

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 16 DECEMBER 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

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

- | | | |
|---------------|------------|--|
| PART C | 1. | APOLOGIES |
| PART C | 2. | CONFIRMATION OF MINUTES – 2 DECEMBER 2009 |
| PART B | 3. | DEPUTATIONS BY APPOINTMENT |
| PART B | 4. | PRESENTATION OF PETITIONS |
| PART B | 5. | NOTICE OF MOTION |
| PART B | 6. | CORRESPONDENCE |
| PART B | 7. | BRIEFINGS |
| PART A | 8. | HIGH STREET UPGRADE (CASHEL STREET TO LICHFIELD STREET) |
| PART C | 9. | FERRY ROAD – PROPOSED PARKING RESTRICTION |
| PART C | 10. | BARBADOES, MADRAS AND MELROSE STREETS – PROPOSED STOPPING RESTRICTION |
| PART C | 11. | BUTTERFIELD AVENUE – PROPOSED NO STOPPING RESTRICTION |

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- PART C 12. INSTALLATION OF NEW LIGHTING ON CUTHBERTS GREEN BY LINFIELD CULTURAL RECREATIONAL SPORTS CLUB**
- PART C 13. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND – INFORMATION PANEL FOR PEACOCKS GALLOP**
- PART C 14. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARDS YOUTH DEVELOPMENT SCHEME – ISABELLE ALLEN**
- PART B 15. COMMUNITY BOARD ADVISER’S UPDATE**
- PART B 16. BOARD MEMBERS’ QUESTIONS**
- PART B 17. BOARD MEMBERS’ INFORMATION EXCHANGE**

1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES –2 DECEMBER 2009.

The minutes of the Board's ordinary meeting of 2 December 2009 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 2 December 2009 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

- 3.1 Greg West and Richard Bluett will address the Board in relation to overnight camping at Cranmer Square and surrounding streets.
- 3.2 Michael Britnell regarding concerns at the Linwood Avenue Worcester Street intersection.
- 3.3 Topsy Rule from the Sumner-Redcliffs Historical Society regarding clause 13, Application to Hagley/Ferrymead Community Board Discretionary Response Fund – information panel for Peacocks Gallop.
- 3.4 Fiona Whero and Nigel Rushton from Spokes Canterbury regarding clause 8, High Street Upgrade.
- 3.5 Shaun Stopping on behalf of Kensington Park Investments Ltd and others regarding clause 8, High Street Upgrade.
- 3.6 Cos Jeffery regarding clause 8, High Street Upgrade.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

At the Board meeting on 4 November 2009, the Board considered a Notice of Motion that was submitted by David Cox and seconded by Tim Carter, pursuant to Standing Order 3.10.1:

That the Hagley/Ferrymead Community Board underwrite up to \$40,000 from its 2009/10 Discretionary Response Fund for the undergrounding of overhead services to numbers 367, 371 and 377 Cambridge Terrace, in light of there being no budgetary allocation available for this in the Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue) Kerb and Channel Renewal and Landscaping Projects or the 2009-19 LTCCP.

The Board received information from staff regarding the Discretionary Response Fund balance and criteria, the Council's Register of Delegations and indicative costs for undergrounding. At the meeting on 4 November 2009 the Board decided to let the notice of motion lie on the table and requested further information from staff.

At the meeting of 2 December 2009, the Board **received** additional information from staff, and **decided** to defer consideration of this notice of motion until the Board meeting of 16 December 2009.

6. CORRESPONDENCE

Move Over Probation (circulated under separate cover).

7. BRIEFINGS

8. HIGH STREET UPGRADE (CASHEL STREET TO LICHFIELD STREET)



General Manager responsible:	General Manager City Environment DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Anne Cosson, Capital Development Unit, Consultation Leader,

PURPOSE OF REPORT

1. The purpose of the report is to request that the Hagley/Ferrymead Community Board recommends to the Council that the proposed plan for the High Street Upgrade, (refer **attachment**), be approved to proceed to detailed design and construction.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in June 2009, and involves a street upgrade to be completed in conjunction with the installation of double tram tracks for the length of High Street from Cashel Mall to Lichfield Street.
3. The approval for the installation of tram tracks over this section of road, was given in June 2009 as part of the Long Term Council Community Plan 2009-2019.
4. The objectives for the project are to:
 - (a) Develop a 'slow streets' streetscape on High Street that is loosely based on the Hereford Street design that is soon to be deployed.
 - (b) Maximise pedestrian connectivity and permeability.
 - (c) Include provision for a double tram track through this section of road that links to the surrounding tram network. Consider tram facilities to complement the overall tram project.
 - (d) Accommodate necessary on street servicing, car parking, occasional tour bus and emergency vehicle movements.
 - (e) Introduce appropriate engineering measures in order to encourage a typical speed regime in the order of 30 kilometres per hour or less, that subsequently could be supported by a legally enforceable speed limit of 30 kilometres per hour.
 - (f) Appropriate threshold treatments where High Street meets the adjacent road network.
 - (g) Ensure that tree planting, landscaping and street features are consistent with the Central City Revitalisation Strategy, and the Central City Street Trees and Gardens Master Plan.

FINANCIAL IMPLICATIONS

5. The current cost estimates indicate that this project can be completed within the allocated budget.

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

6. Yes. Based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project which is programmed for construction to be completed in the 2010/2011 financial year.

8 Cont'd

LEGAL CONSIDERATIONS

7. There are no property issues associated with this project. There are no notable or heritage trees, or heritage or historic buildings, places or objects shown in the City Plan affected by this project. No resource consents are required for the work proposed.
8. There appear to be no legal implications for this project. The Land Transport Rules provide for the installation of parking restrictions. The Council has the delegated authority to approve the proposed traffic and parking resolutions, as High Street is located in the inner city area.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, Inner City Transport (page 247) and Tram Extension (page 247), of the 2009-19 LTCCP

ALIGNMENT WITH STRATEGIES

10. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

11. The Board was informed of this project by memorandum in July 2009. A seminar was then held to introduce the proposed design and the project's consultation programme in October 2009. The feedback period for public consultation was from Monday 12 October to Monday 2 November 2009. The publicity pamphlet (including concept plan) was distributed to residents, shop owners, business associations and other interested parties in the immediate area.
12. There are approximately 40 properties in High Street between Cashel Street and Lichfield Street. 24 responses were received, of which six responses were generally in support of the proposal, eight responses generally supported the project but had issues or comments, one response did not support the project and nine responses showed no indication.
13. Key issues raised were concerns at the disruption to traffic flow and businesses during construction; the available space for cyclists; the reduction of car parks; the type of car parking proposed; pedestrian issues at the intersections; the angle of the kerb build outs; the street furniture layout and the removal of trees.
14. Responses to community consultation and changes to the proposed plan are as follows;
 - (a) There were requests for access to be maintained during construction over this section of High Street for tour coaches and cars. The project team will work to minimise disruption and this will be considered as part of the traffic management plan that will be approved to cover the construction.
 - (b) Concerns were raised about the available road space for cyclists, and a request to reduce the speed limit in the street. Due to the inclusion of the double tram track, the road layout along this section is not ideal for cyclists, however, given the slow street design, the location of cycle stands and the potential cycling routes, the project team consider the proposed design is appropriate and have added some signs to warn cyclists of the dangers of crossing the tram tracks. The reduction in the speed limit in this area of High Street is being considered as part of a larger speed limit review.

