

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
AGENDA**

**WEDNESDAY 4 MARCH 2009**

**AT 3.00 PM**

**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  
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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 19 FEBRUARY 2009**

The minutes of the Board's ordinary meeting of 19 February 2009 are **attached**.

**CHAIRPERSON'S OR STAFF RECOMMENDATION**

That the minutes of the Board's ordinary meeting on 19 February 2009 be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

4. 3. 2009

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ATTACHMENT TO CLAUSE 2

04. 03. 2009

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
19 FEBRUARY 2009**

**Minutes of a meeting of the Hagley/Ferrymead Community Board  
held on Thursday 19 February 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:** An apology for late arrival was received and accepted from Tim  
Carter who arrived at the meeting at 3.35pm and was absent for  
clauses 1, 5, 6, 7, 8, 9, 10 and 14.

The Board reports that:

**PART A - REPORTS REQUIRING A COUNCIL DECISION**

**1. ART ON (OR ADJACENT TO) FERRYMEAD BRIDGE**

<b>General Manager responsible:</b>	General Manager City Environment Group DDI 941-8608
<b>Officer responsible:</b>	Unit Manager Project Management
<b>Author:</b>	Peter Rivers, Project Manger

**PURPOSE OF REPORT**

1. Council approval was sought to proceed to detailed design, tender, and construction for the project to strengthen and widen the Ferrymead Bridge at the Council meeting of 13 November 2008. Council approved the staff recommendation with an additional resolution: *"That a report be provided on how a creative design/artistic element could be incorporated into the bridge or adjoining public land, and funding for this, which would not require additional resource consent."* In addition to the recorded resolution, there was general acceptance that any such artistic element should not delay completion of the bridge. This report is in response to this resolution and outlines the options available to satisfy the desire for art at this location.

**EXECUTIVE SUMMARY**

2. There is no budget or 'spare funding' available within the Ferrymead Bridge Strengthen and Widen project funds for extras such as public art.
3. The Council currently allocates \$250,000 per annum towards public art. This funding is in the Art Gallery budget and is controlled by the Public Art Advisory Group (PAAG). The PAAG priorities for this funding are for art on the major approaches into the city used by visitors to Christchurch, and art within the four avenues. Art on the Ferrymead Bridge is not within either of these categories. For this reason the PAAG would only provide limited top up funding where the project was already almost fully funded. They would also require that their procedures were followed in the artist selection process.
4. The Hagley/Ferrymead Community Board Chairperson has indicated the Board may consider contributing project funding over the next two to three years. This would require agreement from the Board.

**ATTACHMENT TO CLAUSE 2 Cont'd**

**1. Cont'd**

5. Wendy Gilchrist, who made a deputation at the Council meeting on 13 November 2008, indicated that it was likely that she would be able to arrange funding privately if requested. Until this fundraising commences it is uncertain how much could be raised.
6. There is general agreement that between \$200,000 and \$300,000 is required per project for significant public art. By way of example: Flour Power cost \$250,000; the art on the railings of the Paramuka bridge in Waitakere cost \$335,000. It is estimated that the artistic elements (fronds) on the ANZAC bridge would today cost more than \$300,000 (there would be \$70,000 in fabrication costs alone and additional costs for the supporting structure (special pedestals to support the fronds) and for artistic and structural design and consents).
7. Possible options for art include:
  1. Significant art on the bridge;
  2. Stand alone art in the immediate vicinity of the bridge;
  3. Revised railing design;
  4. Relocate existing artwork; or
  5. Bridge lighting as art.Options four and five have been dismissed as impractical.
8. Creation of an artwork adjacent to the bridge is not recommended by Council arts advisers nor is it considered ideal by Wendy Gilchrist. Major urban art needs to be justified, that is, it needs to be of local significance, or related to significant history in the area. It would not normally be justified by the upgrading of a bridge.
9. An artistic element could definitely be incorporated in a revised railing design, however it is unlikely that this would satisfy the desire for artwork to act as an entrance to the eastern suburbs.
10. Art could be installed on the bridge in a similar fashion to the fronds on the Anzac Bridge. This will require a resource consent but possibly not full public notification. It is recommended that if funding is made available and this option is pursued, a separate application for resource consent is made and the art is pursued as a separate project working within the limitations imposed by the completed design. This will ensure that the bridge completion is not further delayed. Depending upon the final form of the art, it may be possible to install the art immediately prior to completion of the strengthen and widen project.
11. It is normal that where there is a desire to integrate art with capital works, specific funding would be allocated and an artist selected and involved from the beginning of the project. The Ferrymead bridge project has been technically complex from the outset, with the engineers struggling to achieve a design that will perform seismically in a difficult location whilst maintaining a safe route during construction for around 30,000 vehicles per day. The scheming and design statement is now complete, a resource consent has been issued, and the engineers are now working on the detailed design. Revisiting of this work to develop integrated art will delay commencement of construction.
12. If funding is made available, it is possible to design art to "bolt onto" the existing design of the upgraded bridge and may be achievable for as little as \$150,000 depending upon the form of the art chosen.

**FINANCIAL IMPLICATIONS**

13. There is no identified funding currently available for the installation of an artistic element on the Ferrymead bridge. It may be possible by the time of opening to raise the necessary funds, from the community, the Community Board, or the PAAG; however to date there is not a firm commitment from any of these parties to provide funding.

1. Cont'd

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

14. Yes.

**LEGAL CONSIDERATIONS**

15. No legal considerations identified.

1. Cont'd

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

16. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

17. The strengthen and widen of the Ferrymead Bridge is planned under the 2006-16 LTCCP Page 85. Page 64 refers to the integration of arts in the urban surroundings, however no specific funding is allocated to this.

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

18. Yes, as above.

**ALIGNMENT WITH STRATEGIES**

19. Yes, providing safe efficient and affordable transport systems and playing an active role in preparing the city for hazards and emergencies

**Do the recommendations align with the Council's strategies?**

20. As above.

**CONSULTATION FULFILMENT**

21. Refer **attached**.

**STAFF RECOMMENDATION**

It is recommended that the Council resolve to:

- (a) Proceed with construction of the bridge as currently planned without artistic elements.

Alternatively, if funding of at least \$150,000 is made available, recommends to the Council to resolve that:

- (b) A separate project be initiated to design and implement art on the bridge, working within the constraints of the existing design for the Strengthen and Widen Project.

**BOARD RECOMMENDATION**

That the Council resolve to:

- (a) Proceed with construction of the bridge as currently planned and budgeted.

- (b) Request staff to investigate the possibility of decorative aspects to be incorporated into the railing design.

## 2. GLOUCESTER STREET – PROPOSED MOTORCYCLE PARK P60 PARKING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Jon Ashford

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval that the Motorcycle Park currently located outside the Central Library on the north side of Gloucester Street be extended in length by two metres and a P60 parking restriction be imposed.

### EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a member of the public that additional motorcycle parking be provided in the vicinity of the Central Library (refer **attached**).
3. The Central Library is situated on Gloucester Street to the east of its intersection with Oxford Terrace. This part of Gloucester Street is classified as a collector road and has a 50 kilometres per hour speed limit. The existing Motorcycle Park is located on north side of Gloucester Street, directly to the east of a pedestrian crossing, which is situated in front of the Library's main entrance.
4. The majority of parking in this part of Gloucester Street is "pay and display", however, there is a P5 loading zone on north side of Gloucester Street directly to the west of the pedestrian crossing.
5. The Motorcycle Park outside the Central Library is currently 4.5 metres long and can accommodate a maximum of seven motorbikes. The next closest Motorcycle Park to the library has a capacity for up to nine motorbikes and is situated on the west side of Oxford Terrace, south of its intersection with Gloucester Street, approximately 120 metres from the library entrance. Staff visited both of these Motorcycle Parks at random times between 9am and 5pm on seven week days and found both stands at capacity each time, often with additional motorbikes parked on the footpath or in nearby cycle parks.
6. The Motorcycle Park in front of the library was installed to provide parking for people visiting the library and central city area by motorcycle. However, this Motorcycle Park is currently being fully occupied by commuter parking, as is the next closest available motorcycle parking, leaving motorcyclists visiting the library or central city area with no available on-street parking in the vicinity.
7. This proposal will extend the existing motorcycle stand by two metres to maximise its capacity and replace the existing unrestricted motorcycle parking with P60 restricted motorcycle parking to provide turnover type parking for motorcyclists visiting the Central Library and central city.
  - The manager of the Central Library has been consulted and supports this proposal.
  - The officer in Charge - Parking Enforcement agrees with this proposal.
  - It is considered that there are no other effected parties and no other consultation has been carried out, however, if Council approves the recommendation, then signage advising existing users that a P60 parking restriction is to be imposed on the Motorcycle Park, will be displayed two weeks prior to its installation

### FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$300.

2. Cont'd

**Do the Recommendations of this Report Align with 2006-16 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 the Council with the authority to install parking restrictions by resolution.
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. The Council has delegated authority over this part of the Central City.
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, Pedestrian Strategy 2001, 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. The manager of the Central Library supports this recommendation.
19. The officer in Charge - Parking Enforcement agrees with this recommendation.
20. If Council approves the recommendation, then signage advising existing users that a P60 parking restriction is to be imposed on the Motorcycle Park, will be displayed two weeks prior to its installation.

