

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 5 AUGUST 2009

AT 3.00PM

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

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

Community Board Adviser
Jo Daly
Phone: 941 6601 DDI
Email: jo.daly@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

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5. 8. 2009

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 15 JULY 2009

The minutes of the Board's ordinary meeting of 15 July 2009 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 15 July 2009 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 Mr Phillip Haythornthwaite will address the Board regarding the reinstatement of footpaths.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

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ATTACHMENT TO CLAUSE 2

13. 8. 2009

**HAGLEY/FERRYMEAD COMMUNITY BOARD
15 JULY 2009**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 15 July 2009 at 3pm in the Board Room,
Linwood Service Centre, 180 Smith Street, Linwood.**

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

APOLOGIES: Nil.

The Board reports that:

PART A - REPORTS REQUIRING A COUNCIL DECISION

1. OXFORD TERRACE, CASHEL STREET – PROPOSED CHANGES TO TRAFFIC MOVEMENTS

The Board considered a report requesting a recommendation to the Council on the commencement of a statutory special consultative procedure for three inter-dependant proposals: Oxford Terrace, Cashel Street and High Street. The Board received updated information from staff on an amendment in the proposal to the Council, relating to the proposed road closure for goods service vehicle access time restrictions in City Mall.

The Board **resolved** to recommend that the Council adopt the staff recommendation.

This report was considered by the Council at its meeting of 23 July 2009.

2. NEW REGENT STREET PEDESTRIAN MALL – VARIATION TO THE SPECIAL ORDER

The Board considered a report requesting a recommendation to the Council on the commencement of a statutory special consultative procedure to amend clauses (b) and (c) of the New Regent Street Pedestrian Mall Special Order. The Board received updated information from staff on an amendment in the proposal to the Council, relating to the proposed road closure for goods service vehicle access time restrictions in New Regent Street Pedestrian Mall.

The Board **resolved** to recommend that the Council adopt the staff recommendation.

This report was considered by the Council at its meeting of 23 July 2009.

3. BARBADOES STREET - PROPOSED REVOCATION OF RESIDENTS ONLY PARKING AREA

General Manager responsible:	General Manager City Environment, DDI: 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that an area of Residents Only parking on the eastern side of Barbadoes Street outside number 266 be revoked.

3 Cont'd

EXECUTIVE SUMMARY

2. Council staff have noted that a 20 metre long area of Residents Only parking on the eastern side of Barbadoes Street, just to the north of its intersection with Hereford Street, is no longer being used (refer **attached**).
3. Barbadoes Street is a major arterial one way south street that has a 24 hour, seven day average vehicle count of 14,102 vehicles. Between the intersection of Worcester Street and Hereford Street, which is the section that this report relates to, there are nine parking spaces on each side of Barbadoes Street. Of the 18 parking spaces, four are restricted as a Residents Only parking area, with the remainder being unrestricted.
4. Due to development of the area, properties that were entitled to use the Residents Only parking have been demolished and replaced by business premises with ample off-street parking. There is only one current permit for this area of parking and this expired at the end of June 2009. This will not be renewed as the holder no longer meets the requirements for a Residents Only parking permit.
5. The removal of this Residents Only parking restriction will provide an additional 20 metres (four parking spaces) of unrestricted kerbside parking space in this high demand area.
6. No consultation was carried out with the neighbouring residences of this area of parking as none meet the criteria for a Residents Only parking permit.

FINANCIAL IMPLICATIONS

7. The estimated cost of removing the road markings and signs is approximately \$350.

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

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

LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install or to remove parking restrictions by resolution.
10. The installation or removal of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council Strategies, including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

3 Cont'd

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. There has been no consultation carried out in relation to this proposal as no neighbouring residences meet the criteria for a Residents Only parking permit.
17. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Council revoke any existing parking restrictions on the eastern side of Barbadoes Street commencing at a point 25 metres north of its intersection with Hereford Street and extending in a northerly direction for a distance of 20 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

4. ARMAGH STREET - PROPOSED REARRANGEMENT OF EXISTING PARKING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI: 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that the parking restrictions on the north side of Armagh Street be rearranged.

EXECUTIVE SUMMARY

2. The Network Operations section of the Council has received a request from the building owner and three retail businesses operating out of the Price Waterhouse Coopers building at 119 Armagh Street to install two P10 restricted parking spaces outside that building to provide short term parking for customers (refer **attached**).
3. The Price Waterhouse Coopers building is situated on the north side of Armagh Street between Colombo and Manchester Streets. The applicants are the building owners, a wine shop, a bakery and a convenience store. These shops are on the ground floor of the building facing onto Armagh Street.
4. Extending past the front of the building there are 15 existing P60 Pay and Display metered parking spaces providing medium term parking. There is a high demand for these metered parking spaces with the result that they are often full and there is no short term parking available for drive up customers to these shops.
5. The closest short term parking is an area of 27 metres of P10 un-metered parking outside 143 and 145 Armagh Street. This is over 75 metres away from the Price Waterhouse Coopers Building and over 100 metres from some of the applicant businesses. 145 Armagh Street is where the Armagh Street Post Office was previously located. This has since been closed down with a subsequent reduction in the need for such a large amount of P10 restricted parking in the one location.

4 Cont'd

6. This proposal will swap two of the existing 15 P60 Pay and Display metered parking spaces outside the Price Waterhouse Coopers Building with a similar length of P10 parking outside 143 and 145 Armagh Street. The swap would result in no loss of any parking in Armagh Street, no loss of revenue from removed metered parking spaces, and would be a simple rearrangement of the existing parking facilities.
7. Providing a closer area of short term parking to the Price Waterhouse Coopers building may encourage potential drive up customers for the applicant and other nearby businesses to stop and shop, rather than go somewhere where there are more available parking options.
8. Consultation was carried out with 38 other businesses in the area by way of letter and email. Full details of the consultation is contained in paragraphs 18 to 22.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$500.

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

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

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

4 Cont'd

CONSULTATION FULFILMENT

18. The following organisations applied for short term parking to be installed outside the Price Waterhouse Coopers building at 119 Armagh Street:
 - (a) Eadie Tye's Wine Shop
 - (b) City Express Food - store
 - (c) Copenhagen Bakery
 - (d) Kiwi Income Property Trust (Owners of the Price Waterhouse Coopers building).
19. Consultation documents were distributed by letter or email to 38 nearby businesses in Armagh Street, but only three responses were received. One in support, one objecting and one having no preference.
20. If the four applicants listed above are factored in as supporting the proposal, then five (or 72%) of the seven responses received support the proposal.
21. There is no residents' association in this area.
22. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Council:

Revoke the following parking restrictions:

- (a) That two parking spaces currently controlled by Pay and Display and restricted to a maximum period of 60 minutes on the north side of Armagh Street commencing at a point 98.5 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 12.8 metres, be revoked.
- (b) That the parking of vehicles currently restricted to a maximum period of 10 minutes on the north side of Armagh Street commencing at a point 174.8 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 27.2 metres, be revoked.

Approve the following:

- (c) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Armagh Street commencing at a point 98.5 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 12.8 metres.
- (d) That two parking spaces controlled by Pay and Display and restricted to a maximum period of 60 minutes and operative 9am to 5pm Monday through Thursday, 9am to 8.30pm Friday and 9am to 1pm Saturday, be installed on the north side of Armagh Street, commencing at a point 174.8 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 12.8 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Armagh Street commencing at a point 187.6 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 14.4 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

5. DEPUTATIONS BY APPOINTMENT

5.1 MR ANTON WARTMANN

Mr Wartmann addressed the Board regarding Poplar Trees on Linwood Avenue. Mr Wartmann commented that the native planting at the estuary enhanced the wetland areas, but that there was a significant strip between Hargood Street and St Johns Street where there was limited planting. He suggested that as Linwood Avenue is a major arterial road, there should be an overall plan for how the avenue should look in terms of planting. This matter was considered during discussion on clause 17 of these minutes.

The Chairperson thanked Mr Wartmann for his deputation.

5.2 MISS ELIZABETH GRAHAM

Miss Graham addressed the Board in support of the staff recommendation for the proposed no stopping restriction on Linwood Avenue. This matter was considered during discussion on clause 16 of these minutes.

The Chairperson thanked Miss Graham for her deputation.