8 Cont'd

- (c) Concerns have been raised about the reduction in car parking. To provide the appropriate safety offsets for the tram, the existing 90 degree parking has been removed and replaced with parallel parking. The change from the 90 degree parking and the inclusion of street trees has reduced parking in this area by 21 parking spaces.
- (d) In response to concerns about the type of parking provided, a change to the proposed layout has been made. This has shifted one of the proposed disabled parks to Cashel Street and has introduced an additional short term (P5) parking space to allow for more pickup and drop off activities to occur near the businesses.
- (e) The project team considered the pedestrian issues raised, and following further intersection counts the traffic engineers considered that the proposed plan was appropriate for the intersections.
- (f) The angles of the kerb build outs were altered to match the proposed design in Hereford Street to allow consistency and improved kerb cleaning access.
- (g) There have been various changes to the proposed street furniture layout. These range from improvements in seating layouts to better fit with CPTED (Crime Prevention through Engineering Design) principles; to adding arm rests to some seats to assist the elderly and those with disabilities to stand up; to lowering the rubbish bins to meet the design requirements for the canes of the partially sighted.
- (g) Concern was raised about the removal of Plane tree outside Java Cafe. Seven existing street trees, including this Plane tree, are proposed to be removed. 11 new Fastigate Oak trees are proposed to be planted. The trees proposed for removal have been assessed by the Council's Arborist and based on their current condition and life expectancy, they were recommended to be removed and replaced by the new plantings.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend that the Council:

- (a) Resolve that the High Street Upgrade Project may proceed to detailed design and construction as shown on the For Board Approval Plan attached (TP315401).
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping

- (i) That all existing no stopping resolutions on the south and southwest side of High Street between Manchester Street and Cashel Street be revoked.
- (ii) That all existing no stopping resolutions on the north and northeast side of High Street between Manchester Street and Cashel Street be revoked.

Revoke Existing Parking Restrictions

- (iii) That all existing parking restrictions on the southwest side of High Street between Manchester Street and Cashel Street be revoked.
- (iv) That all existing parking restrictions on the northeast side of High Street between Manchester Street and Cashel Street be revoked.

8 Cont'd

New No Stopping

- (v) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 47 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at a point 66 metres north west from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at a point 89 metres southwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at a point 113 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 7 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of High Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 47 metres.
- (x) That the stopping of vehicles be prohibited at any time on the northeast side of High Street commencing at a point 66 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the northeast side of High Street commencing at a point 89 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the northeast side of High Street commencing at a point 113 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 13 metres.

New Parking Restriction – Motorcycle Park

- (xiii) That a Motorcycle Park be created on the southwest side of High Street commencing at a point 94 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 3 metres.

New Parking Restriction – Mobility Park

- (xix) That a Mobility Park with a time limit of 60 minutes at any time be installed on the southwest side of High Street commencing at a point 105 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 8 metres.

New Parking Restrictions – P5

- (xx) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the southwest side of High Street commencing at a point 47 metres southwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 6.5 metres.

8 Cont'd

- (xxi) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the southwest side of High Street commencing at a point 97 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 8 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the northeast side of High Street commencing at a point 71 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 6 metres.

New Parking Restrictions – P60 Pay and Display

- (xxiii) That Parking Meters with a time limit of 60 minutes be installed on the southwest side of High Street commencing at a point 53 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 13 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9 am to 1 pm on a Saturday.
- (xxiv) That Parking Meters with a time limit of 60 minutes be installed on the southwest side of High Street commencing at a point 71 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 18 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30 pm on Friday and 9am to 1pm on a Saturday.
- (xxv) That Parking Meters with a time limit of 60 minutes be installed on the northeast side of High Street commencing at a point 47 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 9 am and 5 pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xxvi) That Parking Meters with a time limit of 60 minutes be installed on the northeast side of High Street commencing at a point 77 metres south west from its intersection with Manchester Street and extending in a north westerly direction for a distance of 12.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xxvii) That Parking Meters with a time limit of 60 minutes be installed on the northeast side of High Street commencing at a point 94 metres north west from its intersection with Manchester Street and extending in a north westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

Give Way Sign

- (xxviii) Approve that a Give Way sign be placed 19m west of the intersection with Manchester Street on the westbound side of High Street.
- (c) Note that this matter will be included as a Chairperson's Report on the agenda for the Council Meeting of 11 February 2010.

CHAIRPERSON'S RECOMMENDATION

For discussion.

8 Cont'd

BACKGROUND (THE ISSUES)

15. High Street from Lichfield Street to Cashel Street is classified as a local street and is approximately 145 metres in length. This area also includes two of the High Street heritage reserve triangles. High Street is located in the Hagley/Ferrymead Community Board area. Currently there are 37 existing car parks from a combination of nine parallel parks and 28 90-degree car parks. There are no Bus routes on the street currently, only tour buses from the three Hotels.
16. Currently there are 37 existing car parks from a combination of nine parallel parks and 28 90-degree car parks. There are no bus routes on the street currently, only tour buses from the three Hotels.
17. The Land Transport Safety Crash Analysis System shows there have been four crashes recorded for the five year period between 2004 and 2009 on High Street, from Cashel Street to Lichfield Street. Two crashes were caused by cars manoeuvring and hitting parked cars. One car missed the end of the road and hit another car while evading enforcement. One car hit a pedestrian who was crossing heedless of traffic and stepped out from behind a parked car.

THE OBJECTIVES

18. The aims and objectives of this project are met by:
 - (a) Develop a 'slow streets' streetscape on High Street that is loosely based on the Hereford Street design that is soon to be deployed.
 - (b) Maximise pedestrian connectivity and permeability.
 - (c) Include provision for a double tram track through this section of road that links to the surrounding tram network. Consider tram facilities to complement the overall tram project.
 - (d) Accommodate necessary on street servicing, car parking, occasional tour bus and emergency vehicle movements
 - (e) Introduce appropriate engineering measures in order to encourage a typical speed regime in the order of 30 kilometres per hour or less, that subsequently could be supported by a legally enforceable speed limit of 30 kilometres per hour.
 - (f) Appropriate threshold treatments where High Street meets the adjacent road network.
 - (g) Ensure that tree planting, landscaping and street features are consistent with the Central City Revitalisation Strategy and the Central City Street Trees and Gardens Master Plan.