## 2. Cont'd

**STAFF RECOMMENDATION**

It is recommended that the Council approve:

- (a) That the Motorcycle Park currently located on the north side of Gloucester Street commencing at a point 66.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for a distance of 4.5 metres be revoked.
- (b) That a Motorcycle Park with the parking of motorcycles restricted to a maximum period of 60 minutes be installed on the north side of Gloucester Street commencing at a point 64.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6.5 metres.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

3. **MONTREAL STREET – PROPOSED P10 PARKING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Jon Ashford

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Council's approval that a P10 Parking Restriction be installed on the east side of Montreal Street, between Cashel Street and Hereford Street.

**EXECUTIVE SUMMARY**

2. The Network Operations Team has received a request that a P10 Parking Restriction from 7:30am to 9am Monday to Friday be added to a row of nine existing P60 Pay and Display controlled parking spaces on the east side of Montreal Street. This is to service the Temporary New Zealand Post Office Boxes Facility at the corner of Montreal Street and Cashel Street (refer **attached**).
3. The temporary facility housing New Zealand Post Office boxes has been constructed in the King Edward barracks car park site at the corner of Montreal Street and Cashel Street to house Post Office boxes during the redevelopment of the existing New Zealand Post Office building in Hereford Street .
4. Montreal Street, a northbound one way street, is designated as a minor arterial and Cashel Street as a local road, both have a 50 kilometres per hour speed limit. On street parking at this corner is currently P60 Pay and Display from 9am to 5pm Monday to Thursday, 9am to 8:30pm Friday, 9am to 6pm Saturday and Sunday, Public Holidays free.
5. To provide the early morning quick turn over type parking required to service the Post Office Boxes facility, it is proposed that a P10 Parking Restriction from 7:30am to 9am Monday to Friday be added to the nine existing P60 Pay and Display controlled spaces on Montreal Street adjacent to the New Zealand Post Office Boxes facility. The P60 Pay and Display control will remain as noted in Paragraph four.
6. This proposal will provide nine quick turn over carparks between 7:30am and 9am close to the temporary New Zealand Post Office Boxes facility. This was recommended as part of the facility's Resource Consent. No parties are considered to be adversely affected by this proposal and no consultation has been carried out.

3. Cont'd

**FINANCIAL IMPLICATIONS**

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

**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 parking restrictions by resolution.
10. 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?**

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 with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

**Do the recommendations align with the Council's Strategies?**

15. As above.

**CONSULTATION FULFILMENT**

16. No parties are considered to be adversely affected by this proposal and no consultation has been carried out.
17. The officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Council approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Montreal Street commencing at a point 8 metres north of its intersection with Cashel Street and extending in a northerly direction for a distance of 59 metres. This restriction is to apply from 7:30am to 9am Monday to Friday. (There will be no change to the pay and display as it starts from 9am.)

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

**4. TUAM STREET – PROPOSED P30 PARKING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Steve Hughes, Traffic Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Council's approval that a P30 Parking Restriction be installed on the north side of Tuam Street, outside number 289.

**EXECUTIVE SUMMARY**

2. The Council has received a request from the Christchurch Star Newspaper that an area of P30 restricted parking be installed outside their premises at 289 Tuam Street. The P30 minute parking restriction would apply between the times of 8am to 6pm from Monday to Friday.
3. Number 289 is located on the north side of Tuam Street between Barbadoes Street and Fitzgerald Avenue in a mainly industrial/commercial area. Tuam Street is classified as a Minor Arterial and has a 50km/hr speed limit. The on-street parking on the north side of the street is predominantly unrestricted, with one small area of four P10 restricted parking spaces. On the south side the parking is also predominantly unrestricted with the only restricted parking being four P30 restricted parking spaces 150 metres away towards Fitzgerald Avenue. The unrestricted parking is popular for all day commuter parking, resulting in a lack of short and medium term parking for businesses in the area.
4. There is also a proposed area of four P60 restricted parking spaces opposite the Christchurch Star on the south side of Tuam Street outside the Mediterranean Food Company at number 322 that was the subject of a report considered by the Board on 4 February 2009.
5. The Christchurch Star Newspaper has an area of off street parking adjacent to their building for authorised company vehicles and for visitors use. This area is often full and visitors have to look for on-street parking. The proposed P30 parking restriction will provide of an area of turnover type parking for customers and visitors to the Christchurch Star and nearby businesses.
6. There is no Residents Association that covers this area. Consultation was carried out with local businesses in the vicinity. 100% of the respondents supported this proposal.

**FINANCIAL IMPLICATIONS**

7. The estimated cost of this proposal 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 Council with the authority to install parking restrictions by resolution.
10. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**4. Cont'd**

**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 with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

**Do the recommendations align with the Council's Strategies?**

15. As above.

**CONSULTATION FULFILMENT**

16. A consultation form was distributed to six businesses adjacent to the Christchurch Star and three responses were received. All three of the respondents supported the proposed parking restrictions.
17. There is no Residents Association covering this area of the City.
18. The officer in charge - parking enforcement, agrees with this recommendation.

**STAFF RECOMMENDATION**

That the Council approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Tuam Street commencing at a point 79 metres east from its intersection with Barbadoes Street and extending in a easterly direction for a distance of 19.5 metres. This restriction is to apply between 8:00 am and 6:00 pm Monday to Friday.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

**PART B - REPORTS FOR INFORMATION**

**5. DEPUTATIONS BY APPOINTMENT**

**5.1 KEN AND ALISON LOWE**

Ken and Alison Lowe, residents of Scarborough, addressed the Board to request the removal for safety reasons of a large macrocarpa tree overhanging their property. With the building work they are undertaking on their property there is an opportunity during the first two weeks of March for the tree to be felled onto their property without causing possible damage to Flowers Track. They advised that neighbours are in support of the removal of the tree.

5. Cont'd

The Chairperson thanked Mr and Mrs Lowe for their deputation and advised them to contact the Council Arborist, Graham Clarke in regard to their request.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

8.1 Inner City West Neighbourhood Assoc. Inc

The Board received correspondence from the Inner City West Neighbourhood Assoc. Inc (ICON) regarding the traffic light controlled pedestrian crossing situated on Harper Avenue between Park Terrace and Helmores Lane.

Members received a memorandum from staff regarding the crossing and staff responded to further questions from the Board. The Board was advised that the existing cycle and pedestrian facilities work well and meet all Government and Council Transport Strategies.

The Board **received** the correspondence from the Inner City West Neighbourhood Assoc. Inc, acknowledged their concerns and **requested** they be sent a copy of the staff memorandum and be advised to make a submission to the Council's Draft Long Term Council Community Plan on this matter.

8.2 Peter Marriott

The Board considered an email from Mr Peter Marriott of 70 Maunsell Street, Woolston regarding safety concerns of an open drain alongside his property. Staff provided information on this drain and advised that it is not on the present programme for drain piping.

The Board **received** the correspondence and **requested** a staff memorandum on this matter be prepared and sent to Mr Marriott.

9. BRIEFINGS

Nil.

10. SOUTH HAGLEY PARK - EASEMENT FOR WESTERN INTERCEPTOR SEWER

This matter was dealt with by a Chairperson's Report to the Council on 12 March 2009.

11. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on forthcoming Board related activity and projects over the coming weeks. Specific mention was made of the following:

- The Board were advised that the next meeting on 4 March 2009 would commence at 3pm, and the Board Seminar would be held after the meeting.

**ATTACHMENT TO CLAUSE 2 Cont'd**

**11. Cont'd**

- The Board **decided** to appoint a working group to assess the Heritage Plaque Nominations received in 2008 and make a recommendation to the Board. Tim Carter was nominated to be the Board's representative on this group.
- The Board discussed options regarding its Community Newsletter and communications with the public. The Community Board Adviser was **requested** to contact the General Manager of Public Affairs to seek information on communications strategies and support available to the Board.
- The Board agreed to review its objectives for the next three years after July 2009.
- The Board were advised of the consultation period for the draft LTCCP and agreed to formulate the process for its submission at its next meeting. The Board **requested** that staff respond to the request for financial information, costings and timeframes of all projects from the priority list developed in November 2008.

**12. BOARD MEMBERS' QUESTIONS**

Nil.