5.3 MR TONY SIMPSON

Mr Simpson, principal of Phillipstown School, addressed the Board in relation to a previous request for financial support from the Board's Discretionary Response Fund for air pollution testing at Phillipstown School. He informed the Board that Environment Canterbury has advised that it has equipment available for air quality testing at the school, and that associated costs to undertake testing are not known at this time. Mr Simpson advised the Board of his frustrations with authorities in regard to resolving the school's issues, and that he is working at local level to identify the cause and nature of the pollutant. This matter was considered during discussion on clause 20 of these minutes.

The Chairperson thanked Mr Simpson for his deputation.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

Nil.

9. BRIEFINGS

Nil.

10. 2008/2009 STRENGTHENING COMMUNITIES FUND – SIX MONTH ACCOUNTABILITY REPORT

The Board received a six month update on the progress of projects that received a grant from the 2008/09 Strengthening Communities Fund.

The Board **decided** to receive the report, and thanked the staff for the report.

11. COMMUNITY BOARD ADVISER'S UPDATE

The Board received updates from the Community Board Adviser on Board related activities. Specific mention was made of upcoming meetings and Council Consultations.

12. BOARD MEMBERS' QUESTIONS

Nil.

13. BOARD MEMBERS' INFORMATION EXCHANGE

The Chairperson advised the Board of his attendance at the Local Government Commission hearing held on Friday 10 July 2009, to hear appeals against the Christchurch City Council proposed representation arrangements for 2010 local elections.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

14. CONFIRMATION OF MEETING MINUTES - 1 JULY 2009

The Board **resolved** that the minutes of the Board's ordinary meeting of 1 July 2009 be confirmed.

15. SALISBURY STREET – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on a portion of the south side of Salisbury Street.

The Board **resolved** to:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions at any time on the south side of Salisbury Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 35 metres, be revoked.

Approve the following:

- (b) That the stopping of vehicles be prohibited at any time on the south side of Salisbury Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 41 metres.

16. LINWOOD AVENUE – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on the south side of the northern carriageway of Linwood Avenue. A deputation on this matter was also heard by the Board, clause 5.2 refers.

The Board **resolved** to approve that the stopping of vehicles be prohibited at any time on the south side of the northern carriageway of Linwood Avenue, commencing at its intersection with the right turn access lane from Smith Street and extending in a north-westerly direction for a distance of 21 metres.

17. LINWOOD AVENUE POPLAR TREES – TREE REMOVAL

The Board considered a report to obtain a decision regarding the future of two Chinese poplar trees (*Populus Yunnanensis*) located on the street berm outside 518 Linwood Avenue, Woolston. A deputation on this matter was also heard by the Board, clause 5.1 refers.

The Board **resolved** to decline the request to remove the Chinese poplar trees from outside 518 Linwood Avenue, and continue to maintain the trees to internationally recognised and accepted arboricultural practices, standards and procedures and continue to monitor them for ongoing health and structural integrity.

The Board **decided** to request information from staff:

- (a) On the previous plan for Linwood Avenue, from Hargood Street to the estuary.
- (b) On the potential development of a master plan for Linwood Avenue, from the Avon River to the estuary, with emphasis on the area between Hargood Street and Dyers Road.

18. ESTABLISHMENT OF A HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME FUND 2009/10

The Board considered a report to allocate \$10,000 from its 2009/10 Discretionary Response Fund to establish a Youth Development Scheme Fund 2009/10.

The Board **resolved** to:

- (a) Establish a Youth Development Scheme for the 2009/10 year.
- (b) Approve the transfer of \$10,000 from the Hagley/Ferrymead Community Board's 2009/10 Discretionary Response Fund to the Hagley/Ferrymead Community Board's Youth Development Scheme Fund.

19. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME FUND – DANIEL BURKE

The Board considered an application for funding assistance from its Youth Development Scheme Fund 2009/10 for Daniel Burke.

The Board **resolved** to allocate Daniel Burke \$500 from the Youth Development Scheme Fund 2009/10 to compete at the Dragon Boat World Championships in Prague in August 2009.

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20. HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND PROPOSAL ALLOCATION TO PHILLIPSTOWN SCHOOL FOR AIR QUALITY TESTING

The Board considered a report to consider allocating 2009/10 Discretionary Response Funding to Phillipstown School for air quality testing. A deputation on this matter was also heard by the Board, clause 5.3 refers.

The Board **resolved** to ask Phillipstown School to come back to the Board when it is able to provide a detailed proposal on what support, if any, it is seeking from the Board.

21. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE 2009 – BOARD MEMBERS ATTENDANCE

The Board considered a report on appointing a Board representative to attend the Keep New Zealand Beautiful Conference 2009 and Annual General Meeting in Rotorua from Friday 25 to Sunday 27 September 2009.

The Board **resolved** to approve the attendance of Rod Cameron to the Keep New Zealand Beautiful Conference and Annual General Meeting in Rotorua from 25 to 27 September 2009.

(Note: Yani Johanson and Rod Cameron abstained from voting on the above decision.)

The meeting concluded at 5.38pm.

CONFIRMED THIS 5th DAY OF AUGUST 2009

**BOB TODD
CHAIRPERSON**

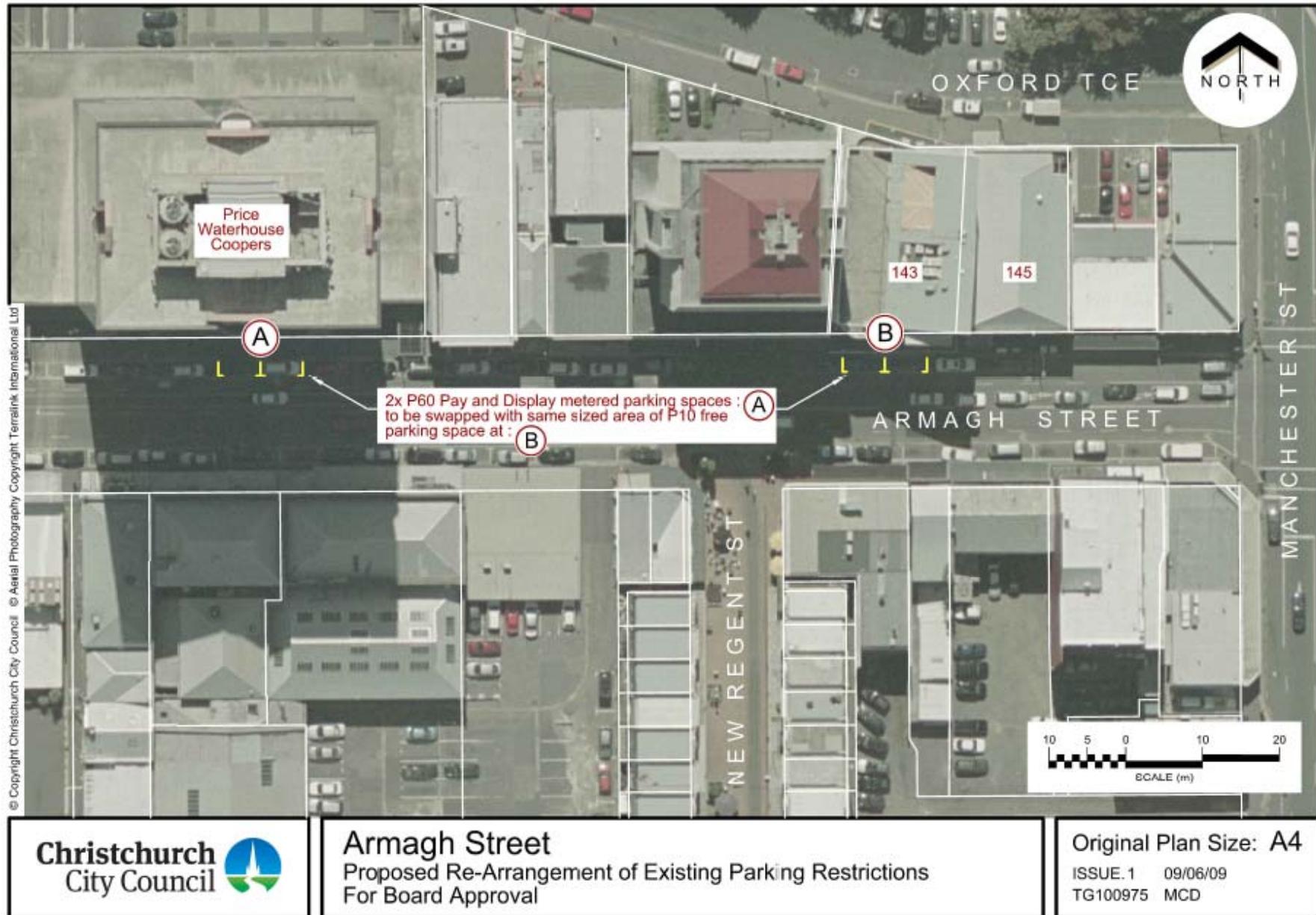


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Christchurch
City Council 

Barbadoes Street
For Board Approval

Original Plan Size: A4
ISSUE.1 09/06/09
TG100973 MCD



8. ALDWINS ROAD SPEED LIMIT

General Manager responsible:	General Manager City Environment DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. This report is to inform the Hagley/Ferrymead Community Board of a report going to the Council on 27 August 2009 in response to the Board's request for the Council to change the speed limit on Aldwins Road outside Linwood College from 60 km/h to 50 km/h.

