

**SPREYDON/HEATHCOTE COMMUNITY BOARD**

**AGENDA**

**TUESDAY 17 AUGUST 2010**

**AT 5.00PM**

**AT BECKENHAM SERVICE CENTRE  
IN THE BOARDROOM,  
66 COLOMBO STREET, CHRISTCHURCH**

**Community Board:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells.

**Community Board Adviser**

Jenny Hughey

Telephone: 941-5108

Email: [jenny.hughey@ccc.govt.nz](mailto:jenny.hughey@ccc.govt.nz)

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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING REPORT – 30 JULY 2010**

The minutes of the Board's ordinary meeting of Friday 30 July 2010 are **attached**.

**CHAIRPERSON'S RECOMMENDATION**

That the minutes of the Board's meeting of 30 July 2010 be **confirmed**.

**3. DEPUTATIONS BY APPOINTMENT**

- 3.1 Evan Paterson will comment on street trees situated at 182 Centaurus Road.
- 3.2 Alice Shanks will comment on Ernle Clark Reserve proposal (refer clause 8).
- 3.3 Mariette Taylor will comment on Ernle Clark Reserve proposal (refer clause 8).
- 3.4 Bruce Alexander will comment on Ernle Clark Reserve proposal (refer clause 8).
- 3.5 Grant Bowden will comment on Ernle Clark Reserve proposal (refer clause 8).
- 3.6 Biddy Pollard will comment on Ernle Clark Reserve proposal (refer clause 8).
- 3.7 Dirk De Lu will comment on Ernle Clark Reserve proposal (refer clause 8) and the Beckenham Street Renewal Project (refer clause 11).

**4. PETITIONS**

**5. NOTICE OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

**8. ERNLE CLARK RESERVE – RESERVE EXTENSION AND ADJACENT RIVERBANK WALKWAY**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager Transport & Greenspace
<b>Author:</b>	Angela Abel, Consultation Leader Greenspace, DDI 941-5112

**PURPOSE OF REPORT**

1. The purpose of this report is for the Spreydon/Heathcote Community Board to approve the final landscape plan LP324802 (refer **Attachment 1**) for Ernle Clark Reserve, Reserve Extension and Adjacent Riverbank Walkway prior to detailed design and an application being made for funding in the 2012 Long Term Council Community Plan (LTCCP).

**EXECUTIVE SUMMARY**

2. Ernle Clark Reserve and walkway runs adjacent to the south bank of the Heathcote River between Barrington Street and Erlea Terrace. It can also be accessed beside Thorrrington Playground on Thorrrington Road. It is frequently used by pedestrians/cyclists/dog walkers.
3. In 2009 Council purchased a portion of land that provides an extension to the existing Ernle Clark Reserve and river corridor walkway. This piece of land has numerous established trees and plantings, with a waterway running through it.
4. The Reserve provides a unique experience offering diverse character and many different plant collections.
5. A volunteer group called the “Ernle Neighbourhood Group” have been in operation for approximately two years and meet on the last Saturday of every month to carry out weeding in the Reserve.
6. Situated on the Heathcote River Floodplain, Ernle Clark Reserve and its well-used walking track can become very wet and boggy, making tracks hard to use during winter months especially.
7. Other known issues within the Reserve include weed control, lack of directional signage, perceived safety and entrance definition.

**FINANCIAL IMPLICATIONS**

8. The Council does not currently have funding to undertake the work proposed in this draft plan. An application will be made to the LTCCP in 2012 for funding to be allocated for new development and ongoing maintenance. If the application is successful it will enable proposed work to be staged.
9. \$30,000 funding has been allocated for track works in the 2010/11 financial year. This funding will allow the worst affected areas of track to be addressed earlier. This funding sits under Neighbourhood Parks.

