the applicants have approached the Board for funding. Two other members of the band are applying to the Hagley/Ferrymead Community Board's Youth Development Scheme. The recommendation to that Board for each of them is \$500 and \$750 respectively, the difference due to parental support being available for one of the applicants.
8. The band members are funding this opportunity from their own resources, including income received from various gigs around the city and nationally.

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

9. This application seeks funding from the Board's 2008/09 Youth Development Scheme which has been allocated from the Discretionary Response Fund.

LEGAL CONSIDERATIONS

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

10. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP, regarding Community Board Project funding.

13. Cont'd

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

12. As above.

ALIGNMENT WITH STRATEGIES

13. Application aligns with the Council's Youth Strategy and the following two Community Board objective:

- *The Board acknowledges diversity and facilitates a vibrant, inclusive and strong community.*
- *The Board advocates for and supports local lifelong learning opportunities.*

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve from the 2008/09 Youth Development Scheme \$750 each to Josh Burgess and T'Nealle Worsley (i.e a total of \$1,500) to enable them to attend the College Music Journal Festival (CMJ) and post festival tour to Germany and the United Kingdom from October to December 2008.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. NEIGHBOURHOOD WEEK FUNDING 2008 - SECOND ROUND OF APPLICATIONS

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Community Support Manager
Author:	Roger Cave, Community Engagement Officer

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board of late applications for funding and to answer questions asked of the first round applications, which had been considered by the Community Services and Events Committee's extraordinary meeting of Tuesday 23 September 2008.

EXECUTIVE SUMMARY

2. Local community groups, including residents' associations and neighbourhood support groups have been sent information inviting them to apply for the Neighbourhood Week Funding that has been set aside by the Board as a part of the Community Strengthening Fund.

Neighbourhood Week is a dedicated week in which individuals and groups are encouraged to get together and get to know one another locally. Neighbourhood Week 2008 is to be held from 1-9 November 2008. Applications for funding closed on 5 September 2008.

3. At its meeting held on 17 September, the Board gave delegated authority to the Community Services and Events Committee (the Committee) to consider all applications received and to allocate monies, accordingly.
5. The Committee met on Tuesday 23 September to allocate funding. Three applications were held over, pending further information being sought.
6. Also, members were aware that some known applications had not been received by the due date of applications closing, and staff were asked to ascertain whether these applications would be forthcoming.

APPLICATIONS FOR CONSIDERATION

7. The further information sought by the Committee is as follows:

7.1 Application 1, from Mr A Rogerson of 23 Larch Place

The application sought \$110; this was approved, but clarification was sought as to support from the other residents of the street, and what other costs of the '*whole street get together...*' would be incurred.

At the date of this report, staff had yet to gather the information sought; it will be provided directly to the Board meeting.

7.2 Applications from Mr J Fraser and Mr M Patrick

In the residential area surrounding Sawtell Place, Nyoli Street and Prudhoe Lane there were two applications received, one to be scheduled for Saturday 1 November, and the other for the Sunday, 2 November.

The second application included these streets, but sought to bring in Sawyers Arms Road and Vagues Road, also.

The Committee saw a possible duplication of effort and they sought some clarification as to whether these two applicants could have a joint Neighbourhood Week function.

14. Cont'd

Staff have talked with both applicants, and they have agreed to work together on a joint event.

More information will be provided to the Board meeting. It is anticipated that a further grant could be warranted.

7.3 Late Accepted Applications

8. The following schedule has been compiled giving full information for consideration.

Contact Name and Address	Proposed Activity	Who is Activity For	Date/Time/ Location	Location of Activity	No. of Participants	Costs(s) For Activity	Amt. Rqstd	Staff Reco.
Phil Gourdie, Styx Residents Association Inc., C/- 26 Primrose Hill Lane, Regents Park	Neighbourhood BBQ.	All the Residents of our Assoc.	Wed. 19 November or Wed. 26 November, 6pm	Regents Park	Approx. 200	Food.	\$400	\$400
Natalie Cutler-Welsh 18 Woodchester Avenue, Richmond	Neighbourhood BBQ and bowling tournament at Shirley Bowling Club.	Residents of Woodchester Avenue (30 houses).	Saturday 8 November, 3pm - to be confirmed	Shirley Bowling Club	Approx. 40	\$150	\$150	\$100
Nio Teopenga, Pukapuka Community, 77 Windermere Road, Papanui	Barbeque, games, get-together.	All types of age groups – Pukapukan, Fijian, Cook Islands, other.	Sunday 2 November, 2-6pm	77 Windermere Road/ Pukapuka Hall	50-100	\$650	\$500	\$250

FINANCIAL IMPLICATIONS

9. The Board had set aside \$10,000 from its 2008/09 Strengthening Community Funding to assist individuals and groups run Neighbourhood Week events.
10. Decisions of the 23 September Committee meeting totalled \$7,415, leaving a balance of \$2,585 available. The staff recommendations in this report total \$750.