THE OPTIONS

19. Three options were developed for comparison. Option Three has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

20. Option One includes no changes to the existing road condition.
21. Option One has not been selected as the preferred option because key objectives are not met.

8 Cont'd

OPTION TWO

23. Option Two includes the following:
- (a) A carriageway width varying from 9 metres to 12.6 metres, it would include eight 30-degree angle pay and display parks on the north east side and ten parallel parks on the south west side, one being a p5 loading zone and another being disabled park with the remaining eight P60 Pay and Display.
 - (b) A rumble strip crossing at the eastern end to help with slowing the traffic to 30 kilometres per hour and a pedestrian crossing at the north west end.
 - (c) Footpaths to be paved in various pavers and the carriageway to be asphalt construction.
 - (d) The installation of double tram tracks.
24. Option Two has not been selected as the preferred option due to concerns with the level of safety between 30 degree parking and the proposed tram and cyclists.

OPTION THREE

25. Option Three includes the following:
- (a) A carriageway width varying for 9 metres to 12.6 metres, it includes eight parallel P60 pay and display parks and one P5 park on the north east side and five parallel P60 pay and display parks, two disabled, one motorcycle stand and one P5 park on the south west side.
 - (b) The footpaths are to be paved and the carriageway to be asphalt construction.
 - (c) The installation of double tram tracks.

THE PREFERRED OPTION

26. **Option Three** is the preferred option because it meets the project objectives.

9. FERRY ROAD – PROPOSED PARKING RESTRICTION

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 seek the Hagley/Ferrymead Community Board's approval that a Parking Restriction be installed on the south side of a section of Ferry Road.

EXECUTIVE SUMMARY

2. The Council has received a request from the shop owner at 268 Ferry Road for 10 minute parking restrictions be installed outside that address (refer **attached**).
3. The section of Ferry Road that this report relates to is on the south side between Grafton and Osborne Streets, and is a two lane two way road classified as an arterial road. In September 2008 was recorded as having a seven day average vehicle count of over 22,000 vehicles per day.
4. The applicant operates a bakery shop in a small shopping centre at that location. Other businesses in the shopping centre include a mini mart, a liquor retail outlet and a vacant shop. Neighbouring properties include a medical centre, food manufacturing, car sales, boat yard, Furniture Manufacturer, and a funeral directors.
5. There is on site drive on parking at the shopping centre for very short term parking of customers to stop and quickly make purchases from the bakery, mini mart or liquor outlet. These transactions usually take three to four minutes resulting in a high turnover, and this location has become very popular resulting in it often being full. An area of parking for slightly longer term parking close by is needed.
6. On Ferry Road outside the shopping centre there are two parking areas, 9.5 and 24 metres long respectively, that cater for the parking of two and four vehicles respectively. There is currently no time limit in either of these parking boxes. On occasions vehicles park there all day, preventing their use by customers of the shopping centre. There are a number of similar unrestricted parking boxes further east on Ferry Road, outside residential properties that could be used in preference to using spaces outside the shopping centre, that could be used by short term customers. These other spaces will remain unrestricted.
7. The changing of these two parking boxes to a maximum parking period of 10 minutes will provide parking for up to six vehicles, ensure a regular turnover of those spaces, and mean that the likelihood of customers finding an empty parking space nearby will be successful.
8. Eleven Consultation documents were distributed to premises in the area. Nine were returned with eight supporting the proposed changes. Full details are listed in clause 19.

FINANCIAL IMPLICATIONS

9. The estimated cost of installing four signs on posts is \$450.

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

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

9 Cont'd

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restricts and traffic control devices.
13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with Council Strategies, including the Parking Strategy 2003.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. Eleven business and residential premises in the location were given consultation documents to complete and return.
 - Nine or 82 per cent were returned.
 - Eight or 87.5 per cent of the respondents supported the proposal.
 - One or 12.5 per cent objected to the proposed changes. (No reason was given).
20. The Charleston Neighbourhood Association Incorporated is the residents association for this area. They have no objection to this proposal.
21. The officer in Charge Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board approve the following on Ferry Road:

- (a) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Ferry Road commencing at a point 13.5 metres east from its intersection with Grafton Street and extending in a easterly direction for a distance of 9.5 metres.
- (b) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Ferry Road commencing at a point 33 metres east from its intersection with Grafton Street and extending in a easterly direction for a distance of 24 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. BARBADOES, MADRAS AND MELROSE STREETS – PROPOSED STOPPING RESTRICTION

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 seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time on sections of Barbadoes Street and Madras Street, in the vicinity of Melrose Street.

EXECUTIVE SUMMARY

2. The Council has received a request from a representative of the Moa Neighbourhood Committee that the existing stopping restrictions that extend north on Barbadoes Street from its intersection with Melrose Street, and the existing stopping restrictions that extend south on Madras Street from its intersection from Melrose Street be extended (refer **attached**).
3. Melrose Street is a residential local street running east/west between Barbadoes and Madras Street with a low traffic volume. Barbadoes and Madras Streets are two lane, one way streets.
4. *Barbadoes Street:*
 - (a) At the intersection of Melrose Street and Barbadoes Street, existing no stopping lines extend 13 metres in a northerly direction. After the last broken yellow "no stopping" line there is a 4.5 metre space to the vehicle entrance into 405 Barbadoes Street. It is an offence to park within 1 metre of any vehicle entrance so this leaves 3.5 metres for a vehicle to legally park. Very few vehicles can park within such a small space without encroaching over the no stopping lines or within the 1 metre distance required from the vehicle entrance;
 - (b) In addition, if a vehicle does park close up to the last broken yellow line, the view of approaching traffic to a driver exiting from Melrose Street is restricted by the parked vehicle to approximately 26 metres. A vehicle travelling at the 50 kilometres per hour speed limit covers that distance in approximately 1.9 seconds;
 - (c) Extending the existing stopping restrictions north for a further 4 metres to the edge of the vehicle entrance will prevent vehicles from illegally parking in the restricted space, will prevent the offence of a vehicle being parked within 1 metre of a vehicle entrance, and will extend the visibility of approaching vehicles to over 43 metres, thereby increasing the amount of time in which a driver has to make a decision.
5. *Madras Street:*
 - (a) At the intersection of Melrose Street and Barbadoes Street, existing stopping restrictions extend 10.5 metres in a southerly direction along the eastern side of Barbadoes Street. If a vehicle is parked close to the last broken yellow line, the view of approaching traffic to a driver exiting from Melrose Street is restricted by that parked vehicle to approximately 22 metres. A vehicle travelling at the 50 kilometres per hour speed limit covers this distance in approximately 1.6 seconds;
 - (b) Extending the existing stopping restrictions south for a further 4.5 metres will increase the visibility of approaching vehicles in the inner lane to over 43 metres. This will increase the time in which a driver has to make a decision.