**13. BOARD MEMBER'S INFORMATION EXCHANGE**

- Members discussed several outstanding issues and matters to be reported back to the Community Board and **requested** the Community Board Adviser follow up on these issues.
- Members **requested** a report on the justification and future enforcement of the taxi and bus only lanes, as indicated by green road marking, installed in Cathedral Square area of Colombo Street.
- The Chairperson asked why microphones for the Boardrooms of Community Boards were included for consideration by the Council in the LTCCP process when the Council Chambers upgrade, and provision of microphones in the Council Chambers, were not part of past LTCCP processes? The Community Board Adviser was **requested** to seek a response to the question.

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

**14. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009**

The Board **resolved** that the minutes of the Board's ordinary meeting of 4 February 2009 be confirmed.

**15. DUNARNAN STREET (NGARIMU STREET TO HOLLAND STREET) RENEWAL PROJECT**

The Board considered a report seeking approval for the Dunarnan Street (Ngarimu Street to Holland Street) renewal to proceed to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the proposal shown on the plan for detailed design and construction.

15. Cont'd

- (b) Approve resolution of the following parking restrictions:

**New No Stopping:**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Ngarimu Street commencing at its intersection with Dunarnan Street and extending 11 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Dunarnan Street commencing at its intersection with Ngarimu Street and extending 10 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Ngarimu Street commencing at its intersection with Dunarnan Street and extending 10 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Dunarnan Street commencing at its intersection with Ngarimu Street and extending 10 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Dunarnan Street commencing at its intersection with Ngarimu Street at a point 104 metres of its intersection and extending 16 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Dunarnan Street commencing at its Intersection with Ngarimu Street at a point 104 metres of its intersection and extending 16 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Holland Street commencing at its intersection with Dunarnan Street and extending 10 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Holland Street commencing at its intersection with Dunarnan Street and extending 10 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Dunarnan Street commencing at its intersection with Holland Street and extending 16 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Dunarnan Street commencing at its intersection with Holland Street and extending 16 metres in a westerly direction.

**16. 99 FERRY ROAD – PROPOSED PART TIME P60 MINUTE RESTRICTED PARKING AREA AND PART TIME BUS STOP**

The Board considered a report seeking approval to change an area of 60 minute time restricted parking in Ferry Road, operating from 8am to 6pm Monday to Friday, to also operate as an area of parking restricted to the parking of buses at all other times.

The Board **resolved:**

- (a) That the area of parking restricted to a maximum period of 60 minutes on the north side of Ferry Road commencing at a point 67 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for 20 metres be revoked.

**16. Cont'd**

- (b) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Ferry Road commencing at a point 67 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 20 metres. This restriction is to apply between the hours of 8 am to 6 pm Monday to Friday.
- (c) That a Bus Stop be installed on the north side of Ferry Road commencing at a point 67 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 20 metres. This Bus Stop restriction to apply "At All Other Times."

**17. 53 AND 54 CHARLESWORTH STREET - INSTALLATION OF BUS STOPS**

The Board considered a report providing information and seeking the resolution to install bus stops at 53 and 54 Charlesworth Street and to install no stopping lines to provide safe turning clearance for buses at the intersection of Charlesworth Street and Ti Rakau Drive.

The Board **resolved** to:

- (a) Place a bus stop on the eastern side of Charlesworth Street starting at a point 153 metres northeast of Olds Place and extending for a distance of 14 metres in a north easterly direction.
- (b) Place no stopping lines on the eastern side of Charlesworth Street starting at a point 149 metres northeast of Olds Place and extending for a distance of 4 metres.
- (c) Place a bus stop on the western side of Charlesworth Street starting at a point 47 metres south of the intersection with Ti Rakau Drive and extending for a distance of 14 metres in a south westerly direction.
- (d) Place no stopping lines on the eastern side of Charlesworth Street at a point starting 207 metres north of Olds Place and extending for a distance of 30 metres in a north easterly direction.

**18. ADDITIONAL FUNDING FOR HAGLEY FERRYMEAD 2008/09 YOUTH DEVELOPMENT SCHEME**

The Board considered a report seeking an additional \$4,000 from the Hagley/Ferrymead Community Board's Discretionary Fund for the 2008/09 Youth Development Scheme. Staff noted the Board's comments in regard to the criteria for the Youth Development Scheme, including the number of payments per recipient and that Strengthening Communities Funding should enable the Board to fund, through project funding, its Youth Development Scheme rather than having to use discretionary funding.

The Board **resolved** that \$4,000 be allocated from the Hagley/Ferrymead 2008/09 Discretionary Response Fund to provide additional funds to the 2008/09 Hagley/Ferrymead Youth Development Scheme.

**19. ST JOHN THE EVANGELIST – FUNDING REQUEST**

The Board considered a report presenting a request for funding from the Board's Discretionary Response Fund 2008/09 to St John The Evangelist Church to enable a feasibility study to be completed.

Rod Cameron moved:

That the Hagley/Ferrymead Community Board allocate a grant of \$2,500 from its Discretionary Response Fund to St John The Evangelist Church, Woolston, towards the costs of a feasibility study *and the recipient be requested to report the findings of the feasibility study back to the Board.*

4. 3. 2009

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**ATTACHMENT TO CLAUSE 2 Cont'd**

**19. Cont'd**

The motion was seconded by Yani Johanson. On being put to the meeting, the motion was declared **lost** on division No. 1 by 4 votes to 3, the voting being as follows:

**Against (4):** Tim Carter, David Cox, Brenda Lowe-Johnson, Bob Todd.

**For (3):** Rod Cameron, John Freeman, Yani Johanson.

The meeting concluded at 5.25 pm.

**CONFIRMED THIS 4TH DAY OF MARCH 2009**

**BOB TODD**  
Chairperson.

## 8. ROAD STOPPING POLICY

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Corporate Support
<b>Author:</b>	Angus Smith, Manager Property Consultancy

## PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation that the Council adopt a formal policy in relation to the stopping of legal road.

## EXECUTIVE SUMMARY

2. The Council at its meeting on the 14 August 2008 passed the following resolution in response to a report concerning a proposed stopping of legal road adjacent to the property at 10 Waiwetū Street:

*"It was resolved that the Council leave this matter to lie on the table at Council until the Council has resolved its policy position on these matters, as highlighted by the report on the disposal of surplus road land outside 173 Clyde Road, which was deferred by the Council at its meeting on 12 June 2008."*

3. A report recommending the adoption of policy and delegations for road stopping was subsequently considered by the Council on the 25 September 2008 which resulted in the following resolution:

*"It was **resolved** on the motion of Councillor Wall, seconded by Councillor Buck, that this report be forwarded to Community Boards for their comment and a subsequent amended report to be brought back to the Council."*

4. This report, amended from the original to incorporate comments/issues arising from the Council debate, seeks to attend to this resolution.
5. Every year the Council stops a number of roads, or parts of road(s), either to meet Council policies or strategies, or in direct response to a road stopping application by a third party. Most of these are straight-forward applications involving small non-complying land parcels held by the council along the road frontage of properties no longer required for roading purposes. The decisions taken on these straight-forward applications are generally governed by infrastructure needs at an asset planning and management level. Accordingly, allowing these minor decisions to be undertaken at a management level, rather than at a governance level, would enable such applications to be processed more quickly, more efficiently and with less cost and would have remove unnecessary administrative issues from the Council's meeting agenda. However, some road stopping applications are more strategic in nature and involve significant parcels of land that should be considered by elected members.
6. At the moment individual road stopping decisions are made in isolation without reference to a policy document or statement of Council objectives. Accordingly staff have prepared a draft 'Road Stopping Policy' for consideration by the Council.
7. In summary, this report proposes:
  - (a) That the Council:
    - approves and adopts the attached Road Stopping Policy
    - approves the delegations set out in the staff recommendations to this report that delegate the decision making for minor road stopping decisions to Council staff and the delegation for all other road stopping decisions to Community Boards.
  - (b) That Community Boards may:
    - approve or decline any road-stopping applications received in relation to any legal road situated in their Wards where such decision making is consistent with the Council's Road Stopping Policy and is **not** subject to a staff delegation.

**8. Cont'd**

- (c) That the Corporate Support Manager under delegated authority may:
- approve or decline road-stopping applications only where:
    - The area of road to be stopped is not a complying lot under the City Plan on its own; and
    - It will be necessary for the stopped road to be amalgamated with the title to the adjoining property; and
    - The adjoining owner is the logical purchaser of the stopped road; and
    - The proposed road-stopping complies with the Council's Road Stopping Policy.
  - where his delegated authority applies, determine which statutory road-stopping process is to be used and implement the necessary statutory and other procedures required to effect the road stopping in accordance with the Road Stopping Policy.
8. The Council has the legal ability to stop roads either under the Local Government Act 1974 (LGA), or the Public Works Act 1981 (PWA). The major difference between the two procedures is that under the LGA process there is a requirement for public notification and the ability of members of the public to object, whereas, with the consent of all adjoining land owners, there is no such general consultation requirement and objection process under the PWA.
9. Currently the Christchurch City Council does not have a Road Stopping Policy. The development of such a policy will ensure that the Council's decision-making and application processes are clear and consistent. Consistency is required in terms of determining under which Act a road will be stopped, as well as the assessment and evaluation criteria to be utilised.
10. The recommended Policy has been developed by the Property Consultancy Team in consultation with the Asset and Network Planning Unit, the Legal Services Unit and the Survey Team.