EXECUTIVE SUMMARY

2. On the 12 September 2007 the Board received a report on Aldwins Road and resolved to:

“recommend that the Council:

 - (a) *Not pursue Options one, three, four (a), and five;*
 - (b) *Adopt options two and four;*
 - (c) *Consider the preferred option which should be costed, budgeted and consulted upon with the wider community;*
 - (d) *Provide funding for the preferred option at the earliest possible opportunity.”*
3. The Council resolved, *“That the Chairperson’s report be adopted”*.
4. This resolution meant that the Council supported the Hagley/Ferrymead Community Board's request for the speed limit on Aldwins Road at Linwood College to be reduced from 60 km/h to 50 km/h and that a barrier fence be constructed in the Aldwins Road median along the Linwood College frontage, either side of the pedestrian signals.
5. The following paragraphs duplicate the upcoming Council report.
6. The speed limit on Aldwins Road between Ferry Road and 100 metres south of Linwood Avenue was increased from 50 km/h to 60 km/h on 1 February 2004.
7. A speed camera is located on Aldwins Road facing south towards the signalised pedestrian crossing.
8. A consultant reviewed the existing speed limit on Aldwins Road using the Land Transport Rule, Setting of Speed Limits 2003 and determined that the appropriate speed using “The Rule” is 60 km/h. The consultants report recommended “retain the speed limit outside Linwood College at 60 km/h”.
9. Comments on the Council's request to reduce the speed limit from 60 km/h to 50 km/h were requested from the Director of Land Transport New Zealand (now New Zealand Transport Agency) and the Commission of Police. If the Council proposed to change the speed limit, Section 7.1(2) of ‘The Rule’ states that the Commissioner and the Director “must be consulted in accordance with Section 7.1(1). Both support the retention of the existing 60 km/h speed limit on Aldwins Road (refer **Attachments 1 and 2**).
10. The New Zealand Transport Agency (NZTA) has confirmed that 60 km/h is seen as being appropriate.

8 Cont'd

11. The Police have also assessed the situation and have stated that the enforcement of speed limits can not be pursued if they are not installed in accordance with "The Rule".
12. The installation of a barrier fence along the median strip, either side of the school gate signalised crossing point, to prevent pedestrians crossing the roadway other than at the signals provided for them, has now been completed. The barrier fence now prevents this risky activity, as reported to the Board in September 2007.
13. Further to this work and subject to endorsement by the Board/Council, the barrier fence will be extended towards the Aldwins Road/Harrow Street intersection.
14. It is proposed that a signalised crossing at the Aldwins Road/Harrow Street intersection for both cyclists and pedestrians will be installed. \$100,000 has been allocated for this additional work which will occur as part of the Linwood College "Cycle Bubble" project programmed for the 2009/10 financial year.
15. The fact that traffic signals stop traffic for students to cross the road and an additional signalised crossing facility is proposed means that there is no real safety improvement if the speed limit were to be lowered to 50 km/h.
16. This report therefore recommends that the 60 km/h speed limit remain and that further safety improvements be considered.

FINANCIAL IMPLICATIONS

17. The cost of the recommendations in this report is nil.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

18. As above.

LEGAL CONSIDERATIONS

19. As a Road Controlling Authority, the Christchurch City Council has the powers to set or review a speed limit in accordance with the Land Transport Rule, Setting of Speed Limits 2003. The requirements of 'The Rule' are set out in Legal Considerations later in this report.

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

20. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. Aligns with Transport and Greenspace activities by contributing to the Council's Community outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009 - 2019 LTCCP?

22. The recommendations contribute to improve the level of service for safety and access.

ALIGNMENT WITH STRATEGIES

23. Align with the Christchurch Road Safety Strategy and Safer Christchurch Strategy.

Do the recommendations align with the Council's Strategies?

24. The recommendations align with the Christchurch Road Safety and Safer Christchurch Strategies.

8 Cont'd

CONSULTATION FULFILMENT

25. Comments on the Council's request to reduce the speed limit from 60 km/h to 50 km/h were requested from the Director of Land Transport New Zealand (now New Zealand Transport Agency) and the Commission of Police. If the Council proposed to change the speed limit, Section 7.1(2) of 'The Rule' states that the Commissioner and the Director "must be consulted in accordance with Section 7.1(1). Both support the retention of the existing 60 km/h speed limit on Aldwins Road (refer **Attachments 1 and 2**).
26. The New Zealand Transport Agency (NZTA) has confirmed that 60 km/h is seen as being appropriate.
27. The Police have also assessed the situation and have stated that the enforcement of speed limits can not be pursued if they are not installed in accordance with "The Rule".

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Receive the information provided in this report, and
- (b) Support the following recommendation, that is in the report to the Council:

That the speed limit on Aldwins Road between Ferry Road and 100 metres south of Linwood Avenue remain at 60 km/h, at this stage and therefore not to be included in the schedule of proposed new speed limits to be consulted on as presented in a separate report.

CHAIRPERSON'S RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend to the Council they reaffirm their decision of 11 October 2007, which was to reduce the speed limit on Aldwins Road between Ferry Road and Linwood Avenue to 50 km/h.

BACKGROUND

28. Linwood College requested the Hagley/Ferrymead Community Board to consider reducing the 60 km/h speed limit on Aldwins Road to 50 km/h to improve the safety for students. The Hagley/Ferrymead Community Board recommended that the Council reduce the speed limit along Aldwins Road between Ferry Road and Linwood Avenue to 50 km/h and support the installation of a barrier fence either side of the signalised crossing at its meeting, of 12 September 2007.
29. Council supported the Hagley/Ferrymead Community Boards request for the speed limit on Aldwins Road at Linwood College to be reduced from 60 km/h to 50 km/h and that a barrier fence be constructed in the Aldwins Road median along the Linwood College frontage, either side of the pedestrian signals.
30. A independent consultant (Facey Consultants Ltd) was engaged to review the existing speed limit on Aldwins Road and to obtain the information that is legally required for enabling speed limits to be changed, and to recommend changes if necessary.
31. The consultant recommended to, "retain the speed limit outside Linwood College at 60 km/h".
32. The speed limit on Aldwins Road between Ferry Road and 100 metres south of Linwood Avenue was increased from 50 km/h to 60 km/h on 1 February 2004.
33. Aldwins Road is defined in the roading hierarchy as a major arterial road. Buckleys Road to the north and Ensors Road to the south are also defined as major arterial roads and form a major arterial route between New Brighton and Brougham Street. Aldwins Road carries about 28,000 vehicles per day.

8 Cont'd

34. Aldwins Road has a raised median with four traffic lanes (two in each direction) and parking on each side of the road. Pedestrian traffic signals have been erected on Aldwins Road outside Linwood College. A speed camera is erected on Aldwins Road facing south towards the signalised pedestrian crossing.
35. Within the section from Ferry Road to Harrow Street, land uses are typically mixed. There are some small commercial premises near Harrow Street and Ferry Road but the majority is residential. Linwood College on the western side near Harrow Street is a major generator of traffic and pedestrians. Opposite Linwood College is the Parkwood Rest Home.
36. The Council has constructed a barrier fence along the median strip to prevent pedestrians crossing mid block between Linwood College and Harrow Street. This proposal was as a result of the previous report that was completed to provide the information to go to the Hagley/Ferrymead Board meeting.

LEGAL CONSIDERATIONS

37. The Land Transport Rule, Setting of Speed Limits 2003 sets out a number of criteria that a speed limit must meet.

Section 2.6 Role of road controlling authorities in reviewing and setting speed limits.