10 Cont'd

6. Seventeen consultation documents were distributed to residents in the area. 75 per cent of the respondents supported the proposal, 25 per cent objected. The Moa Neighbourhood Committee, which is the Residents Association for this area, was the applicant and supports the proposed changes. Full details of the consultation are detailed in paragraph 17.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$60.

Do the Recommendations of this Report Align with 2009-19 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 Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restricts and traffic control devices.
11. 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?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with 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?

16. As above.

CONSULTATION FULFILMENT

17. Consultation was carried out with the occupants of 401, 405, and 407 Barbadoes Street, 388 and 390 Madras Streets and 4 Melrose Street. Many of these properties have flats or units on them. 17 documents were distributed, eight or 47 per cent were returned.

Six (75 per cent) supported the proposed changes while two (25 per cent) objected to the proposed changes.

10 Cont'd

One of those opposed gave no reason for objecting. The other said as there was already limited off street parking in the vicinity they did not want to lose another one or two on street parks. They also said parking in the area was popular with city workers during the week and so they would be forced to park elsewhere.

18. The Moa Neighbourhood Committee was the applicant in this instance, and therefore support the proposed changes.
19. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board:

Revoke the following:

- (a) Revoke the existing stopping restrictions that extend north for 13 metres along the western side of Barbadoes Street from its intersection with Melrose Street.
- (b) Revoke the existing stopping restrictions that extend south for 10.5 metres along the eastern side of Madras Street from its intersection with Melrose Street.

Approve the following:

- (c) Approve the stopping of vehicles be prohibited at any time on the western side of Barbadoes Street commencing at the intersection with Melrose Street and extending in a northerly direction for a distance of 17 metres.
- (d) Approve the stopping of vehicles be prohibited at any time on the eastern side of Madras Street commencing at the intersection with Melrose Street and extending in a southerly direction for a distance of 15 metres.

CHAIRPERSON'S REPORT

That the staff recommendation be adopted.

11. BUTTERFIELD AVENUE – PROPOSED NO STOPPING RESTRICTION

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 seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time on the south west side of a section of Butterfield Avenue.

EXECUTIVE SUMMARY

2. Staff have received a request from a resident that a No Stopping Restriction be installed on either side of the speed hump situated outside 76 and 78 Butterfield Avenue (refer **attached**).
3. Butterfield Avenue is a local road running north west to south east between Buckleys Road and Hay Street. There are residences along the southern side, and Bromley Park and Linwood Cemetery along the northern side.
4. Outside 76 Butterfield Ave the road narrows to six metres in width, and turns 20 degrees to the south. A speed hump is situated on this bend. The intersection with Jollie Street is 35 metres south from the speed hump.
5. Vehicles parked on the west side of the road on either side of the speed hump/bend restrict the view of vehicles approaching from the north to motorists approaching from the south. Parked vehicles on the southern approach can also cause the northbound vehicles to cross the centreline to get past. This can result in vehicles suddenly being confronted by an unseen southbound vehicle on the corner, while negotiating a speed hump, and with insufficient width to safely accommodate all three vehicles.
6. The installation of stopping restrictions for 15 metres either side of the corner and speed hump will provide better visibility of approaching vehicles, and will allow space for vehicles to stay to the left of the centreline when negotiating the corner and speed hump.
7. The two properties directly affected by the proposal are 76 and 78 Butterfield Avenue, with the worst affected being 76 Butterfield Avenue. Consultation documents were distributed to both properties, with a reply being received only from number 76. They supported the proposed no stopping restrictions. The Bromley Residents Group representative was contacted, but advised that the residents group had ceased to operate.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$50.

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

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

LEGAL CONSIDERATIONS

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

11 Cont'd

11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices
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 2009-19 LTCCP?

15. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. Two Consultation Documents were distributed to the occupants of 76 and 78 Butterfield Avenue. One was returned from 76 Butterfield Avenue supporting the proposed restrictions.
19. The Bromley Residents Group were contacted but advised that they have ceased to operate.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board approve that the stopping of vehicles be prohibited at any time on the south west side of Butterfield Avenue commencing at a point 20 metres north west from its intersection with Jollie Street and extending in a north westerly direction for a distance of 30 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. INSTALLATION OF NEW LIGHTING ON CUTHBERTS GREEN BY LINFIELD CULTURAL RECREATIONAL SPORTS CLUB

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Consultation Leader – Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the support of the Hagley/Ferrymead Community Board regarding an application from the Linfield Cultural Recreational Sports Club Incorporated to install two sports field lighting poles on the new Linfield sports fields being developed on Cuthberts Green, prior to the Transport and Greenspace Manager granting approval under his delegated authority.

EXECUTIVE SUMMARY

2. Linfield Cultural Recreational Sports Club Incorporated (known as Linfield Sport) is an umbrella sports organisation, specialising in administrative duties, and financial management and planning for many individual sports clubs and community groups. Linfield Sport currently service about 3000 members from seven clubs, including Linwood Rugby Club.
3. Linfield Sport are the owner of sports grounds and club premises at 56 Kearneys Road, and currently lease an additional sports field on the Kearneys Road frontage of the Council owned Cuthberts Green opposite. Linfield Sport also own a small changing room facility on this park. The development of new additional sports fields is currently underway on the Kearneys Road frontage of Cuthberts Green, and changes to the Linfield Sport lease to reflect this are being progressed. Linfield Sport are also allocated two sports fields on Bromley Park, which are primarily used by the Linwood Rugby Club for training purposes.
4. Linfield Sport report that, consistent with national trends, fewer junior grade players have been registered, but similar numbers of both male and female senior grade players have been retained. With the increased demand on available space to train, Linfield Sport propose that three teams train at night on the Cuthberts Green (Kearneys Road) field, and another three train at night on Bromley Park.
5. Concept plans for the new sports field development on the Kearney's Road frontage of Cuthberts Green were approved by the Board in September 2005 following consultation with the local community. The extended sports field area will now provide; one junior rugby, two rugby and two soccer pitches, and a hard surface area. Indicative positions for proposed lighting of the sports fields were shown on the development concept plan, but made subject to the consent process and engineers report. Only two out of the 68 submissions received during public consultation in 2005 raised concerns about the lighting of the sports fields. The site currently has six existing lighting poles of 12 metres in height that have been used for night training on the existing rugby field. These will remain in use in their current positions.
6. At this time, Linfield Sport propose to erect two additional lighting poles to either side of the eastern end of the southern most rugby field (refer **attached**). Reconfiguration of the playing fields in the new development now mean that the existing lights will not fully cover the new southern most rugby field, which is situated further to the east. The additional lighting will provide adequate lighting to a safe standard for training purposes.
7. The new lighting poles will be 16 metres in height and staff have recommended that they are painted flax green to reduce the impacts on the visual amenity of the surrounding environment.