**FINANCIAL IMPLICATIONS**

11. The Policy is based on the principle of full cost recovery from third party applicants and recommendations will be made through the Annual Plan and LTCCP processes to support this. It is proposed that purchasers of land will reimburse the Council for the costs (including Council Staff time) and disbursements incurred by the Council to complete the transaction.

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

12. Yes.

**LEGAL CONSIDERATIONS**

13. Under the Local Government Act 2002 the Council is permitted to adopt a policy to provide guidelines as to the criteria and process to be adopted by the Council when considering and implementing any decision to stop any legal road.
14. The Council has the ability to stop road, or parts of a road, either by using the process under the PWA or the process under the LGA. The procedures that are required to be followed by the Council when using the LGA process are set out in the Tenth Schedule to the LGA, and include the public notification of the proposed road stopping and for the hearing of any objections received. Conversely, the PWA process does not require public notification, however the Council and any adjoining landowner(s) must consent to the proposal.
15. The relevant sections of each Act are summarised below.

8. Cont'd

**Local Government Act 1974**

*Section 319 (h) – General powers of councils in respect of roads-*

This Section gives local authorities the general power to stop any road or part thereof in accordance with the Act.

*Section 342 (1) (a) – Stopping of roads-*

Confers on the Council the ability to declare a road to be formally stopped.

*Section 345 – Disposal of land not required for road-*

In relation to stopped road that is no longer required by the local authority, this Section provides that the Council may sell or lease that part of the stopped road to the owner(s) of any adjoining land.

This Section goes on further to provide that the price or rent for the stopped road is to be fixed by a competent valuer appointed by the Council. If the owner(s) is not prepared to pay the fixed price or rent, the Council may sell the land by public auction or private tender.

*Section 345 (2) – Amalgamation of stopped road with adjoining land-*

This Section enables the Council to require the amalgamation of stopped road with adjoining land if deemed appropriate.

*Section 345 (3) – Stopped road to vest as Esplanade Reserve*

Where any road along the mark of a mean high water springs of the sea, or along the bank of any river within an average width of 3 meters or more, or the margin of any lake with an area of 8 hectares or more is stopped, this Section requires an area of road to vest in the Council as an esplanade reserve for the purposes specified in Section 229 of the Resource Management Act 1991.

*Tenth Schedule – Conditions as to Stopping of Roads*

Outlines the procedure to be undertaken in order to stop a road. The following table summarises the various steps:

1.	The Council prepares: (a) a survey plan of the road proposed to be stopped; and (b) an explanation as to why the road is to be stopped and the purpose or purposes to which the stopped road will be put. And lodges the plan at LINZ for approval.
2.	Once LINZ has approved the plan, the plan is made available to the public with a view to receiving objections to the proposal(s). The Council must: (a) at least twice, at intervals of not less than 7 days, give public notice of the proposal(s); (b) serve the same notice on the occupiers of all land adjoining the road; The Plan is open for public objection for a minimum period of 40 days from the date of the first publication of the public notice.
3.	A notice of the proposed stopping is fixed in a conspicuous place at each end of the road proposed to be stopped for the duration of the public notification period.
4.	If no objections are received, the Council may by public notice declare that the road is stopped.
5.	If objections are received, the Council shall, unless it decides to allow the objections, send the objections together with the plans and a full description of the proposed alterations to the Environment Court.

## 8. Cont'd

6.	The Environment Court will make a final and conclusive decision.
7.	If the Environment Court reverses the decision of the Council, no proceedings shall be entered by the Court for stopping the road for 2 years thereafter.
8.	If the Environment Court confirms the decision of the Council, the Council may declare by public notice that the road is stopped.
9.	The notice and survey plan will be lodged with LINZ for record.

**Public Works Act 1981***Section 116 – Stopping Roads-*

This Section provides that, subject to the consent of the territorial authority and the owner(s) of the land adjoining the road in writing to the stopping, then the road can be declared formally stopped by notice in the Gazette.

*Section 117 – Dealing with stopped roads-*

This Section enables the Council to deal with the stopped road in the same manner as if the road had been stopped pursuant to the Local Government Act 1974.

*Section 118 – Application of other Acts to stopped roads-*

Where any road or any portion of a road along the mark of a mean high water springs of the sea, or along the bank of any river, or the margin of any lake (as the case may be) is stopped under Section 116 of this Act, then Section 345(3) of the Local Government Act 1974 (relating to esplanade reserves) shall apply to the stopped road.

*Section 120 – Registration-*

This Section provides for the road stopping to be noted by the District Land Registrar and if deemed appropriate by the Council for it to be amalgamated with the adjoining land.

The road stopping procedure pursuant to this Act is summarised in the table below:

1.	The owners of any land adjoining the road to be stopped must consent in writing to the stopping.
2.	The Council must consent to the road stopping proposal.
3.	The Council prepares a survey plan of the road proposed to be stopped and lodges the plan at LINZ for approval.
4.	The land is declared stopped by proclamation and publication of that proclamation in the New Zealand Gazette. A copy of the entry in the Gazette is then registered at LINZ.

**Determining which statutory process to follow**

16. Neither the LGA nor the PWA gives specific guidance as to which statutory procedure should be used. Currently, Council staff make this assessment on a case by case basis having due regard to the effect of the road-stopping on the public and parties other than the applicant and the likelihood of the proposal succeeding. Council staff have operated on the basis that best practice has dictated that if in doubt, the LGA procedure should apply. Guidelines about which Act to follow are set out in the proposed Road Stopping Policy document below.

**DELEGATIONS**

17. Pursuant to paragraph 32 of the 7<sup>th</sup> Schedule of the Local Government Act 2002 the Council has the legal ability to delegate its road-stopping powers under both the LGA and the PWA

8. Cont'd

18. Currently, the only road-stopping power that the Council has delegated is a delegation to Community Boards to stop "access ways". Section 315(1) of the Local Government Act 1974 defines "access way" as:

*"any passage way, laid out or constructed by the authority of the council or the Minister of Works and Development [or, on or after the 1st day of April 1988, the Minister of Lands] for the purposes of providing the public with a convenient route for pedestrians from any road, service lane, or reserve to another, or to any public place or to any railway station, or from one public place to another public place, or from one part of any road, service lane, or reserve to another part of that same road, service lane, or reserve".*

It is proposed not to alter this delegation.

The Council has delegated the power to hear objections to road stopping procedures pursuant to the Tenth Schedule of the Local Government Act 1974 to Council Hearings Panels. It is not proposed to alter this.

19. The Council has not delegated any other part of its road-stopping powers. The practical effect of this is that all road-stopping applications, whether from Council staff, implementing Council agreed policies and strategies, or from third parties, require a formal Council resolution.
20. When the Council initially considered this report on 25 September 2008, Councillors raised concerns in the debate about unformed legal (paper) roads (particularly in relation to Banks Peninsula) and issues around scale and size of road-stoppings. With respect to Banks Peninsula, the retention of appropriate legal but unformed roads will be considered and evaluated as part of the development of the open space strategy being prepared by Strategy and Planning. The intention being to provide and retain appropriate access to reserves, bays and foreshores and to provide linkages and connections throughout the Peninsula. Before any action was taken to stop a road these matters would first have to be considered before any decision to proceed was recommended.
21. The Council may delegate authority to proceed with a road stopping application to either Council staff or to community boards. In addressing these two issues, whilst endeavouring to maintain the necessary balance to enable the delivery of an efficient and effective service, the following is proposed:
- a) Staff are delegated the authority to process and make decisions, in accordance with the attached policy, on applications relating to non complying lots / strips of land adjacent to properties which are required to be amalgamated into the adjoining neighbouring title.
  - b) That decisions on applications for complying lots in their own right and the stopping of unformed legal (paper) roads or other significant parcels be delegated to the relevant community board.
22. There are compelling reasons why the Council may consider delegating to Council staff the power to deal with minor road-stopping applications, as follows:
- On the adoption of a formal Road Stopping Policy, the Council will have established, in its governance role, the rules or guidelines to be implemented when road stopping decisions are considered. It would therefore be logical that the 'management' decision of implementing the Policy be delegated to Staff
  - In financial terms road-stopping issues are often relatively insignificant.
  - There are generally no associated significant strategic issues.
  - Consistency in decision-making across the city.
  - Both the LGA and the PWA provide for consultation according to the statutory process used.