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

11. Page 176 of the LTCCP under Community Board Funding.

LEGAL CONSIDERATIONS

12. Under Council Standing Orders 1.9 and 1.10 a sub committee may be appointed and given powers of delegation.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Page 176 of the LTCCP under Community Board Funding.

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

14. As above.

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

15. Funding for Neighbourhood Week activities aligns with the Council's Strong Communities strategic outcomes.

14 Cont'd

CONSULTATION FULFILMENT

16. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Community Board

- (a) Receive the updated information in respect to the Neighbourhood Week funding applications from Messrs Rogerson, Fraser and Patrick, and confirm the funding decisions already made for these three applications by the Community Services and Events Committee on 23 September 2008.
- (b) Give consideration to the late applications for Neighbourhood Week funding from Phil Gourdie, Natalie Cutler-Welsh, and Nio Teopenga.

15. PRESENTATION OF PETITIONS

Nil.

16. NOTICES OF MOTION

Nil.

17. CORRESPONDENCE



Items of correspondence have been received from Mr Don McCormack and the Christchurch North Presbyterian Parish and separately circulated to members.

18. COMMUNITY BOARD ADVISER'S UPDATE

18.1 CURRENT ISSUES

18.2 BOARD FUNDING UPDATE FOR 2007/08

18.3 CUSTOMER SERVICES REQUESTS FOR SEPTEMBER 2008

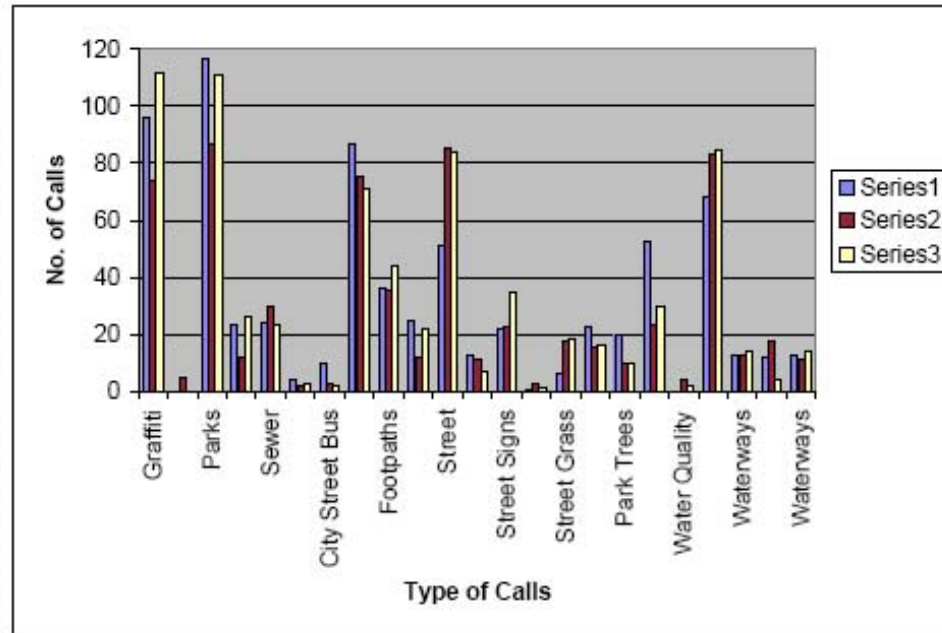


**Streets Maintenance CSR Received By Community Board
from 1 - 30 September 2008**

As at 3 October 2008

Call Types

CSR Type	July	Aug	Sep
GRA	98	74	112
PAG	0	5	0
PAM	117	87	111
PKE	23	12	28
SER	24	30	23
STA	4	2	3
STB	10	3	2
STE	87	75	71
STF	36	36	44
STL	25	12	22
STM	51	86	84
STQ	13	11	7
STS	22	23	35
STW	0	3	1
STX	6	18	18
STY	23	16	16
TSA	20	10	10
TSS	52	23	30
WAQ	0	4	2
WAR	68	83	84
WWE	13	13	14
WWG	12	18	4
WWU	13	11	14
Totals:	2,104	1,388	734



19. ELECTED MEMBERS' INFORMATION EXCHANGE



The purpose of this exchange is to brief other members on activities that have been attended or to provide information in general that is beneficial to all members.

19.1 CHAIRPERSON'S REPORT

The Chairperson's report has already been circulated.

20. MEMBERS QUESTION

21. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