38. A road controlling authority, for roads under its jurisdiction:
 - (a) must consider the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area;
 - (b) must review speed limits in accordance with this rule.
39. As well as the quantitative requirements for setting a speed limit, there are also qualitative requirements outlined in 'The Rule'. These qualitative requirements indicate what a road in each speed limit should look like and how it should function. To quote from 'The Rule':

"Schedule 1, Speed limits New Zealand, clause 2.3 Arterial route speed limits

Speed limits of 60 and 80 km/h are primarily intended as limits for arterial routes. A 50-, 70- or 100-km/h speed limit may also be appropriate on an arterial route in some circumstances. The geometric features and general appearance of the road and surrounding development should be consistent along the entire length of the arterial route speed limit. On a long route (more than 3 km), where the level of development on a short section (less than 1 km) varies from the predominant development along the route, it may be appropriate to install a constant speed limit over the entire route. In this situation it is essential that the specified geometric design criteria are complied with and that traffic responds safely to the posted limit, despite the variation in development."

and;

"Schedule 1, Speed limits New Zealand, clause 2.5 60-km/h speed limit

A 60 km/h speed limit is an arterial route limit that may apply to roads in urban areas meeting specific design requirements. This speed limit may be appropriate where the roadside is fully developed, if the road geometry and other design features can safely provide for the activity generated by the development, when the traffic is operating at the higher speed.

A 60 km/h limit is only suitable on roads that primarily serve the needs of through traffic, (i.e., a high proportion of the traffic should travel along the road for a significant proportion of its length). The road should have consistent geometric features over the whole length of the restriction to reinforce its route function.

8 Cont'd

Examples of the necessary design features include solid or flush medians, multiple lanes, frontage service roads, well-spaced intersections, restrictions placed on turns at minor intersections, property boundaries set back and linking of signals to discourage higher or lower speeds.

If a proposed 60 km/h speed limit will raise the existing speed limit, the road controlling authority should conduct a safety audit, as recommended in 3.6, to identify any deficiencies that require attention to provide a safe environment for all road users."

40. Based on the qualitative criteria above, it is clear that consistency is considered important to meet the expectations of drivers. The route of Ensors Road/Aldwins Road/Buckleys Road is a major arterial route with generally consistent treatment that supports a higher speed limit. There are solid medians with turning restrictions, multiple traffic lanes, reasonably consistent roadside development and coordinated traffic signal control. The section of Aldwins Road around Linwood Avenue (Eastgate shopping centre) that has significant retail development and pedestrian movement has had the speed limit reduced but the remainder of the route has a speed limit of 60 km/h. This is consistent and meets the expectations of drivers and hence the qualitative criteria for the speed limit on Aldwins Road are met.
41. A speed limit rating survey was carried out to determine the appropriate speed limit. The average rating calculated between Harrow Street and Ferry Road was 17. This is sufficient to consider either 50 km/h or 60 km/h under the speed limit rule.
42. A legal option was sort whether a Council can alter or set a speed limit on any road that does not comply with the Land Transport Rule, Setting of Speed Limits 2003. The reply was yes, only if the road or speed limit complies with Rule 3.2.5 (a) and (b) and 3.2.6.

Rule 3.2.5(a) Speed limits that differ from the calculated speed limit.

A road controlling authority may propose to set a speed limit that differs from the calculated speed limit but may set the proposed speed limit in accordance with Section 7, only if; (a) a speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area.

Rule 3.2.5 (b) and 3.2.6 apply where proposed speed limits are less than 50 km/h.

43. As a Road Controlling Authority, the Christchurch City Council must comply with the Land Transport Rule, Setting of Speed Limits 2003.
44. There is an example in the North Canterbury Area where a council set a speed limit which did not comply with the guide lines of the Land Transport Rule, Setting of Speed Limits 2003. Land Transport deemed the speed limit was not legal and therefore the Police were unable to carry out any enforcement. The appropriate speed limit has now been installed.
45. If a speed limit is challenged in court and found to be in non compliance with the Land Transport Rule, then this would put all speed limits into question.

TRAFFIC SPEED RECORDS

46. The Council has two sites on Aldwins Road where speed surveys are regularly conducted. These are south of Marlborough Street and south of Bass Street.
47. A long period of road works has prevented any new traffic data being obtained.
48. Although the first set of speed counts were taken in February 2004, they were before the speed limit signs were erected and are the "before" survey results. Subsequent surveys were taken after the signs were erected and are the "after" survey results.

8 Cont'd

49. The speed survey results are shown below. The speed surveys are based on free running vehicles and include only the first vehicle of any platoon that is driving along the road. This is achieved by excluding all vehicles that are less than four seconds behind the vehicle in front. Including all vehicles in the count would create an artificially low survey result by including vehicles that want to travel faster but can not because they are following a slower vehicle.

SPEED SURVEY RESULTS

Date	Speed km/h	Location of count	Direction	85%ile speed km/h	Mean speed km/h	Standard deviation
02/04	50	Aldwins south of Marlborough	Southbound	58.7	52.6	7.91
02/04	50	Aldwins south of Marlborough	Northbound	59.8	53.7	8.3
02/04	50	Aldwins south of Marlborough	Combined	59.4	53.2	8.13
07/05	60	Aldwins south of Marlborough	Southbound	61.6	56.1	7.18
07/05	60	Aldwins south of Marlborough	Northbound	59.8	53.3	8.61
07/05	60	Aldwins south of Marlborough	Combined	60.8	54.6	8.08
06/07	60	Aldwins south of Marlborough	Southbound	63.7	57.7	8.05
06/07	60	Aldwins south of Marlborough	Northbound	61.2	53.7	10.48
06/07	60	Aldwins south of Marlborough	Combined	62.6	55.6	9.6
02/04	50	Aldwins south of Bass	Southbound	57.6	51.8	7.03
02/04	50	Aldwins south of Bass	Northbound	58	52.1	6.96
02/04	50	Aldwins south of Bass	Combined	57.6	52	6.99
07/05	60	Aldwins south of Bass	Southbound	60.1	55	6.11
07/05	60	Aldwins south of Bass	Northbound	59.4	53.4	7.4
07/05	60	Aldwins south of Bass	Combined	60.1	54.6	6.5
06/07	60	Aldwins south of Bass	Southbound	60.8	55.1	6.87
06/07	60	Aldwins south of Bass	Northbound	59.4	53.6	7.39
06/07	60	Aldwins south of Bass	Combined	60.1	54.4	7.17
07/05	60	Buckleys north of Carnarvon	Southbound	63.4	57.6	7.22
07/05	60	Buckleys north of Carnarvon	Northbound	61.6	56.3	6.28
07/05	60	Buckleys north of Carnarvon	Combined	62.6	57	6.85
09/05	60	Ensors at rail crossing	Southbound	62.3	56	7.89
09/05	60	Ensors at rail crossing	Northbound	63.7	56.8	8.75
09/05	60	Ensors at rail crossing	Combined	63	56.4	8.37

50. The results of the speed surveys show that traffic speeds on Aldwins Road did increase as a result of the increase in speed limit. Note that south of Bass Street near Linwood College, traffic speeds did not increase as much as to the north. The presence of the speed camera may have had some effect on keeping the speed down in this section.
51. The results of the speed surveys for south of Bass Street are shown in the attached graph (refer **Attachments 3 and 4**).

8 Cont'd

SPEED CAMERA SITE

52. The Police operate a speed camera site in Aldwins Road opposite the Linwood College in front of the Parkwood Rest Home.

Following is a table showing the results of the camera operation over the last five years.