12 Cont'd

8. The lighting will be required to comply with the relevant standards of the Christchurch City Plan, including the control of light spill and glare, or a resource consent will be obtained. Linfield Sport have lodged a resource consent application (RMA 92015060) which is currently being assessed by the Environmental Policy and Approvals Unit. A building consent application has yet to be lodged. Therefore the approval of this application is being sought subject to these consents being obtained.
9. The lighting will be utilised two days per week over the autumn and winter months between the hours of 5.30pm. and 9pm. Training is usually undertaken between 6pm. and 8pm. Out of consideration for neighbouring properties, with respect to noise and lighting, Council staff require that the lights be turned off at 9 pm and have imposed a condition to this effect.
10. Overall it is the view of staff that the additional lighting poles were anticipated in the approved development concept plan for the site, and will enable better use of the new fields for training purposes. There is already existing sports field lighting in this area and the additional poles will not add significantly to this in terms of visual impact or illumination. The Transport and Greenspace Unit has been in close contact with Linfield Sport ,and is comfortable with the current proposal. The Unit acknowledges Linfield Sport's need for sports field lighting and believes the application is well justified. The Unit is also aware that Linfield Sport plans to make an application to install further lighting around the northern-most soccer field in the longer term, when time and funding permit.

FINANCIAL IMPLICATIONS

11. The Linfield Cultural Recreational Sports Club will meet all project expenses. The only costs to the Council will be those associated with the processing of this report which is covered within the current operational budget.
12. The lights will be owned by the Club, who will be responsible for installation and all future maintenance, electrical and running costs.

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

13. There are no implications for the 2009 -19 LTCCP budgets.

LEGAL CONSIDERATIONS

14. The Transport and Greenspace Manager has delegated authority from the Council (23 October 1996) to approve applications for flood lights on sports parks, subject to the necessary resource consents and consultation with the appropriate Community Board.
15. This area of Cuthberts Green adjoining Kearneys Road is partly zoned Open Space 3 (Metropolitan Facilities) and partly Living 1 (Outer Suburban) under the provisions of the Christchurch City Plan. Resource and building consents will be required to be obtained for this project prior to the Linfield Sport commencing work on the site. A resource consent (RMA 92015060) for new sports field lighting on both the Council owned sports fields and Linfield Sport's own property, has been lodged and is currently being assessed by the Environmental Policy and Approvals Unit. A building consent application had not been lodged at the time of writing this report. The approval of this application is being made subject to these consents being obtained.

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

16. As above.

12 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Community Outcomes:

- (a) A Healthy City.
- (b) A City for Recreation, Fun and Creativity.

18. LTCCP 2009-19, page 117:

- (a) By providing areas for people to engage in healthy activities.
- (b) By offering a range of recreational opportunities in parks, open spaces and waterways.

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

19. As above.

ALIGNMENT WITH STRATEGIES

20. Recreation and Sports Strategy.

Do the recommendations align with the Council's strategies?

21. As above.

CONSULTATION FULFILMENT

22. At the time of writing and submitting this report, the views of the park neighbours on this current proposal are still being sought. The outcome of this process will be advised to the Board through a memorandum prior to the 16 December 2009 meeting date, and also tabled at that meeting.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board support the approval by the Transport and Greenspace Unit Manager of the application by the Linfield Cultural Recreational Sports Club Incorporated to erect an additional two lighting poles on Cuthberts Green, as shown in the attached plan, subject to:

- (a) The applicant obtaining the necessary resource consents, and building consents, at their cost before commencing installation of the lighting system upon the park.
- (b) The applicant being responsible for ensuring that they, or any contractors they engage, are responsible for obtaining plans of all services presently laid underground in the park (electricity, telephonic, sewerage, storm water, high pressure water supply and irrigation).
- (c) The applicant being required to deposit scaled plans, showing the lighting poles and cable layout in the park, as built, within two months of the work being completed.
- (d) The applicant being responsible for all costs associated with the installation and maintenance of the lighting system.
- (e) The applicant being responsible for ensuring that the lighting system is maintained in a safe and tidy condition at all times.

12 Cont'd

- (f) That the lights are not operated after 9pm.
- (g) The applicant is to pay a bond of \$2000 to the Council via the Transport and Greenspace Area Contract Manager (Eastern) at Linwood Service Centre before any construction work commences on the site. The bond, less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Transport and Greenspace Unit Manager or his designate.
- (h) That the poles be painted Flax Green (12 B 21) in colour to integrate them into the park environment
- (i) That this approval will lapse if the development is not completed within two years of application.

CHAIRPERSON'S RECOMMENDATION

For discussion.

13. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND – INFORMATION PANEL FOR PEACOCKS GALLOP

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Consultation Leader – Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board approval for funding from the 2009/10 Hagley/Ferrymead Community Board Discretionary Response Fund to complete the installation of an information panel at Peacocks Gallop.

EXECUTIVE SUMMARY

2. At its meeting on 24 February 2007, the Board considered a report relating to the naming of the Peacocks Gallop reserve and the funding of two commemorative plaques. The report noted that was a valid historical link to the name “Peacocks Gallop” for this area. The report also noted that the suggestion of the Sumner-Redcliffs Historical Society was that this historical association be marked by a plaque at each end of the former old Sumner Main Road recording the fact that this was the old Sumner Main Road from Sumner to Christchurch, and the association with JJ Peacock and the term “Peacocks Gallop”.
3. The Board resolved to note that a previous historical association exists with respect to part of the old Sumner Main Road also known as Peacocks Gallop, and that consideration be given to removing the name “Peacocks Gallop” in respect of the reserve area and substituting same with an historical or local interpreted Maori name and discussion on the wording of a suitable plaque, and that the Sumner-Redcliffs Historical Society Inc., and any other interested organisations be informed, and consulted on this. The Board also approved the sum of \$2,500 be allocated from the Board’s Discretionary fund to meet the costs of two memorial plaques acknowledging “Peacocks Gallop”.
4. It was subsequently found that due to an administrative error the \$2,500 was not transferred from the Board’s Discretionary Fund to the Transport and Greenspace Unit budget.
5. Council officers recommended in a memorandum to the Hagley/Ferrymead Community Board dated 15 February 2008, that the installation of plaques, or alternatively interpretive panels, be held over until the matter of changing the name of this park was addressed through the Master Plan for this wider area. In addition, the Transport and Greenspace Unit was in the process of developing guidelines and standards for memorial plaques, and staff wished to ensure that the installations were consistent with these.
6. The naming of the park was addressed within the context of Council’s proposed Master Plan for the Monck’s Bay to Scarborough Beach Parks, a much wider management and development planning programme for the overall area. Public consultation on the Monck’s Bay to Scarborough Beach Parks Issues and Opportunities document was undertaken over August/September 2008, and included the question of whether a new name should be chosen for the park. However the majority of people who responded to this particular issue identified that they wished the name to remain as Peacocks Gallop. As a result the matter of changing the name of Peacocks Gallop will not be pursued further.