**8. Cont'd**

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

23. Yes, see above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

24. Not Applicable.

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

25. Not Applicable.

**ALIGNMENT WITH STRATEGIES**

26. Not Applicable.

**Do the recommendations align with the Council's strategies?**

27. Not Applicable.

**CONSULTATION FULFILMENT**

28. There is no mandatory obligation on the Council to consult before it makes a decision on the proposed Road Stopping Policy.

29. The proposal is not significant in terms of the Council's Significance Policy.

30. The Policy is intended to establish a transparent and consistent platform on which future decisions can be based. This is for the benefit of both Council staff and people who intend entering into negotiations for the purchase of land previously vested in the Council as legal road. It is expected that they will prefer this approach to the ad hoc manner in which road-stopping has been undertaken to date. It is also fair that prospective purchasers meet the Council's reasonable costs (including Council staff time) of carrying out the process required to enable transactions to be concluded.

31. This report is being presented at each Community Board for a formal recommendation to the Council. Recommendations made by individual boards will be compiled by staff into a final report which staff will present to the Council.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board recommends that the Council resolves:

- (a) That the Council adopts the 'Christchurch City Council Road Stopping Policy' in the form attached to this report.
- (b) That the Council's power to accept or decline an application from either a Council Business Unit or from any other person to stop legal road be delegated to the Corporate Support Unit Manager PROVIDED THAT such application shall meet the following criteria:
  - The area of road to be stopped will not constitute a complying lot under the City Plan on its own account; and
  - It will be necessary for the stopped road to be amalgamated with the certificate of title to the adjoining property; and
  - The owner of the adjoining property is the logical purchaser of the stopped road; and
  - That the proposed road-stopping complies with the Council's Road Stopping Policy.

**8. Cont'd**

- (c) That where the Corporate Support Manager's delegated authority under paragraph (b) of this resolution shall apply:
- (i) that the Council's powers under sections 116, 117 and 120 of the Public Works Act 1981 and Sections 319(h), 342(1)(a) and 345 of the Local Government Act 1974 (excluding the power to hear objections and recommend to the Council whether the Council should allow or otherwise any objections received to road stopping procedures pursuant to the Tenth Schedule of the Local Government Act 1974 and the Council's powers under paragraph 5 of the Tenth Schedule) in relation to road stopping and the disposal of land that was previously stopped road be delegated to the Corporate Support Unit Manager.
  - (ii) that the power to determine (in compliance with the Council's Road Stopping Policy) which statutory procedure should be employed to undertake a particular road stopping (either under the Local Government Act 1974 or under the Public Works Act 1981) be delegated to the Corporate Support Unit Manager.
- (d) That the Council's power to accept or decline an application from either by a Council Business Unit or from any other person to stop legal road which does not fall within the delegation given to the Corporate Support Unit Manager under paragraph (b) of this resolution shall be delegated to the Community Board for the Ward within which the legal road proposed to be stopped is situated.
- (e) That where the Community Board's delegated authority under paragraph (d) of this resolution shall apply:
- (i) that the Council's powers under sections 116, 117 and 120 of the Public Works Act 1981 and Sections 319(h), 342(1)(a) and 345 of the Local Government Act 1974 (excluding the power to hear objections and recommend to the Council whether the Council should allow or otherwise any objections received to road stopping procedures pursuant to the Tenth Schedule of the Local Government Act 1974 and the Council's powers under paragraph 5 of the Tenth Schedule) in relation to road stopping and the disposal of land that was previously stopped road be delegated to the Community Board for the Ward within which the proposed legal road is situated and to be exercised in accordance with the Council's Road Stopping Policy.
  - (ii) that the power to determine (in compliance with the Council's Road Stopping Policy) which statutory procedure should be employed to undertake a particular road stopping (either under the Local Government Act 1974 or under the Public Works Act 1981) be delegated to the Community Board for the Ward within which the proposed legal road is situated and to be exercised in accordance with the Council's Road Stopping Policy.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**BACKGROUND (THE ISSUES)**

32. This report seeks to:

- present the legislative and statutory provisions governing the stopping of roads;
- provide a basis of assessment to determine whether an application to stop a road should proceed or not;
- outline the statutory process to be followed under the respective legislation;
- consider delegations;
- formulate a policy for adoption by the Council.

## 8. Cont'd

**PROPOSED CHRISTCHURCH CITY COUNCIL ROAD STOPPING POLICY 2009****NAME OF POLICY**

1. This policy shall be known as the Christchurch City Council Road Stopping Policy 2009

**APPLICATION OF POLICY**

2. This policy shall apply to all road stoppings undertaken or proposed to be undertaken by the Council following the date of adoption by the Council of this Policy.

**INTERPRETATION**

3. For the purposes of this Policy the following meanings shall apply:
  - (a) "Council" means the Christchurch City Council and shall include any delegate acting under delegated authority of the Christchurch City Council.
  - (b) "road" means that part of a legal road the subject of a road stopping application to the Council.

**EVALUATION CRITERIA**

4. In considering an application for road stopping the Council must firstly consider whether the stopping should be initiated or not. The rules to govern this decision are outlined in the chart below.

<b>City Plan</b>	Is the road shown to be stopped in the operative City Plan or does the stopping have any adverse impact on adjoining properties under the City Plan i.e. set backs/site coverage or the neighbourhood in general.
<b>Current Level of Use</b>	Is the road the sole or most convenient means of access to any existing lots or amenity features e.g. a river or coast. Is the road used by members of the public.
<b>Future Use</b>	Will the road be needed to service future residential, commercial, industrial or agricultural developments. Will the road be needed in the future to connect existing roads. Will the road be needed to provide a future or alternative inter-district link.
<b>Alternative Uses</b>	Does the road have potential to be utilised by the Council for any other public work either now or potentially in the future. Does the road have current or potential value for amenity or conservation functions e.g. walkway, utilities corridor, esplanade strip, protected trees etc.
<b>Road adjoining any water body</b>	If so, there is a need to consider Section 345 LGA, which requires that after road stopping, such land becomes vested in Council as an esplanade reserve.
<b>Encumbrances</b>	Is the road encumbered by any services and infrastructure and can they be protected by easements
<b>Traffic Safety</b>	Does access and egress of motor vehicles on the section of the road constitute a danger or hazard to the road users.
<b>Infrastructure</b>	Does the road currently contain infrastructure, or will it in the future, that is better protected and managed through ownership.

**8. Cont'd**

5. An application for road stopping will not proceed if the Council shall in its discretion determine that:
- (a) the road has been identified as providing a future road corridor; or
  - (b) the road has the potential to provide a future or alternative inter-district link; or
  - (c) the road is required, or may be required at any time in the future, for any roading or associated purpose.
  - (d) the road is required, or may be required at any time in the future, for any public work by the Council or any other agency.
  - (e) the stopping of the road will result in any land becoming landlocked; or
  - (f) the road provides access from a public road or reserve to a watercourse or coastal marine area, unless there are sound management or ecological reasons for doing otherwise; or
  - (g) the road provides primary access to an esplanade reserve, reserve or park, unless there are sound management or ecological reasons for doing otherwise; or
  - (h) the stopping of the road will adversely affect the viability of any commercial activity or operation; or
  - (i) objections are received from any electricity or telecommunications service provider and those objections are not able to be resolved by agreement between the Council and that provider; or
  - (j) any infrastructure or utilities situated on the road would be better protected and managed through continued Council ownership; or
  - (k) the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
  - (l) the road stopping could have an impact on a public work to be undertaken by any other agency including the Crown
  - (m) any other relevant circumstances apply.

**MARKET VALUATIONS TO BE USED**

6. All dealings with stopped road will be at the current market value as determined by an independent registered valuer commissioned by the Council and in accordance with the relevant legislation.

**AGREEMENT FOR SALE AND PURCHASE TO BE ENTERED INTO**

7. Where a road stopping has been initiated by a third party and the application is accepted by the Council then it will only be processed subject to the following requirements first being accepted by the applicant:
- (a) That the proposed terms of sale of the road once stopped be recorded in a formal Agreement for Sale and Purchase prepared by the Council's solicitors and signed by both the applicant as purchaser and the Council as vendor prior to the Council taking any further steps. Such agreement to be conditional to the approval of the Minister of Lands to the stopping, if applicable, and compliance with the all relevant statutes.
  - (b) That the Agreement require the purchaser to meet all the costs incurred by Council in relation to the proposed road stopping, including but not limited to the following costs: staff time, hearing costs, consent costs, LINZ costs relative to any proclamation required

8 Cont'd

to be made and published in the NZ Gazette, LINZ registration fees, professional fees (valuers, accredited agents), court costs, advertising, legal and survey costs.