Fin Year	Vehicles	Average Speed km/h	Percentage 60+	85th Percentile
2003/04	22710	50.10	3.95%	56 to 60 km/h band
2004/05	124360	51.73	5.80%	56 to 60 km/h band
2005/06	105573	52.39	7.08%	56 to 60 km/h band
2006/07	118436	52.27	6.36%	56 to 60 km/h band
2007/08	40376	52.36	6.45%	56 to 60 km/h band

CRASH RECORDS

53. Crash records were sought from Land Transport New Zealand for Aldwins Road. The records were from 1998 to 2008. These records covered the period before and after the increase of the speed limit from 50 km/h to 60 km/h in February 2004.
54. Neglecting the crashes at the Ferry Road intersection and the Harrow Street intersection, there were 36 crashes in that period. Eight of these crashes occurred at the Edmond Street intersection. 19 of the crashes (six injury crashes) were between 1998 and 1 February 2004, a period of six years and one month. 17 crashes (four injury crashes) occurred after the speed limit increased, a period of four years and six months.
55. The total crash rate therefore increased from 3.1 crashes per year to 3.8 crashes per year after the speed limit increased. The injury crash rate reduced from one injury crash per year to 0.9 injury crashes per year.
56. On face value it would appear that the crash rate generally has increased since the speed limit was increased but the injury crash rate has reduced. However, under close examination it was found that two of the injury crashes since the speed limit was raised, were due to pedestrians crossing Aldwins Road heedless of the traffic. These crashes will be addressed by erection of the fence on the median and the injury crash rate will be significantly reduced.
57. Hence, it can be concluded that although the speed limit was raised and the total number of reported crashes increased, the number of injury crashes reduced and specific treatment of the causes of some of the injury crashes will further improve the crash rate. It should be noted that the reporting rate for non injury crashes is variable and has generally increased across the city in recent years and this may account for the increase in total crashes.

PEDESTRIAN SURVEY

58. A survey of pedestrians crossing Aldwins Road between Ferry Road and Harrow Street before and after school was undertaken by the Council. It should be noted that the survey was carried out during the recent long term road works on Aldwins Road and the results may not be fully representative of pedestrian usage. The survey also did not count the number of people crossing at the pedestrian signals but only those crossing mid block.
59. The survey showed that in the morning peak hour between 8.30am and 9.15am, 27 pedestrians crossed between the pedestrian signals and Harrow Street. Four crossed between the pedestrian signals and Ferry Road.
60. In the afternoon between 2.30pm and 3.05pm, 30 pedestrians crossed between the pedestrian signals and Harrow Street and one between the pedestrian signals and Ferry Road.

8 Cont'd

61. It should be noted that two of the crashes after the speed limit increased and one crash before the speed limit change involved pedestrians crossing away from the traffic signals. To address these problems, the Council intends to install a fence on the median strip between the pedestrian signals and Harrow Street and also towards Bass Street. This fence will encourage pedestrians to cross using the pedestrian signals outside the school, which is the safest method of getting students to the school.

DISCUSSION

62. The hierarchy and description of pedestrian crossing points are listed below:
- (a) Grade separation. Pedestrian over bridge or underpass. Used for motorways and railways and some multi-lanes arterials
 - (b) Signal controlled pedestrian crossing. Pedestrian controlled traffic signals. Used on high volume Arterial Roads. Used to stop traffic to allow people to cross the road. This is the ultimate at-grade crossing facility.
 - (c) 40 km/h School Zone. Part time speed limit outside schools. Variable speed limit signs operate before and after school to provide a safer environment for children crossing the road.
 - (d) Flashing yellow warning lights on approaches to pedestrian crossings. Warning device under trial in Christchurch and Auckland. Trial sights do not involve schools.
 - (e) School Patrol. 'Lollipop' signs controlled Kea or Zebra crossing. Patrol system used by schools to stop traffic when people are crossing the road. Used on Kea and Zebra pedestrian crossing points.
 - (f) Kea crossing. School patrol without a Zebra pedestrian crossing. Outside schools where the main pedestrian demand is before and after school.
 - (g) Zebra pedestrian crossing. Marked pedestrian crossing. A pedestrian crossing authorised by the road controlling authority. Motorists must yield right of way to pedestrians on any part of the crossing.
 - (h) Solid median with 'chicane' crossing point. Long median island or solid median. Where long median islands or solid medians are wide enough, a 'chicane' or 'staggered' pedestrian facility is provided to increase.
 - (i) Road narrowing with pedestrian island. Pedestrian island with kerb extensions. On Arterial and Collector Roads. Kerbside parking is normally prohibited by extending kerbs out into the carriageway whenever pedestrian islands are installed.
 - (j) Pedestrian island. Traffic island on road centreline. Traffic island specifically installed on Arterial and Collector Roads to assist people to cross the road. Normally used in conjunction with a Flush median.
 - (k) Flush median. Continuous painted median. On Arterial and Collector Roads.
 - (l) Road narrowing. Kerb extensions in parking lanes. To shorten the distance for people crossing the road. Reduces exposure to traffic and identifies the preferred crossing point.

8 Cont'd

63. A signal controlled pedestrian crossing facility as used in Aldwins Road at Linwood College is listed second in the hierarchy list, above a 40 km/h School Zone. It is important to note that a signal controlled pedestrian crossing "stops the flow of traffic" where as the 40 km/h School zone only "lowers the operating speed of vehicles". Therefore the signal controlled pedestrian crossing is considered to provide a safer crossing facility for both the students and for the residents of the Parkwood Rest Home.
64. The total number of reported crashes between Ferry Road and Harrow Street has increased since the speed limit was raised. The number of non injury crashes in particular has increased but the reporting rate is very variable and can be influenced by many external factors such as an increased willingness to report minor non injury crashes. The number of injury crashes has reduced since the speed limit was raised. Preventing pedestrians crossing Aldwins Road mid block by erecting a fence on the median will further enhance pedestrian safety. All pedestrians from Linwood College will be encouraged to cross Aldwins Road at the pedestrian signals. Two of the four injury crashes after the speed limit was raised were due to pedestrians crossing the road close to but not on the signalised pedestrian crossing. By addressing these crash types, the injury crash rate will reduce significantly.
65. Traffic speeds have increased as result of the speed limit increase but this has not lead to an increase in injury crashes. Mean speeds are still well below the posted speed limit and the graphs show that speeds during the hour when students arrive at school reduce even further. Speeds are also lower on Aldwins Road than on either Buckleys Road or Ensors Road suggesting that drivers have recognised the increased activity around the school and take more care.
66. If the section of Aldwins Road outside Linwood College was to have the speed limit reduced to 50 km/h, drivers could reasonably contest that the speed limit is inconsistent and that similar speed environments along the route should be treated with a similar speed limit. There is a clear difference in speed environment through the Eastgate shopping centre with the dense retail land uses compared to the speed environment at Linwood College where activity only occurs for short periods twice a day during school terms. The inconsistency would lead to drivers not respecting the speed limit. Drivers may not even be aware that the speed limit is reduced for that section because there is no clear distinction between the speed environment of the different sections and they are driving to the speed limit that prevails on the other similar sections of Ensors Road/Aldwins Road/Buckleys Road.
67. If the speed limit outside Linwood College was reduced to 50 km/h, it would require the speed limit between Linwood College and Linwood Avenue to also be reduced to 50 km/h. Leaving the speed limit at 60 km/h would be confusing to drivers to have such frequent changes in speed limit as would be created if only the speed limit outside Linwood College was reduced.
68. It is considered that reducing the speed limit outside Linwood College would not improve safety. It could lead to further changes in the speed profile and thus reduce safety outside Linwood College and on other parts of the road network. The issues of pedestrian safety are being addressed by the erection of a fence on the median to prevent pedestrians crossing mid block.

8 Cont'd

CONCLUSION

69. The speed limit on Aldwins Road outside Linwood College has been assessed under the Land Transport Rule, Setting of Speed Limits 2003 (The Rule) by an independent consultant familiar with the requirements.
70. It was found that the appropriate speed limit as calculated using "The Rule" is 60 km/h. Aldwins Road also fits the general criteria for a 60 km/h speed limit as defined in the "The Rule".
71. The New Zealand Transport Agency (NZTA) has confirmed that 60 km/h is seen as being appropriate.
72. The Police have also assessed the situation and have stated that the enforcement of speed limits can not be pursued if they are not installed in accordance with "The Rule".
73. The fact that traffic signals stop traffic for students to cross the road and an additional signalised crossing facility is proposed means that *there is no real safety improvement* if the speed limit was to be lowered to 50 km/h.
74. Speed Limits must be reviewed in accordance with 'The Rule' (Section 2.6). The road controlling authority may set a speed limit that differs from the calculated speed limit in accordance with Section 7 and using other criteria specified in 'The Rule'. However, these have not been met in this case.
75. Therefore the speed limit in Aldwins Road should remain at 60 km/h.

5. 8. 2009

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ATTACHMENT 1 TO CLAUSE 8



NZ TRANSPORT AGENCY
WAKA KOTAHI

12 November 2008

The Manager
Transport and Greenspace Unit
Christchurch City Council
PO Box 237
Christchurch
Attn: Alan Beuzenberg

→ Bavy.