13 Cont'd

7. Earlier on site investigations by staff had also indicated that the proposed locations for the placement of the plaques were in close proximity to the cliff faces. Staff were concerned that this may be encouraging passing members of the public to linger in locations where they may be at risk from falling rocks. Recent rock fall events in the park supported this concern. Staff have searched for an alternative safe location along the road frontage of the park and away from the cliff faces. As the park drops away from the footpath boundary, the possibility of attaching the plaques to the existing stone-pillar lamp standards (restored earlier by the Sumner-Redcliffs Historical Society) was investigated. However this was considered by staff to detract from the heritage values and appearance of both the lamps and the existing memorial plaques on the stone pillar lamp standards and the existing memorial plaques. Subsequently staff have identified that installation of two further commemorative plaques in Peacocks Gallop would not be consistent with the Council's Draft guidelines on the commissioning, design, installation, maintenance and decommissioning of plaques, which require that the number of existing plaques, memorials, artworks and other objects in the vicinity is taken into account, and that plaques not be attached or engraved into natural features.
8. There is an existing information panel on the geology of the cliff face which is in need of replacement due to deterioration over time. Council officers are now proposing that a new information panel, developed in consultation with the Sumner-Redcliffs Historical Society, be installed in a safe location along the road frontage of the park and away from the cliff-faces. The new panel would enable the provision of more comprehensive and up-to-date information on the many interesting facets of the history of this area to the public. It may include one or more historic photographs, and information on any or all of the following:
 - (a) The location of the Old Main Road.
 - (b) The story of Captain Peacock.
 - (c) The building of the tram causeway.
 - (d) The work of the returned soldiers.
 - (e) The geology of the cliff face.
9. Council officers have obtained a near new information panel that is being removed from another park and are therefore seeking funding of \$1066 for the printing of the new graphics and installation of this panel at Peacocks Gallop.
10. The project will be managed by the Transport and Greenspace Unit, and Capital Development Unit, therefore financial risk, and risk of delivery, is considered to be low.

FINANCIAL IMPLICATIONS

11. Funds are available in the Board's discretionary funds to meet the cost of printing and installing this panel. The current balance of the Board's 2009/10 Discretionary Response Fund is \$45,161. A quote of \$466 has been obtained through Council's Marketing Unit for the production of the printed self-adhesive graphics panel with an anti-gouge laminate. The additional costs of attaching the graphics panel, and installing the completed information panel at its new location, are estimated at \$600.

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

12. The proposal aligns with the 2009/10 Community Board Funding Allocations (LTCCP page 184).

LEGAL CONSIDERATIONS

13. No legal issues have been identified.

13 Cont'd

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. As above.

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

16. As above.

ALIGNMENT WITH STRATEGIES

17. The proposal would align with:

- (a) Heritage Conservation Policy.
- (b) Monck's Bay to Scarborough Beach Parks Issues and Opportunities Paper.
- (c) Draft guidelines on the commissioning, design, installation, maintenance and decommissioning of plaques.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. The Sumner-Redcliffs Historical Society have been informed of the proposed course of action and will be further consulted on the content and design of the information panel.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board allocate \$1066 from the 2009/10 Discretionary Response Fund to install an information panel at Peacocks Gallop.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARDS YOUTH DEVELOPMENT SCHEME – ISABELLE ALLEN

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, Isabelle Allen is a 15 year old resident of Avonside who attends Avonside Girls High School. Isabelle is seeking support from the Hagley/Ferrymead Community Board to compete in the 2010 National Club Championships in Sydney representing Vikings Futsal New Zealand in the 15 year old girls team from 11 to 18 January 2010.
3. Isabelle is a talented, high achieving young sportswoman. She has been consistently playing football at a representative level since 2005. During the 2009 season Isabelle played Avonside Girls High School first X1 football for the third Premier Division for which the team has qualified for the New Zealand National High School Football Champs in 2010. It was noted that she was a key team member both on and off the field, was extremely good at listening to her coach and taking on board and applying those skills required on the field. Her skills have improved dramatically this year and she is able to read the game well. Isabelle is a team player who is highly competitive and helps and encourages team members around her. She has high expectations of herself when she is competing. Isabelle also plays club football for the Western Under 16 Girls Division 1. In 2009 Isabelle played in the Viking Futsal Under 16 Girls Grade Winning team.
4. Isabelle is academically able, is a social person who works well in a team or group situation and mixes well with her peers. She is passionate about sport and has achieved well in physical education as well as many of her other subjects particularly drama, hard materials, technology and graphics. Her other interests are korfbal, athletics, indoor netball, music and shopping.
5. Christchurch is the home of Vikings Futsal and the majority of the 11 players selected to compete in the 2010 National Club Championships are members of a team who play every Sunday at QEII. In preparation for the 2010 National Club Championships, a weekend training camp will be held in Christchurch.
6. Futsal is a fast growing sport in NZ, particularly Christchurch. To play in the National Club Championships in Sydney will give the selected team members the opportunity to compete at a higher level and develop skills required for futsal that will also be of tremendous benefit for developing ball skills required for football.

FINANCIAL IMPLICATIONS

7. The full levy for attending the National Club Championships is \$1,995 and includes the following.
 - Accommodation – seven nights accommodation in Sydney in dormitory or hotel/motel style rooms.
 - Meals – Seven dinners and breakfasts. Lunch not included.
 - Transport – air travel from Christchurch to Sydney return including all bus transfers where applicable.
 - Playing Kit – including dress shirt and shorts and a futsal t-shirt.
 - Training weekend - Christchurch 9 – 10 January,

- Tournament costs - the State Competition will be played over 3 days 12 – 14 January with the finals on 15 January. A weekend club competition will take place on 16 and 17 January.
8. This is the first time that the applicant has applied to the Hagley/Ferrymead Community Board for financial support. Funding for attending the Futsal National Club Championships is the responsibility of individuals. Due to the time required for school and club football training throughout the year and the amount of fundraising required for that, Isabelle is being supported solely by her parents to enable her to attend this competition.