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

10. Yes.

**LEGAL CONSIDERATIONS**

11. All necessary Resource Consents and Building Consents will be obtained before any construction is undertaken.
12. All work will be carried out by a Council approved contractor with the appropriate health and safety and work site management controls in place.

**8 Cont'd**

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

13. Yes.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

**LTCCP 2009-19**

**14. Parks, Open Spaces and Waterways – Page 118**

- (a) Provide a network of safe, accessible and attractive neighbourhood parks in order to:
- Encourage community interaction
  - Provide places for childrens play
  - strengthen Christchurch's identity as the Garden City
  - protect and enhance the regions heritage
  - protect and enhance exotic and native biodiversity, and waterways
  - ensure that park design, development and maintenance is sustainable and timely.

**ALIGNMENT WITH STRATEGIES**

**15. Safer Christchurch Strategy**

This strategy aligns injury prevention, road safety and crime prevention under the overarching aim of Christchurch becoming the safest city in New Zealand. One of the goals of this strategy is to enhance safety from crime through preventative and supportive actions, such as:

- (a) Ensure the phased adoption of Crime Prevention Through Environmental Design Principles (CPTED) into city-wide planning and policy;
- (b) To promote CPTED principles for application by owners and occupiers of existing buildings and spaces;
- (c) Provide active support to locally led initiatives that make significant contributions to reducing the incidence and effect of crime.

**16. Parks and Waterways Access Policy**

Improved access to parks and open space will increase equity as promoted by the City Council Policy on Equity and Access for People with Disabilities. Additionally, improved access has the potential to increase park use by enhancing comfort and convenience for all users and providing significant safety benefits.

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

17. Yes.

**CONSULTATION FULFILMENT**

18. In December 2009 an informal drop in session was held following the purchase of the extension to the Reserve. The drop in session gave the community an opportunity to provide the Council their issues, concerns and ideas prior to a draft development plan being prepared. The session was well attended and an excellent amount of feedback was received, a consultation plan was drafted based on feedback received and other known issues.

8 Cont'd

19. The formal consultation took place in April 2010. A Public Information Leaflet was sent to 391 properties in the vicinity of the Reserve and a number of other interest groups and key stakeholders. This leaflet included a summary of the concept, an initial draft plan and feedback form (refer **Attachment 2**). The project team sought feedback from the community to see whether the proposal was supported and asked for any comments. The proposal was also posted on the CCC Have Your Say website.
20. Ninety one (24%) responses were received. The responses received were predominantly positive:
  - (a) 39 said 'Yes';
  - (b) 32 had 'Mixed views';
  - (c) five said 'No';
  - (d) 17 had not indicated a response, the majority of these submissions were received via email where they are not asked to specifically indicate a preference.
21. Each submitter received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed. Submitters were also advised that they would receive further correspondence prior to a decision being made. This would outline the outcome of the consultation, the projects teams preferred concept plan, the decision making process and how they can be involved in this, and the expected timeline for the project.
22. This project has received a very exciting response rate which indicates the interest and enthusiasm out in the community. Consultation Leaders also received a number of calls and attended many appointments with interested parties with respect to their feedback.
23. The following objectives were used when developing the concept plan:
  - (a) To inform the community about budgeted work in the current Annual Plan;
  - (b) To consider the needs of the local community and the constraints of the available funds;
  - (c) To acquire a local perspective on the value of the Reserve to the neighbourhood;
  - (d) To provide an opportunity for local input and development of a sense of ownership of the Reserve;
  - (e) To increase public awareness of the Reserve;
  - (f) Assist the provision of a safe and clean Reserve;
  - (h) Provide a safe and accessible tracks within Reserve;
  - (i) Consider the visual effects of the planting on the adjoining properties;
  - (j) Assess the current status of trees within the Reserve and remove/prune as necessary;
  - (k) Consider landscape work in relation to safety;
  - (l) Formally complete the road stopping process at Ernlea Terrace end;
  - (m) Formalise volunteer agreement between CCC and Ernle Clark Work Group.