Level 5, BNZ House
129 Hereford Street
PO Box 13364, Armagh
Christchurch 8141
New Zealand
T 64 3 964 2866
F 64 3 964 2855
www.nzta.govt.nz

Dear Alan

Speed Limit Aldwins Road

After reviewing all the information supplied to the Agency by yourself, and viewing the performance of traffic outside Linwood College, it is felt that the most appropriate speed limit for this section of road is the existing, i.e. 60 km/hr.

Section 1.1 of the Speed Limits Rule states that *'the objective of speed limits policy is to balance the interests of mobility and safety by ensuring speed limits are safe, appropriate and credible for the level of roadside development and the category of road for which they are set'*. Although the average rating of Aldwins Road between Ferry Road and Harrow Street indicates a 50 km/hr speed limit is warranted, this is unduly influenced by the presence of the College. Section 1.1 also states that *"road users are more likely to comply with a speed limit if it is consistent with limits on other roads in the network with similar characteristics..."*. The general geometry of this section of Aldwins Road indicates that the higher limit is more appropriate and is more consistent with what motorists experience on other similar roadways such as Brougham Street.

Experience has shown that lowering the speed limit when the geometry does not warrant it generally results in the posted limit not being complied with.

However, it is recognised that there is a need for some form of engineering intervention outside the College. The installation of the pedestrian crossing point has provided a high standard of protection for students needing to cross the road, and I would support the installation of barriers to encourage pedestrians to use it. In addition, the crossing point plus the signals at either end of this section of roadway help provide opportunities for traffic parked on the side of the road to re-enter the traffic flow safely.

If you have any further queries regarding this matter, please contact me on the number or address supplied below.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Wayne Osmers'.

Wayne Osmers
Manager Programmes (Southern)

5. 8. 2009

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ATTACHMENT 2 TO CLAUSE 8



cs 1695

19 November 2008

Malcolm Taylor
Traffic Engineer
Christchurch City Council
PO Box 237
CHRISTCHURCH

Dear Malcolm

Thank you for your letter of 18 November 2008.

Police enforcement of speed limits is predicated on the speed limit in question having been set by the Setting of Speed Limits Rule 2003. If a speed limit is set outside of the Setting of Speed Limits Rule, Police will not enforce it. Our legal advice is that if speed limits are set outside the Rule any enforcement may be challenged in Court on the basis that this speed limit was not appropriately set.

The advice I have received from the Christchurch City Council is that the 60km/hr speed limit on Aldwins Road meets the requirements of the Rule. Therefore any change to the existing 60km/hr would not be supported by Police and in all likelihood would not be enforced.

Police support the current speed limit of 60km/hr.

Yours sincerely



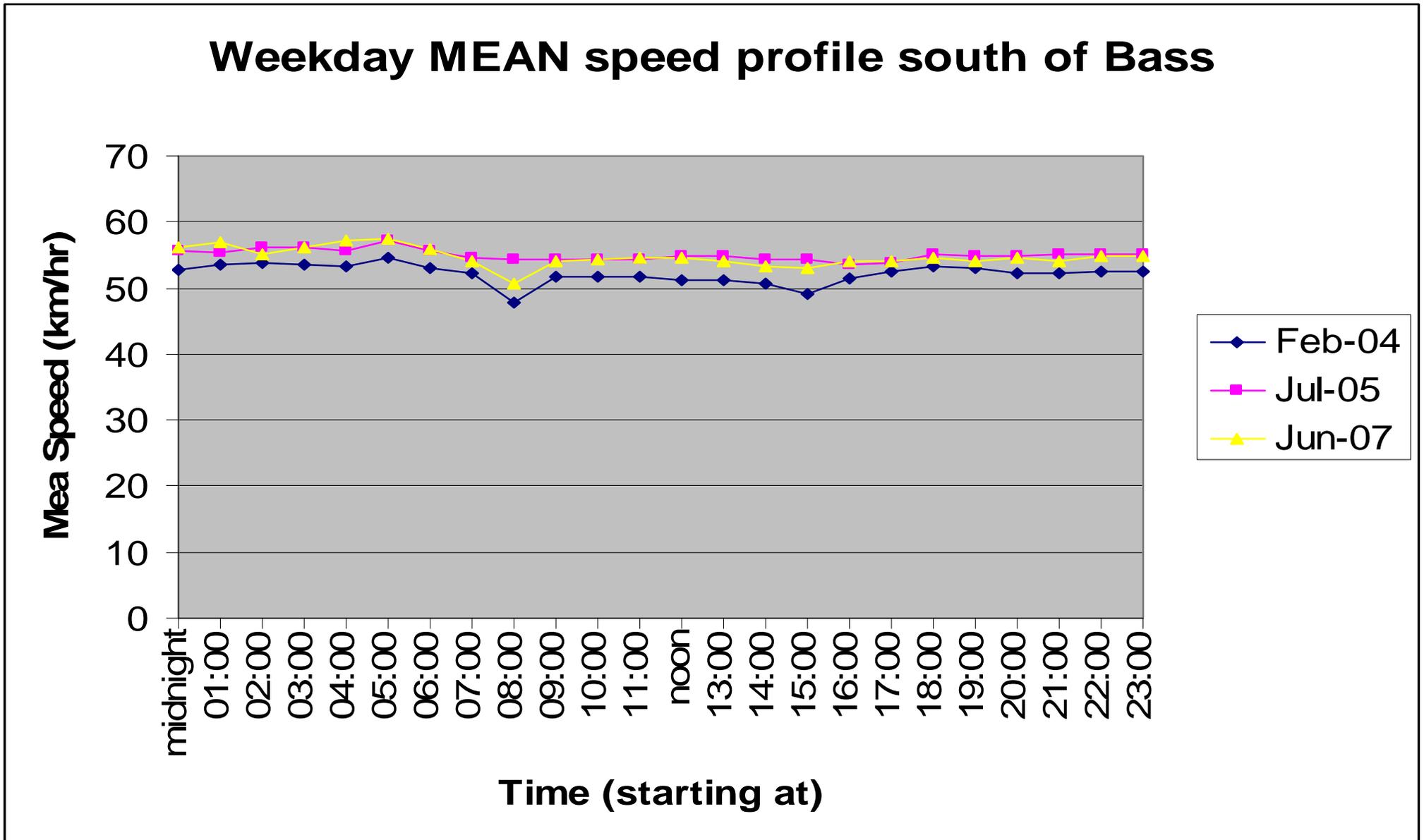
Inspector D Erasmus
Road Policing Manager
Canterbury