- (c) That the purchaser will pay a deposit on execution of the Agreement sufficient to cover the Council's estimate of all the Council's costs. The Agreement will provide that in the event of the road stopping being discontinued for any reason the deposit will be refundable to the applicant less the actual costs incurred by the Council in processing the application to that point, as determined by the Council.
- (d) That when a road stopping is initiated by an adjoining landowner to the road proposed to be stopped, and the process determined to be used shall be the Local Government Act 1974 process, the Agreement will provide as appropriate that:
  - (i) if any objection is received and is allowed by the Council, the Agreement will be automatically deemed to be cancelled and the deposit paid (if any) refunded to the applicant less any costs incurred by the Council to that date; and
  - (ii) if any objection is received and is not allowed by Council, and the objector wishes the matter to be referred to the Environment Court, the applicant may at that point elect to cancel the Agreement Provided that all costs incurred in relation to the application by the council to that date shall be deducted from the deposit; or
  - (iii) if the applicant does not elect to cancel the agreement in the circumstances described in paragraph (ii) and the objection is referred to the Environment Court for determination, the applicant shall pay on demand to the Council all costs incurred by the Council in referring the matter to the Environment Court and in relation to the hearing by that Court.
- (e) That if the Agreement for Sale and Purchase is cancelled for any reason the applicant will meet all costs incurred by the Council.

**WHICH STATUTORY PROCESS TO USE**

- 8. The following criteria have been established to ensure that the appropriate statutory procedure is consistently adopted by the Council, and to avoid, as much as practicable, such decisions being successfully contested by any party.
- 9. The Local Government Act 1974 road-stopping procedure shall be adopted if one or more of the following circumstances shall apply:
  - (a) Where any public right of access to any public space could be removed or materially limited or extinguished as a result of the road being stopped; or
  - (b) The road stopping could injuriously affect or have a negative or adverse impact on any other property; or
  - (c) The road stopping is, in the judgment of the Council, likely to be controversial; or
  - (d) If there is any doubt or uncertainty as to which procedure should be used to stop the road.
- 10. The Public Works Act 1981 road stopping procedure may be adopted if **all** of the following circumstances shall apply:
  - (a) Where there is only one property adjoining the road proposed to be stopped; and
  - (b) Where the written consent to the proposed road stopping of all landowners affected by proposed road-stopping is obtained; and
  - (c) Where the use of the Public Works Act 1981 procedure is approved (where necessary) by the relevant Government department or Minister ; and

8. Cont'd

- (d) Where no other persons, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping; and
- (e) Where the road is to be amalgamated with the adjoining property; and
- (f) Where other reasonable access exists or will be provided to replace the access previously provided by the stopped road (i.e. by the construction of a new road).

PROVIDED THAT If any one of the above circumstances shall not apply, then the Local Government Act 1974 procedure shall be used.

**PROPOSED ROAD STOPPING COSTS AND FEES (SUBJECT TO ADOPTION BY THE COUNCIL IN ITS ANNUAL PLAN)**

- 11. Where a road stopping is initiated by the Council, the costs and expenses associated with such road stopping (including Council staff time) are to be funded from the Business Unit initiating the road stopping.
- 12. Where any other person applies to stop a road, then that person shall be responsible for meeting all costs and expenses associated with the road stopping process as determined by the Council (including Council staff time) PROVIDED THAT where it is determined by the Council, in its discretion, that there is an element of public benefit to the proposed road stopping, the Council may agree that the costs associated with the road stopping should be shared between the applicant and the Council in such proportions as the Council shall in its discretion determine.
- 13. The Council shall not commence any road stopping procedure unless it obtains a written agreement in advance from the applicant to pay such costs and expenses.
- 14. The costs and expenses associated with the road stopping process will include:
  - (a) **Application Fee**  
An application fee of \$500 (GST inclusive) shall accompany a road stopping application to the Council (unless the application is made by a Council Business Unit). The purpose of this fee is cover the administration and staff costs incurred by the Council as a result of evaluating the application in accordance with this Policy. This fee is already included in the Council's Annual Plan.
  - (b) **Processing Fee**  
If the applicant wishes to proceed with the road stopping application after evaluation by Council staff of the application and the preparation and presentation of the first report to the relevant Community Board or the Corporate Support Manager (as applicable), then a further non-refundable fee of \$1,000 (GST inclusive) will become due and payable to the Council to cover the staff time in processing the application from that point.
  - (c) **Other Costs**  
Other costs and expenses that an applicant will be liable to meet should a road stopping application proceed, include (but are not limited to):
    - Survey Costs*  
Includes identification and investigations of the site and professional fees associated with the compilation of a survey office plan.
    - Cost of Consents*  
Any costs associated with obtaining consent to the proposal including, but not necessarily limited to, the Minister of Lands.
    - Public Advertising*  
Includes the cost of public notification required under the Local Government Act 1974.
    - Accredited Agent Fees*  
Includes professional and other fees incurred as a result of any gazettal actions required.

**8. Cont'd**

*Land Information New Zealand (LINZ) Fees*

Includes lodgement fees associated with survey office plan approval, registration of gazette notice, easement instrument or any other dealing, and raising of new certificate(s) of title.

*Legal Fees*

The applicant will be responsible to meet their own legal costs, as well as those incurred by the Council including, but not limited to, the preparation of an Agreement for Sale and Purchase and the settlement of the transaction.

*Valuation Costs*

The costs to obtain an independent registered valuation of the proposed stopped road, including any additional costs that may be incurred by any ensuing discussions with the valuer as a result of the applicant querying the valuation.

*Cost of Court and Hearing Proceedings*

Pursuant to the Tenth Schedule LGA, if any objections is received to a road stopping application, and the application is referred to the Environment Court for a decision, then the applicant shall meet all of the Council's legal and other costs associated with the conduct of the legal proceedings in that Court.

*Market Value of the Road*

In addition to the administrative and staff costs associated with a road stopping costs the applicant shall pay to the Council the current market value of the stopped road as determined by a registered valuer appointed by the Council, or if the land is to be leased a rent as determined by a registered valuer appointed by the Council .

## 9. RYAN STREET – KERB AND DISH CHANNEL RENEWAL PROJECT

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Authors:</b>	Ann Cosson, Consultation Leader Kerry O'Neill, Project Manager, Transport

### PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Hagley/Ferrymead Community Board to proceed to detailed design, tender and construction for the Ryan Street kerb and dish channel replacement project (refer **attached**).

### EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2007/2008 and involves the replacement of existing kerb and deep-dish channel for the full length of Ryan Street, provision of adequate drainage and to maintain or improve safety for all road users.
3. The primary (must do) objectives for the project involving full street reconstruction include:
  - (a) Replace kerb and dish channel
  - (b) Landscape enhancement
  - (c) Maintain or improve safety for all road users
  - (d) Ensure adequate drainage is provided
  - (e) Complete project within allocated budget
  - (f) Complete construction within 2009/10 financial year
  - (g) Minimise whole of life costs

### FINANCIAL IMPLICATIONS

4. The proposed kerb and channel renewal works for the Ryan Street project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2009/2010 financial year.
5. The Cost estimate for this project is \$808,000. This is less than the allocated budget of \$917,007.

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

6. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 LTCCP.

### LEGAL CONSIDERATIONS

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

7. There appear to be no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

9. Cont'd

**ALIGNMENT WITH STRATEGIES**

**Do the recommendations align with the Council's strategies?**

9. This project is consistent with key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

**CONSULTATION FULFILMENT**

10. An initial issues survey was not needed or carried out for this project. Following a seminar held with the Hagley/Ferrymead Community Board on 3 December 2008 the publicity pamphlet (including concept plan) was distributed to the residents and other stakeholders for consultation. The feedback period was from December 2008 until 12 January 2009. A total of 70 pamphlets were distributed in Ryan Street and the surrounding area plus other interest groups. 22 responses were received. The majority of respondents (86%) were in general support of the proposal. One was in opposition and two made no support comment.
11. The key issues raised related to underground wiring, no stopping restrictions, street trees, carriageway narrowing and platforms. Responses to community consultation are as follows:
- (a) The "Give Way" control will not be installed on Ryan Street at the intersection with Ferry Road. As the vehicles already have difficulties to turn right onto Ferry Road, and the proposed raised platforms will also help to reduce the traffic speed along Ryan Street.
  - (b) The small grass area outside 77 Ryan Street has been removed from the scheme design and replaced with asphalt; it is due to impracticalities with maintaining so small an area.
  - (c) Existing trees at 63, 57, 51, 30 and 24 Ryan Street will be replaced, as well as one adjacent to 347 Ferry Road. The tree outside 47 Ryan Street will now be retained; instead, the tree outside house 57 will be removed.
  - (d) The cul-de-sac has been moved 2 metres south towards Ferry Road, to alleviate conflict points caused by the pedestrian and cycle access to the school.
  - (e) The P1 drop-off areas have been reduced to hold one car. The parking spaces will be marked with parking ticks and will have signage.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the Ryan Street Renewal Plan, as **attached**, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

**REMOVE NO STOPPING:**

- (i) That the existing restrictions on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 8 metres in a north westerly direction be revoked.
- (ii) That the existing restrictions on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 7 metres in a south easterly direction be revoked.
- (iii) That all the existing no stopping restrictions on Ryan Street be revoked.