8 Cont'd

24. The main issues raised during the consultation were:

(a) **Signage:** 14 comments

Requests for signs to reflect history, reasons and purpose. That the track should be reflected as a shared use track, with dogs on leads, no motorised vehicles and that the Volunteer Group be acknowledged.

**Project team responses**

Interpretation signage will be included to reflect the history of the Reserve. Reserve entranceway signs and directional bollards will be installed as funding is approved in the LTCCP. Dogs are permitted in the Reserve as long as they are on a leash. New dog bylaw signage is currently under production. The track will be upgraded as a shared use track. As part of the proposed agreement with the Volunteer group formal recognition could take place.

(b) **Volunteer Group:** eight comments - six supporting, two not in support

Suggestions that the group should be formalised, recognised and better supported. Comments wanting the planting to stop and very clear guidelines and management to be implemented by Christchurch City Council.

**Project team responses**

The group has been asked to refrain from planting and weed only until the Board has approved the draft plan. A formalised agreement will be set up once this plan is approved by the Community Board.

(c) **Seating and picnic tables:** eight comments - seven supporting, one not in support

Request to move one seat and suggestions for more.

**Project Team Responses**

This area already provides significant amount of seating. The current situation makes available seven seats and one picnic table. The seat in the open area will be relocated (in place of a new seat) and a new picnic table will be provided, totalling seven seats and two picnic tables. One seat will be realigned so adjoining properties are less affected.

(d) **Tracks:** 21 comments - 20 in support, one not in support

Requests to remove cyclists. Most in favour of boardwalks over muddy areas, some suggestions to raise surface instead. Customers enjoy the meandering feel and appreciate the widening suggested. Suggestions to act now to avoid 'desire lines' and trampling of plants.

**Project Team Responses**

Tracks will cater for shared use, sightlines will be clearer as a result of realignment of tracks. Raised surface tracks have not proven successful in such wet areas therefore sections of boardwalks will be constructed in the worst affected areas. Some funding has been allocated in 2010-11 financial year to undertake this work.

(e) **Bluebells and daffodils:** 10 comments supporting

Requests to underplant with bluebells and daffodils.

**Project Team Responses**

Exotic Woodland Plant Collections and Open Space Areas will be investigated for underplanting with bluebells and daffodils in appropriate locations.

(f) **Natives:** 34 comments - 22 in support, 12 not in support

Sixteen specific requests to plant more natives and/or gradual replacement of exotics. Six mentioned food for birds/insects and/or corridor to the Port Hills. Five suggested planting natives on Morris Land (privately owned fenced off area on Thornington Road).

8 Cont'd

**Project Team Responses**

The Morris Land has not been considered by the project team as it is out of the scope of this project. The proposed native areas (yellow) add to the overall balance of native/exotic planting in the area and continue the bird corridor down from the Port Hills. Gradual replacement of the large exotic trees will take place in these (yellow) areas over time (they will be removed as they become a health and safety risk or reach the end of their life). The red areas will now be an exotic woodland mixed with selected native trees and low (approximately 0.6 metres) native and exotic underplanting collection.

- g) **Exotics:** 36 comments: 31 supporting, five not in support.  
Comments that the plan is seen as having natives all along the river. Twenty five want to keep big exotic trees and/or not replace them. Seven said too much native or prefer no native underplanting. Four wanted clear trunks and/or views to the river.

**Project Team Responses**

The "Enhancement of existing Exotic Woodland areas mixed with low native underplanting" (red areas) will retain the large exotic trees and include some large native trees included with low mixed underplanting with an approximate height of 0.6 metres. The exotic area to the south of the Studholme Street bridge has been extended down to the river.

- h) **Preserve wilderness/good compromise of planting:** 11 comments supporting  
Six comments indicating the existing wilderness feel is appreciated and should be retained, five specific comments stating they felt it was a great compromise of native and exotic planting.