Safer Communities Together

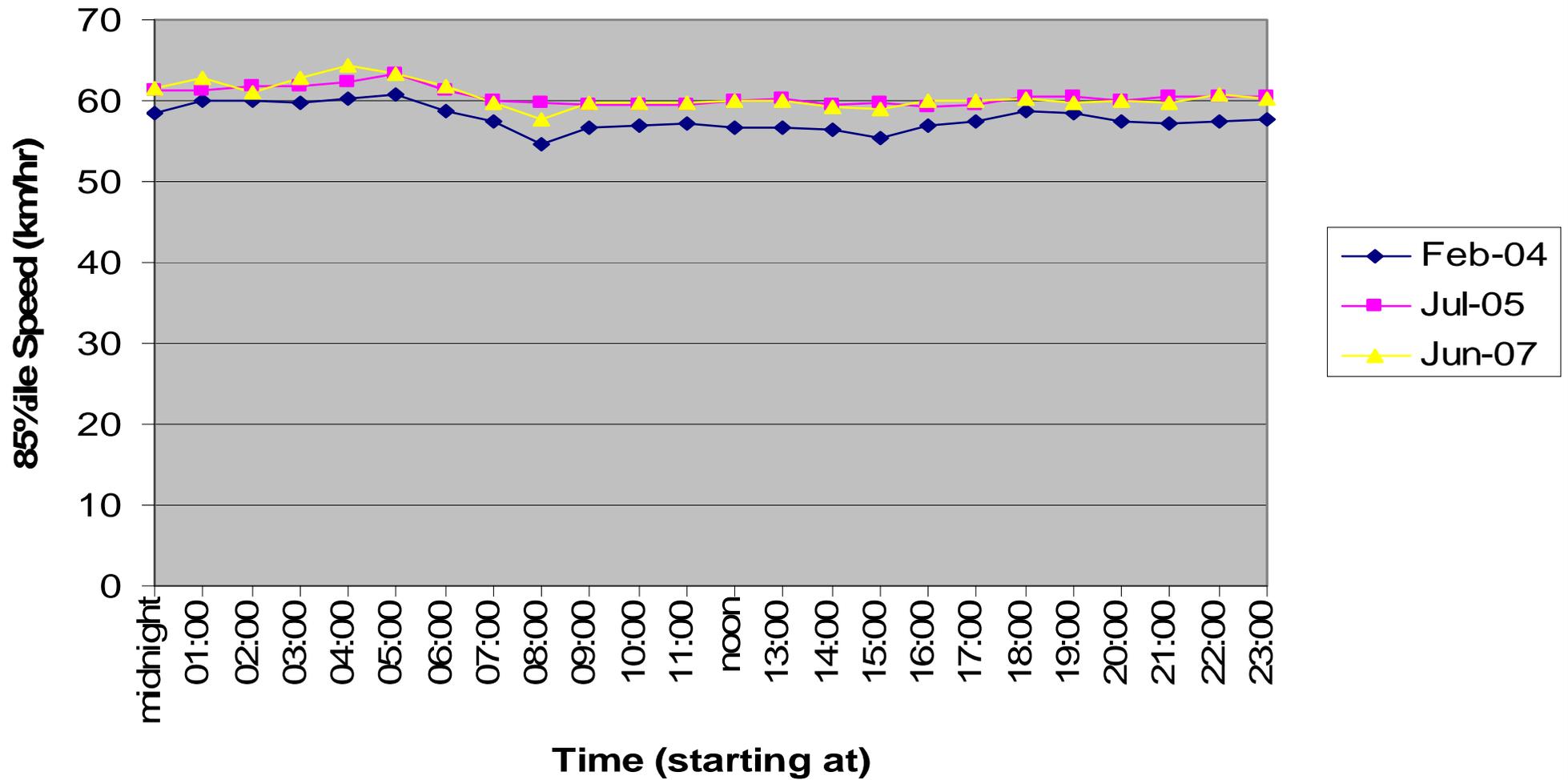
NEW ZEALAND POLICE CANTERBURY HEADQUARTERS

Cnr Hereford St & Cambridge Tce, DX Mail WX10057, Christchurch, New Zealand

Telephone: (03) 363 7400 Facsimile: (03) 363 5619 www.police.govt.nz



Weekday 85%ile speed profile south of Bass



9. PROPOSED EASEMENT IN GROSS FOR THE CONVEYANCE OF GAS - THE AVON RIVER BANKS

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

PURPOSE OF REPORT

1. To seek the Hagley/Ferrymead Community Board's approval for the granting of a two metre wide easement over a portion of the Avon River Banks, east of the Montreal Street Bridge, for the conveyance of gas from the Burwood Landfill via the Christchurch Wastewater Treatment Plant through the new Civic Offices and the Art Gallery. The proposed easement will be granted under Section 48(1)(c) pursuant to the requirements of section 48 (6) of the Reserves Act 1977.

EXECUTIVE SUMMARY

2. The Council awarded a contract to Rockgas for the installation of a Land Fill Gas (LFG) pipeline from QEII through the Christchurch Wastewater Treatment Plant (CWTP) to the new Civic Offices and the Art Gallery, as an extension of a pipeline that was constructed from the Burwood Landfill to QEII in 2006.
3. The proposed work, for which resource consent has been granted, is stage three of a planned gas pipeline to be reticulated into the Christchurch Business District (CBD) to supply the Art Gallery and new Civic Office Building. The route for the pipeline has been determined in consultation with CH2M Beca, Rockgas and the Council.
4. The route for the new pipeline has been selected to generally avoid major roads. The pipeline will be constructed using directional drilling to minimise road openings and reduce the impact on traffic and the community.
5. To accommodate the new pipeline an easement in gross is required over a portion of the Avon River Banks, east of the Montreal Street Bridge from Oxford Terrace to Cambridge Terrace including the crossing of the Avon River as illustrated in the attached diagram (refer **attached**). The easement will be granted under Section 48(1) (c) of the Reserves Act 1977 and will be over an area of approximately 86 square metres.

FINANCIAL IMPLICATIONS

6. The costs associated with the legalisation of the proposed easement will be covered by the Council as part of the gas pipeline project.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

7. Yes.

LEGAL CONSIDERATIONS

8. The Avon River Banks in this area of the City are held under The Christchurch City Council Empowering Act 1971, being vested in the Mayor, Councillors and Citizens of the City of Christchurch for the purpose of an ornamental lawn and garden. No titles have been raised to the land.
9. The two specific areas of land are set out under schedule 3 of this Act being "All that plot of land lying between Montreal Street and Durham Street and extending to Cashel Street and bounded on the North and North-West by the River Avon" and "All the plot of land lying between Montreal Street and Durham Street and extending to Cashel Street and bounded on the South and South - West by Oxford Terrace and on the North - West by the Avon River."
10. The easement will be granted under section 48(1)(c) of the Reserves Act 1977 in accordance with the requirements of 48(6), that being the Council granting an easement unto itself.

9.Cont'd

11. No public advertising will be required under section 48 (2) of the Act, because the requirements of section 48 (3) are fulfilled, they being:
 - (a) *The reserve is vested in an administering body and is not likely to be materially altered or permanently damaged; and*
 - (b) *The rights of the public in respect of the reserve are not likely to be permanently affected.*
12. The Community Board has delegated authority from Council to approve or otherwise the proposed easement (13-12-07).

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

13. The legal implications associated with the granting of the easement are minor and are covered in sections 9 to 13 above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Not Applicable.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

15. No.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

17. The proposed easement to allocate new infrastructure is neutral and it is not in contravention of any Council strategies.

CONSULTATION FULFILMENT

18. Not required, see section 11 above.

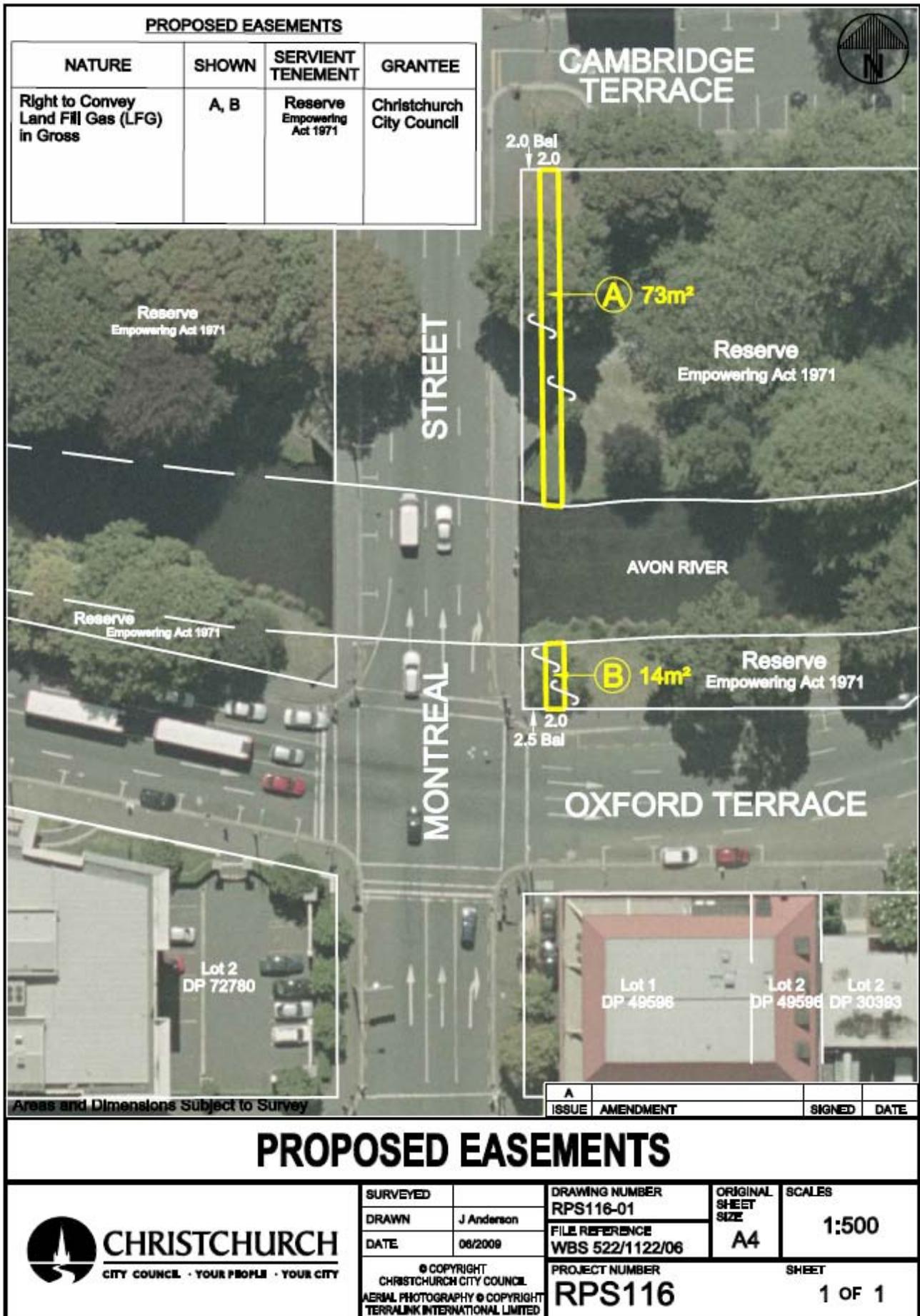
STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve, in accordance with the requirements of section 48 of the Reserves Act 1977:

- (a) The granting of an easement in gross for the conveyance of gas over approximately 86 square metres over The Avon River Banks east of the Montreal Street Bridge from Oxford Terrace to Cambridge Terrace including the crossing of the Avon River as illustrated in the attached diagram. The easement will be granted under Section 48(1) (c) pursuant to section 48 (6) of the Reserves Act 1977 and will be subject to being approved by the Minister of Conservation.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



10. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME - SARAH ELIZABETH GILMOUR

General Manager responsible:	General Manager Community Services, DDI 941 8607
Officer responsible:	Recreation and Sports Unit Manager
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant Sarah Elizabeth Gilmour is a 16 year old resident of Mt Pleasant and is seeking support from the Hagley/Ferrymead Community Board to compete in the World Youth Climbing Championships in Valence, France from 27 - 31 August 2009.
3. Sarah is a Year 12 student at Avonside Girls' High School. She is a most conscientious student who works hard and achieves well maintaining a high academic standard in addition to excelling in her chosen sport. Sarah is considered a wonderful role model for other young people as a high achiever who is positive, involved and committed in all aspects of life. She has been a school librarian since 2007 and was awarded Avonside Girls' High School Sportswoman of the Year and Sports Honours in 2008.
4. Sarah started competing in sports climbing four years ago and is a member of the Flying Geckos Climbing Club. Sarah has shown herself to be dedicated and focused on training hard independently and with the team to succeed. She is ambitious and sets high goals for herself. Sarah trains four days a week for three hours plus additional conditioning and aerobic training in her own time. She is also coaching younger squad members every Friday night. Sarah has reaped spectacular results for someone so young. She has successfully won all National titles in her age group (Under 14s, 16s and this year Under 18s). She has also successfully taken the National Cup Open Women's Title at 14 years old. On the international sports climbing stage, Sarah has successfully competed at the World Youth Climbing Competitions representing New Zealand in Ecuador in 2007 and Australia in 2008. She was the first New Zealand female to reach the semi finals in Ecuador, being ranked 25th in the world.
5. Climbers must pay their own way and this has been a very expensive year for Sarah, as the four competitions of the National Cup Series have been in the North Island. The overall cost to attend the World Youth Climbing Championships is \$7,000 and it is the responsibility of each participant to meet these costs. This includes time spent training in Europe leading up to the competition. To meet the costs Sarah is supported by her parents but is expected to raise the funds herself to cover international airfares. As a result she has been actively fundraising through sausage sizzles, catering for Orienteering, filling bags for the Sarah Ulmer series, selling sweets, a Clip and Climb "Climb Mt Cook" team fundraiser and working part time. She has raised \$1,980 so far and will continue to fund raise leading up to her departure.

FINANCIAL IMPLICATIONS

6. The following table provides a breakdown of the costs for all expenses related to this selection:

Sarah Gilmour	
EXPENSES	Cost (\$)
International licence	\$100
Competition fee	\$100
Travel (airfares and travel within Europe)	\$3,500
Uniform (shorts, climbing T shirt, polo and jacket)	\$300
Gym, climbing and coaching costs	\$500
Food and accommodation	\$2,500
Total Cost	\$7,000
Fundraising to date	\$1,980

10 Cont'd

7. This is the second time that the applicant has applied to the Hagley/Ferrymead Community Board for financial support. Sarah received \$500 from the 2007/08 Hagley/Ferrymead Youth Development Scheme to attend the World Youth Climbing Competition in Ecuador where she was ranked 25th in the World.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

8. This application is seeking funding from the Community Board's 2009/10 Youth Development Scheme which was established from the Board's 2009/10 Discretionary Funding. There is currently \$9,500 unallocated in the Youth Development Scheme.

LEGAL CONSIDERATIONS

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the LTCCP, regarding Community Board Project funding.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

11. As above.

ALIGNMENT WITH STRATEGIES

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the application and allocate \$500 from the Hagley/Ferrymead Community Board Youth Development Scheme 2009/10 to Sarah Elizabeth Gilmour to compete in the World Youth Climbing Championships in Valence, France in August 2009.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – BROOKE HANNAH MATHER

General Manager responsible:	General Manager, Community Services, DDI 941 8607
Officer responsible:	Recreation and Sports Unit Manager
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant Brooke Mather is a 17 year old Avonside resident and is seeking support from the Hagley/Ferrymead Community Board to travel to Russia with the Junior Women's Water Polo team to compete in the FINA Junior Women's World Championships. The trip will take place from 29 July – 18 August 2009.
3. Brooke is a student at Marian College where she is also deputy house captain, holds the position of head of water polo coaching the junior team and manages all aspects of the sport. She is on the house and sports council and heavily involved in the organisation of activities within the school. Brooke is also involved in surf lifesaving patrolling the beaches voluntarily as part of the roster. Brooke's main sport is water polo and she has represented Canterbury for six years with the team winning five National titles and one Pan Pacific title. Brooke has represented New Zealand as a member of the Junior Women's team for the past four years. Brooke demonstrates commitment to her sport coaching the Year 7 and 8 Canterbury team after coaching all schools of this level for a year. She has also taught 10 year olds how to play water polo for a year.
4. Selection for the Junior Women's World Championships was rigorous with an initial squad of 60 players drawn from across the country in 2008. Since then there have been camps and trials in Auckland and Christchurch with a final squad of 16 travelling to Australia in May to train and compete against the top ranking Australia team. More training with the New Zealand Senior Woman's team resulted in the final selected team for the Junior Worlds named in June 2009. Ongoing intensive training is required to compete at the Junior World Championships with the team training for seven days a week and up to 16 hours a week.
5. Unfortunately junior water polo receives minimal funding from SPARC, therefore players are usually responsible for a majority of their costs. The team have been actively fundraising and to date have raised approximately \$2750 each towards their over all cost of \$13295.84. They will continue to fundraise until they go away.

FINANCIAL IMPLICATIONS

6. The following table provides a breakdown of the costs for all expenses related to this selection.

Brooke Mather	
EXPENSES	Cost (\$)
NZ based camps – Auckland (May) and Christchurch (July)	\$800.00
Australian camp (May)	\$1,833.00
Airfares	\$6,194.23
Accommodation and Food	\$3,423.00
Additional supplies, gifts, contingency	\$581.77
Visas and Insurance	\$255.92
Ground Travel	\$207.92
Total Cost	\$13,295.84
Fundraising	\$2,750.00

11 Cont'd

7. This is the first time that the applicant has applied to the Hagley/Ferrymead Community Board for financial support.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

8. This application is seeking funding from the Community Board's 2009/10 Youth Development Scheme which was established as from the Board's 2009/10 Discretionary Funding. There is currently \$9,500 unallocated in the Youth Development Scheme.

LEGAL CONSIDERATIONS

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

11. As above.

ALIGNMENT WITH STRATEGIES

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the application and allocate \$500 from the Hagley/Ferrymead Community Board Youth Development Scheme 2009/10 to Brooke Hannah Mather to compete in the FINA Junior Women's World Championships in August 2009.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

5. 8. 2009

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12. **COMMUNITY BOARD ADVISER'S UPDATE**
13. **BOARD MEMBERS' QUESTIONS**
14. **BOARD MEMBERS' INFORMATION EXCHANGE**