**NEW NO STOPPING:**

- (i) That the stopping of vehicles be prohibited at any time on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 8m in a north westerly direction.

**9. Cont'd**

- (ii) That the stopping of vehicles be prohibited at any time on the north east side of Ferry Road, commencing at its intersection with Ryan Street and extending 7 metres in a south easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at its intersection with Ferry Road and extending 27 metres in a north easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at a point 148 metres north east of its intersection with Ferry Road and extending 10m in a north easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at a point 270 metres north east of its intersection with Ferry Road and extending 10.5 metres in a north easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north west side of Ryan Street, commencing at a point 380 metres north east of its intersection with Ferry Road and extending 28 metres in a north easterly direction to the centre of the cul-de-sac end.
- (vii) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at its intersection with Ferry Road and extending 24 metres in a north easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at a point 143 metres north east of its intersection with Ferry Road and extending 11 metres in a north easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at a point 271 metres north east of its intersection with Ferry Road and extending 10 metres in a north easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south east side of Ryan Street, commencing at a point 383 metres north east of its intersection with Ferry Road and extending 28 metres in a north easterly direction to the centre of the cul-de-sac end.

**NEW PARKING RESTRICTION:**

- (i) That the parking of vehicles be restricted to a maximum period of one minute between the hours of 8.30 and 9.30am, and again between 2.30 and 3.30pm, on the north west side of Ryan Street, commencing at a point 370 metres from its intersection with Ferry Road and extending in a north easterly direction for a distance of 5m.
- (ii) That the parking of vehicles be restricted to a maximum period of one minute between the hours of 8.30 and 9.30am, and again between 2.30 and 3.30pm, on the south east side of Ryan Street, commencing at a point 366 metres from its intersection with Ferry Road and extending in a north easterly direction for a distance of 5 metres.
- (iii) That the parking of vehicles be restricted to a maximum period of one minute between the hours of 8.30 and 9.30am, and again between 2.30 and 3.30pm, on the south east side of Ryan Street, commencing at a point 377 metres from its intersection with Ferry Road and extending in a north easterly direction for a distance of 5 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

9 Cont'd

**BACKGROUND (THE ISSUES)**

12. The area surrounding Ryan Street is largely residential. The street is approximately 9 metres wide from the start at Ferry Road to just before its end at the Linwood High School entrance. There at the end of the cul-de-sac the carriageway widens to approximately 13 metres wide for a length of 24 metres. Scheduled sewer works, in Ryan Street have been completed. Ferry Road at its southern end is a major arterial and part of the Sumner Bus Priority route project. Ryan Street won a street competition in 1974 and it is desirable to keep the street in pristine condition and refurbish the old plaque that commemorates the achievement.
13. The Land Transport New Zealand's Crash Analysis System show there has been three crashes recorded for the period between 2003 and 2007. One crash was a loss of control which happened at the end of Ryan Street with one parked vehicle hit and alcohol may have been a factor. The other two crashes happened at the intersection with Ferry Road. One was a rear ending crash and the driver's attention was diverted by a cigarette. The other crash involved a cyclist failing to notice the oncoming car on Ferry Road when he was turning from Ryan Street. It is not expected that the proposed scheme will change the crash rate.

**THE OBJECTIVES**

14. The aims and objectives are to be met in this project by:
  - (a) Replacing the existing kerb & dish channel with modern style kerb and flat channel.
  - (b) Renewing all footpaths to a minimum width of 1.65 metres.
  - (c) Protecting existing trees during construction.
  - (d) Fully reconstructing the existing pavement.
  - (e) Enhancing the safety of pedestrians by renewing the footpath. Installing 75 mm high raised platforms that will lower vehicle speeds providing a safer environment for both cyclists and pedestrians. Installing 1-minute parking restrictions which will discourage vehicle queuing during school start and end, thus reducing congestion at the cul-de-sac head.
  - (f) New drainage piping and sumps at the road narrowing and at the cul-de-sac will be installed to ensure that adequate drainage is provided.
  - (g) Whole of life costs will be minimised by replacing the existing kerb and channel, and the pavement reconstructed, hence the road will have a longer useful life period than the current site condition. A whole of life cost analysis has not been undertaken.

**THE OPTIONS**

15. Four options were developed for comparison.
  - (a) Option 1- do nothing.
  - (b) Option 2 - replacement of the existing dish channel on its existing alignment.
  - (c) Option 3 also includes replace the existing dish channel on its existing road alignment and formalising the Ferry Road intersection.
  - (d) Option 4 also includes replace the existing dish channel on its existing road alignment and formalising the Ferry Road intersection, and has been further developed to include a cul-de-sac at the end of Ryan Street rather than the hammer head design to allow cars to manoeuvre in a complete turning. One minute parking restrictions will also be provided for a drop off or pick up area at the end of Ryan Street to reduce car queues at school time with traffic calming in the centre section to reduce traffic speed.

**THE PREFERRED OPTION (OPTION 4)**

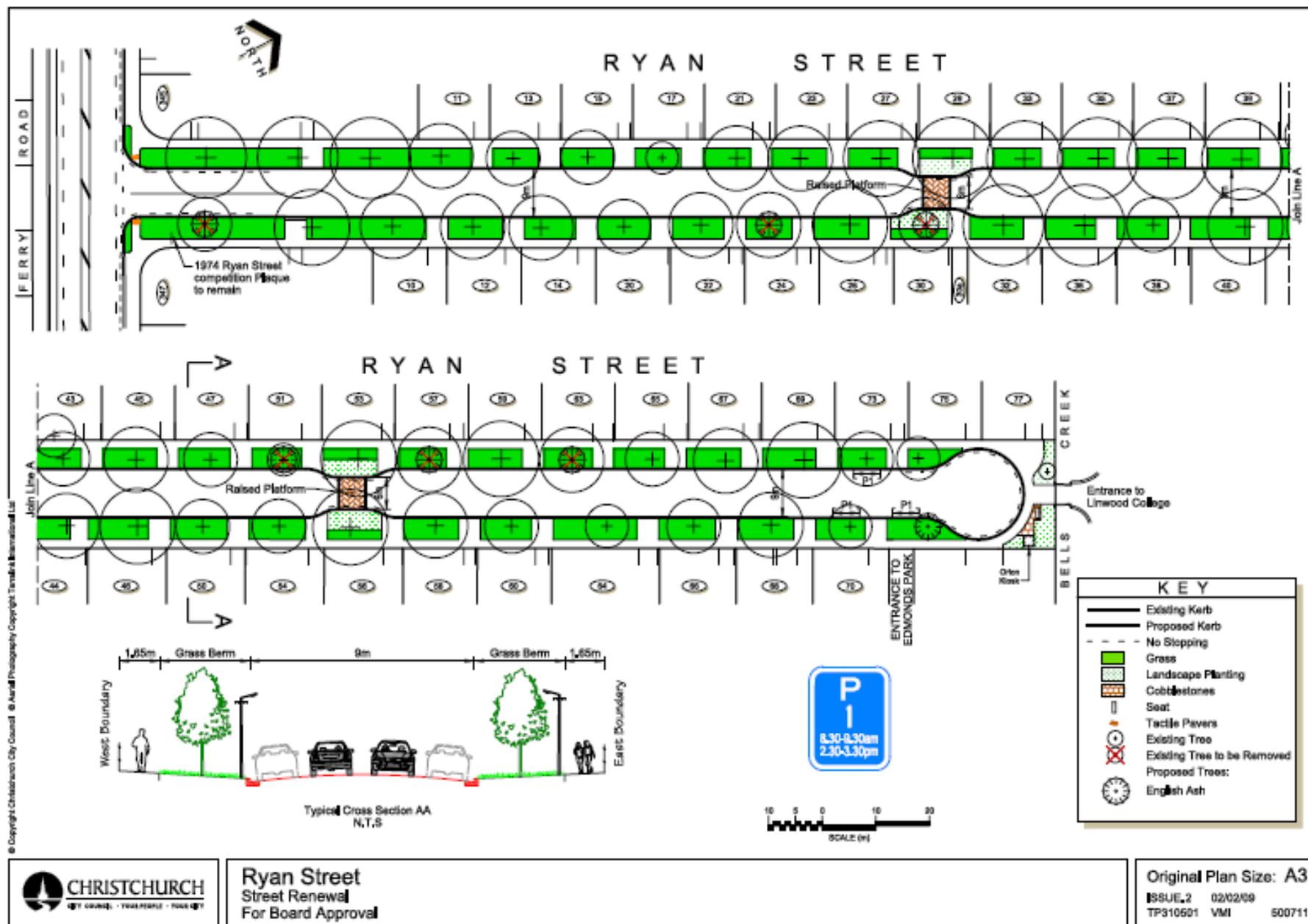
16. Option 4 encompasses the following physical works:
  - (a) Replaces the existing dish channel on its existing alignment with kerbs and flat channel. The existing carriageway width of 9m will be retained.
  - (b) Formalises the Linwood High School end of Ryan Street, which originally had a hammer head design and has now been further developed into a cul-de-sac turning circle for vehicles (e.g. rubbish trucks) at the end of Ryan Street.