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

9. Yes. This application is seeking funding from the Community Board's 2009/10 Youth Development Scheme which was established as part of the Board's 2009/10 Discretionary Funding. There is a balance of \$7,300 in the Community Board's 2009/10 Youth Development Scheme.

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 Council Activities and Services, Community Support, Community Grants and Grants pages 176 and 184, in the 2009-19 LTCCP.

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

12. Yes. As above.

ALIGNMENT WITH STRATEGIES

13. Application aligns with the Council's Youth Strategy, Physical Recreation and Sports Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

14. Yes. As above.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

That the Board approve the application and allocate \$200 funding from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme to Isabelle Allen to compete in the 2010 National Club Championships in Sydney representing Vikings Futsal New Zealand in the 15 year old girls team from 11 to 18 January 2010.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. COMMUNITY BOARD ADVISER'S UPDATE

15.1 November update of current Projects (refer **attached**).

16. BOARD MEMBERS' QUESTIONS

17. BOARD MEMBERS' INFORMATION EXCHANGE

HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA CONTINUED

WEDNESDAY 16 DECEMBER 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

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

- | | | |
|---------------|------------|--|
| PART C | 18. | APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – KENDAL NICOLE HASTIE |
| PART C | 19. | APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – KRYSTAL TETTINGAROTO JOY WERAHIKO AND MIKAYLA FRANCES MAY WERAHIKO |
| PART C | 20. | APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – JULIUS ANGUS KARL HERZHOFF |

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18. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – KENDAL NICOLE HASTIE

General Manager responsible:	General Manager, Community Services, DDI 941 8607
Officer responsible:	Unit Manager, Recreation and Sports
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, Kendal Nicole Hastie is a 13 year old resident of Ferrymead who attends Cashmere High School. Kendal is seeking support from the Hagley/Ferrymead Community Board to participate in the 10 day Basketball Pacific Tour 2010 to be held in Australia from 11 to 21 January 2010. The team she has been selected for represents the South Island Under 15 girls. The team will travel to Sydney to play warm up games and then onto the Pacific Slam tournament in Port Macquarie to play Australian State Development teams.
3. The Pacific Slam tour is a cooperative initiative of the South Island Basketball Associations – Nelson, Buller, West Coast, Westland, Southland, Eastern Southland, Otago, North Otago, South Canterbury, Canterbury, North Canterbury, Mid Canterbury and the Marlborough Associations, and are joined by the North Island teams in Sydney.
4. Kendal is a talented, dedicated basketball player who has been playing basketball since she was five years old. She has developed her skills at Cowles, Pioneer and QEII Stadiums and played for school teams at Redcliffs and Cashmere (2004 – 2009). Kendal has been a regular Canterbury Basketball age group player from Under 12s through to Under 15s and has been identified by Canterbury Basketball and Basketball NZ for extended Regional and National Development programmes. This includes being part of Canterbury Development Leagues (2005 – 2008), Canterbury Representative Teams (2006 – 2009) and New Zealand Basketball training camps and competitions (2006 – 2009). Basketball means a lot to Kendal. It has been a sport that has increased her self esteem and she has developed leadership skills including being captain for the Cashmere High School year nine and ten Basketball team. Kendal played in the New Zealand Koru Under 14 team that travelled to Albury last year and finished fifth in the state tournament. The opportunity to participate in the Basketball Pacific South Tour is a continuation of that experience and will mean 10 days of top class international basketball for Under 15 players.
5. Kendal participates successfully in a wide range of sports including being a member of the Canterbury Windsurf Youth Development Squad, Cashmere High School Year 9 Indoor Netball team and A Volleyball team, Under 17 and Senior Basketball teams. She played hockey for the Redcliffs School Senior Hockey Team in 2007, did well in the school orienteering team coming third at the NZ School Championships in 2007 and is a past social member of the Mt Pleasant Squash Club. Kendal also enjoys surfing, kayaking and mountain biking. Another interest that Kendal has is jazz dancing which she has been doing from 2001 to 2008 at Pioneer Dance School and Patricia Paul School of Dance where she has received honours and been highly commended.

FINANCIAL IMPLICATIONS

6. The full levy for attending the 10 day Basketball Pacific Tour 2010 is \$3,200. This covers all known costs including pre tour camp, airfares, taxes, uniforms, accommodation, meals, tournament entry fees, team photo and supervision.

18 Cont'd

7. This is the first time that the applicant has applied to the Hagley/Ferrymead Community Board for financial support. Funding for attending the Basketball Pacific Tour 2010 is the responsibility of individuals and Kendal is being supported by her family to enable her to attend. There are plans to run a Christmas grocery hamper raffle and held a sausage sizzle. Kendal has recently sold lily bulbs and two grocery raffles and a sausage sizzle at Barrington Butchery for her Cashmere and Canterbury Basketball teams.

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

8. Yes. This application is seeking funding from the Community Board's 2009/10 Youth Development Scheme which was established as part of the Board's 2009/10 Discretionary Funding. There is a balance of \$7,300 in the Community Board's 2009/10 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 Council Activities and Services, Community Support, Community Grants and Grants pages 176 and 184, in the 2009-19 LTCCP.

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

11. Yes. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. Yes. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

That the Board approve the application and allocate \$300 funding from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme to Kendal Nicole Hastie to participate in the 10 day Basketball Pacific Tour 2010, to be held in Australia from 11 to 21 January 2010.

19. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARDS YOUTH DEVELOPMENT SCHEME – KRYSTAL TETTINGAROTO JOY WERAHIKO AND MIKAYLA FRANCES MAY WERAHIKO