9. Cont'd

- (c) Linwood High School proposes to redevelop its entrances in the future. The proposal involves opening an entrance for a staff car park at the North-east end of Ryan Street, therefore a new entrance to the proposed driveway will be introduced and the entrance will be reinforced for trucks to use.
- (d) Introduces traffic calming to Ryan Street in this option consisting of two raised platforms (75 mm high) placed at 100 metre intervals to reduce speed along Ryan Street. It should be noted that four car parks will be lost.
- (e) Implements 'No Stopping' areas at platforms outside house number 29 and number 53, the existing "No Stopping" areas at the Ferry Road intersection will be maintained and the existing "No Stopping" at the north end of the street will be reinstated.
- (f) Has been noted that Ferry Road is proposed to be widened in the next few years, therefore, it is not necessary to have a threshold treatment at the Ferry Road / Ryan Street intersection as it will be taken out in next few years. In the interim the kerb radiuses will be tightened and formalised to reduce the speeds of turning vehicles.
- (g) The proposed driveway width of 4.1 metres is maintained through the relocation of power poles.
- (h) The whole length of footpath along Ryan Street will be renewed with a proposed width of 1.65 metre.
- (i) The existing carriageway condition necessitates that the road be fully reconstructed as part of the project.
- (j) Provide 1 minute parking restrictions for drop-off or pick-up only at the end of Ryan Street to prevent cars from queuing during school time.
- (k) Tactile pavers will be installed at the Ferry Road/Ryan Street intersection for partially sighted pedestrians.
- (l) Street Lighting will be upgraded at the road narrowing sections.
- (m) Sumps will be installed to ensure adequate drainage along Ryan Street.
- (n) The existing trees will be maintained and protected; six trees will be replaced with English Ash tree (*Fraxinus excelsior*) due to the declined conditions.
- (o) The "1974 Ryan Street competition Plaque" award will be renovated and reinstated.

17. Conclusion

Option 4 has been selected as the preferred option because it meets all the project objectives subject to final costings.



**Ryan Street**  
Street Renewal  
For Board Approval

Original Plan Size: A3  
ISSUE 2 02/02/09  
TP310501 VMI 500711

**10. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JOSHUA ORMISTON LOUW**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8607
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Diana Saxton, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval from the Hagley/Ferrymead Community Board for an application for funding from the Board's 2008/09 Youth Development Scheme.

**EXECUTIVE SUMMARY**

2. The applicant, Joshua Ormiston Louw is a 12 year old, Year 7 student at Star of the Sea School, living in Redcliffs. He is one of 17 children travelling to Hachinohe, Japan for the Friendship Ice Hockey Tournament in April 2009. The Friendship Tournament will consist of 16 teams from the USA, Canada, New Zealand, Australia, South Korea, Germany, Russia, Japan and possibly South Africa.
3. The event is held once every two years for 12 and 13 year olds to bring the youth of the world together in a tournament with an emphasis on fair play, sportsmanship and cultural exchange. 2009 will be the 20<sup>th</sup> anniversary of the friendship tournament and as such will be returning to the city and country that first hosted it in 1989. The participants will be billeted with local families during the tournament. The teams participating are not national representative teams but rather teams consisting of players who would not necessarily get to play other international teams or visit and compete in a country overseas. They are players who play ice hockey, not necessarily to win, but for the enjoyment of participating in their chosen sport and to do what kids do best, have fun! The cultural interaction between players can not be undervalued and many players in the past have returned to New Zealand with a new understanding of people who are different in looks and cultures than themselves.
4. The New Zealand Ice Hockey Federation fully endorses the venture and considers it an opportunity not to be missed. It will increase participant's confidence, skill and experience, as well as help them learn about ice hockey at a more international level, while forging friendships with other players who have the same passion for the game of ice hockey.
5. Joshua is very excited to have this one off opportunity and is very committed to training three times a week. He is an intelligent and inquisitive student who would profit considerably from spending time in another country and he is highly regarded as a fantastic ambassador for New Zealand by his school.

**FINANCIAL IMPLICATIONS**

6. The cost of the trip is \$5,484 per person, including airfares, transfers, accommodation as required, a visit to Disneyland en route, sightseeing tours, tournament fees, social functions, sports gear and uniforms, swap gifts, ice time and management subsidy for airfares, accommodation, transfer, food allowance. Fundraising is underway with numerous sausage sizzles, quiz nights and corporate sponsorship for team uniforms and day bags.
7. This is the first time that the applicant has approached the Board for funding.

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

8. Yes. The Board has resolved to allocate \$10,000 in total to the 2008/09 Youth Development Scheme from the Discretionary Response Fund. There is currently \$4,125 in the Board's 2008/09 Youth Development Fund.

**10. Cont'd**

**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. Yes

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

11. Yes

**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 allocate \$300 from the 2008/09 Youth Development Scheme to Joshua Ormiston Louw to assist him to attend the Ice Hockey Friendship Tournament in Japan in April 2009.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## 11. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – JACK CHRISTOPHER BLACKMAN

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8607
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Diana Saxton, Community Recreation Adviser

### PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Hagley/Ferrymead Community Board for an application for funding from the Board's 2008/09 Youth Development Scheme.

### EXECUTIVE SUMMARY

2. The applicant, Jack Christopher Blackman is a 13 year old Sumner resident who attends Heaton Intermediate School. He is one of 17 children travelling to Hachinohe, Japan for the Friendship Ice Hockey Tournament in April 2009. The Friendship Tournament will consist of 16 teams from the USA, Canada, New Zealand, Australia, South Korea, Germany, Russia, Japan and possibly South Africa.
3. The event is held once every two years for 12 and 13 year olds to bring the youth of the world together in a tournament with an emphasis on fair play, sportsmanship and cultural exchange. 2009 will be the 20<sup>th</sup> anniversary of the friendship tournament and as such will be returning to the city and country that first hosted the tournament in 1989. The participants will be billeted with local families during the tournament. The teams participating are not national representative teams, but rather teams consisting of players who would not necessarily get to play other international teams or visit and compete in a country overseas. They are players who play ice hockey, not necessarily to win, but for the enjoyment of participating in their chosen sport and to do what kids do best, have fun! The cultural interaction between players can not be undervalued and many players in the past have returned to New Zealand with a new understanding of people who are different in looks and cultures than themselves.
4. The New Zealand Ice Hockey Federation fully endorses the venture and considers it an opportunity not to be missed. It will increase the participant's confidence, skill and experience, as well as help them learn about ice hockey at a more international level, while forging friendships with other players who have the same passion for the game of ice hockey.
5. Jack is looking forward to travelling to another country to play ice hockey and experience another culture through staying with host families in typical Japanese homes. Jack has been busy fundraising, including sausage sizzles, making and selling soup, school fair stalls and he is planning to organise a school mufti day. He is regarded as a very pleasant, determined young man who is organised, efficient, extremely competent and has an excellent rapport with people of all ages. Jack has a keen interest in ice hockey and surf life saving and has achieved to high levels in both sports.

### FINANCIAL IMPLICATIONS

6. The cost of the trip is \$5,484 per person including airfares, transfers, accommodation as required, a visit to Disneyland en route, sightseeing tours, tournament fees, social functions, sports gear and uniforms, swap gifts, ice time and management subsidy for airfares, accommodation, transfer, food allowance. Fundraising is underway with numerous sausage sizzles, quiz nights and corporate sponsorship for team uniforms and day bags.
7. This is the first time that the applicant has approached the Board for funding.

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

8. Yes. The Board has resolved to allocate \$10,000 to the 2008/09 Youth Development Scheme from the Discretionary Response Fund. There is currently \$4,125 in the Board's 2008/09 Youth Development Fund.

**11. Cont'd**

**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. Yes

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

11. Yes

**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 allocate \$300 from the 2008/09 Youth Development Scheme to Jack Christopher Blackman to assist him to attend the Ice Hockey Friendship Tournament in Japan in April 2009.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**4. 3. 2009**

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