General Manager responsible:	General Manager, Community Services, DDI 941 8607
Officer responsible:	Unit Manager, Recreation and Sports
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 2009/10 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicants Krystal Werahiko (15 years old) and Mikayla Werahiko (13 years old) of Bromley are seeking support from the Hagley/Ferrymead Community Board to attend Softball competitions as Canterbury representatives for their respective age categories in January 2010. For Krystal this includes tournaments in Under 19 Girls in Wellington from 3 to 6 January 2010 and Hamilton for Under 17 girls from 21 to 24 January 2010. For Mikayla this includes tournaments in Oamaru for Under 15 girls on 14 to 17 January 2010 and Hamilton for Under 17 girls on 21 to 24 January 2010. Additional time is required for getting to and from each tournament amounting to 5 days in total per tournament.
3. Krystal is 15 years old and has just completed Year 11 at Aranui High School passing NCEA with 90 credits. She loves sport and plays netball, basketball and softball for the school including being placed first in the South Island Secondary School tournament in August. Krystal was awarded player of the year for netball and softball, and most improved for basketball. She also received overall sportswoman of the year. Krystal captains the netball and softball teams and has played age group Canterbury representative since she was 13 years old. This year she has been named in the Under 19 team which is a major highlight in addition to being selected for the Under 15 team. She also plays competition softball for Sydenham/Kereru Club in Under 19 grade and Premier Women's. Krystal is looking forward to playing at top competition level with the upcoming tournaments to gain more experience and to achieve good results.
4. Mikayla is 13 years old and in Year 9 at Aranui High School. She plays softball, volleyball, basketball and netball for the school. This year Mikayla was basketball player of the year for year 9 team and Best Defender for the senior team. She also represents the school successfully in volleyball for regional and South Island competitions. In netball Mikayla plays in a year 10 and senior team and also made the Under 14 Canterbury netball team. For softball Mikayla plays in the school senior team and Sydenham/Kereru Under 16's, Under 19's and Premier Women's Saturday competitions. She has made the Canterbury Under 15's and Under 17's representative teams. Mikayla plays in a lot of teams with her two sisters – Krystal, in school teams and older sister Carly who is studying at Christchurch Polytechnic Institute of Technology (CPIT). Carly is a wonderful role model as she plays in the New Zealand White Sox Softball training squad and Mikayla aspires to also make the White Sox Softball team. Being selected to play at representative level in the Under 15's and Under 17's tournaments will give Mikayla the experience she needs to reach this goal.
5. Mikayla and Krystal's mother, Gail Werahiko is considered to be the most outstanding volunteer to softball beyond the teams her daughters are involved with. This includes, but is not limited to, managing two teams – the Red Hawks and the Canterbury Under 17 girls team plus she has organised the junior representative ham raffle. Her daughters are a reflection of her passion for sport, commitment and achievement.

19 Cont'd

FINANCIAL IMPLICATIONS

6. With the decline in funding in Canterbury Softball Canterbury have had to impose, for the first time, a standard travel and accommodation subsidy of \$200 per player per tournament which is a contribution of 20 per cent of the overall costs for sending all representative teams to tournaments all over New Zealand. This has been a particularly difficult decision given their appreciation that the majority of players involved in softball are on limited incomes. Softball Canterbury has specific details for this costing and advises that this does not include meals, water and ice which will be at the expense of individuals. Any further costs incurred, such as tournament memorabilia, would be voluntary.
7. This is the first time that either applicants have applied to the Hagley/Ferrymead Community Board for financial support. Krystal has an after school job one day a week and has been involved in the sale of raffles whereas Mikayla does not have the time or additional energy to have a job given her age, school and sport commitments. The girls have the unequivocal support of their mother but as a one parent family on a limited income, financial resources are extremely stretched.

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

8. Yes. This application is seeking funding from the Community Board's 2009/10 Youth Development Scheme which was established as part of the Board's 2009/10 Discretionary Funding. There is a balance of \$7,300 in the Community Board's 2009/10 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 Council Activities and Services, Community Support, Community Grants and Grants, pages 176 and 184, in the 2009-19 LTCCP.

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

11. Yes. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. Yes. As above.

CONSULTATION FULFILMENT

14. Not applicable.

19 Cont'd

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board approve the applications and allocate \$250 each to Krystal Werahiko and Mikayla Werahiko funding from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme to attend to attend softball competitions as Canterbury representatives for their respective age categories in January 2010.

20. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARDS YOUTH DEVELOPMENT SCHEME – JULIUS ANGUS KARL HERZHOFF

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 Boards 2009/10 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant Julius Herzhoff (14 years old, Cranmer Square) is one of three fencers selected to represent New Zealand at competitions in Hong Kong and then the Under 17 Worlds in Singapore in January 2010.
3. Julius is 14 years old and spent his first 10 years on Stewart Island. After starting to go to Medbury, it was discovered that Julius is dyslexic. It became very important to implement strategies to cope and manage his impairment and his sporting activities are part of this. He played chess at the school team and got involved with additional courses like becoming a referee in tournaments. He did natural horsemanship and enjoyed riding a lot, but it became quite difficult to integrate his riding activities with his school schedule especially since he became a Christ's College student.
4. In the last couple of years Julius has become more and more involved with fencing. He participates nationwide in tournaments and trains twice a week before school starting at 6am in addition to his other training sessions late afternoon Monday to Friday and Saturday mornings Julius is also volunteering a lot to support other fencing pupils and fencing classes. For example; teaching fencing to students at Medbury and also for completing his Bronze Duke of Edinburgh - Hillary award, were he used the fencing and his volunteer efforts with refereeing in the service section. He is committed and enduring in his efforts. Despite his dyslexia he won an academic prize at the end of year prizegiving at Christ's College.
5. Julius has had exposure to several national and Australian/(Asian) competitions and has continuously improved his skills. Julius is training with a Hong Kong Coach, Daniel Chan, who has had a successful fencing and coaching career at an international level. The trip will also include training with the Hong Kong team between competitions. This is a tremendous opportunity for skill development as the Hong Kong team is rated as one of the five best teams of that age group in the fencing world.

FINANCIAL IMPLICATIONS

6. The following table provides a breakdown of the costs for all expenses related to this application. It is based on five people including four fencers and one coach. There is no funding available from Fencing New Zealand to subsidise the costs. Consequently, the four fencers are expected to share the total costs of \$21,100 which amounts to \$5, 275 each.

20 Cont'd

EXPENSES	Cost (\$)
Return airfares (Auckland, Hong Kong, Singapore, Auckland)	11,000
Shared accommodation (14 days, 7 to 21 January, Hong Kong)	2,240
Hong Kong food and local transport (estimate \$50 per day times 14 days)	3,500
Training venue fee in Hong Kong (waived)	0
Coach allowance for whole trip	2,200
Singapore accommodation (four nights)	1,160
Singapore food and local transport (estimate \$50 per day times four days)	1,000
Total cost for 4 fencers	21,100
Total cost for applicant	5,275

7. This is the first time that the applicant has applied to the Hagley/Ferrymead Community Board for financial support. The costs for his fencing journey would normally be prohibitive for his parents, but they believe it a necessary investment into the discipline and growth of Julius. Since the decision was only made on 8 December 2009 no other fundraising activities have been undertaken. However, Julius will do as much as he can in the time available, including approaching the neighbourhood to advertise his availability to help with chores plus a trip is planned to Stewart Island over the holidays to work with a tourist boat operation - Rakiura Adventure.

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

8. Yes. This application is seeking funding from the Community Boards 2009/10 Youth Development Scheme which was established as part of the Board's 2009/10 Discretionary Funding. There is a balance of \$7,300 in the Community Board's 2009/10 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 Council Activities and Services, Community Support, Community Grants and Grants, pages 176 and 184, in the 2009-19 LTCCP.

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

11. Yes. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. Yes. As above.

20 Cont'd

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the application and allocate \$500 funding from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme for Julius Herzhoff to represent New Zealand at competitions in Hong Kong and Singapore in January 2010.