**Project Team Responses**

These comments support the draft plan and suggest that we are providing a balance and preserving the feel that our customers love about Ernle.

- i) **Safety and views:** 16 comments  
Suggestions that the current planting of natives is too dense and confining in some areas and customers would prefer clear sightlines, views of trunks and views to the river. Confined areas have been inviting to some undesirable behaviours.

**Project Team Responses**

Views and sightlines will change as plants grow but safety is always important and considered. Whilst there are areas of more dense planting it is certainly kept to a minimum. The plan has been amended to highlight that under planting collections will be approximately 0.6 metres, which are lower than the expectations indicate and will require

- j) **Legal Road:** two comments  
A separate Board report will be submitted requesting this change.
- k) **Extending the boundaries:** five comments  
Comments suggesting boundaries should be extended to include an entrance in Nutfield Lane, incorporating the road Reserve and extending past Colombo Street. These areas are currently outside the boundaries of the Reserve but the project team will investigate these suggestions.
- l) **Additional bridge/jetty:** two comments  
Suggestions for another bridge and a jetty.  
There isn't room in the river to cater for a jetty and another bridge would incur extreme costs which the Council cannot justify.



8 Cont'd

- m) **Maintenance:** 10 comments  
Issues specifically with maintenance and removal of known weeds. Suggestions that we cannot wait until funding allocated for maintenance.

Project team response

Maintenance will continue regardless of the LTCCP funding as Ernle Clark Reserve is a Council asset to look after.

- n) **Rope swings:** two comments  
All play equipment needs to comply with NZ playground standards. The entire Reserve has many natural play elements and Thorrington Playground is nearby which is the Council designated play area. Attaching ropes is detrimental to the health of trees.

25. Overall the feedback received was very supportive, it was fantastic to get such a lot of feedback and meet so many people who are passionate about the Reserve.

26. Following the feedback received the following changes have been made to the final plan:

- (a) The seat in the open area will be relocated (in place of a new seat) and a new picnic table will be provided, totalling seven seats and two picnic tables. One seat will be realigned so adjoining properties are less affected;
- (b) The "Enhancement of existing Exotic Woodland Plant Collections" (green areas) and "Open Space Areas" (purple areas) will be investigated for underplanting with bluebells and daffodils in appropriate locations;
- (c) The "Enhancement of existing Exotic Woodland areas mixed with low native underplanting" (red areas) will retain the large exotic trees and include some large native trees included with low mixed underplanting with an approximate height of 0.6 metres;
- (d) The "Enhancement of existing Exotic Woodland Plant Collections" (green areas) will be amended to include some low exotic underplanting with an approximate height of 0.6 metres;
- (e) The exotic area to the south of the Studholme Street bridge has been extended down to the river;
- (f) An indicative plant list has been included (refer **Attachment 3**) this includes a breakdown of the plant collections and the area they occupy:
- (i) 27%: Enhancement of existing exotic woodland with some low (approx. 0.6 metres) exotic under planting collection.
- (ii) 25%: Enhancement of existing native tree and shrub plant collection.
- (iii) 31%: Enhancement of existing exotic woodland mixed with selected native trees and low (approx 0.6 metres) native and exotic underplanting.
- (iv) 1%: Enhancement of existing and proposed native riparian plant collection.
- (v) 7%: Enhancement of existing semi-formal herbaceous plant collection.
- (vi) 8 : Retain existing open space;
- (g) The indicative plant list also includes a statement to make it clear that trees will not be removed unless there is a health and safety reason or they have reached the end of their life;

**8 Cont'd**

- (h) The Council will set up formalised agreements with groups who volunteer within Council owned parks and reserves. As part of this a specific agreement will be put in place with the Ernle Neighbourhood Group.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve the final plan LP324802 (**Attachment 1**) for Ernle Clark Reserve - Reserve Extension and Adjacent Riverbank Walkway and to proceed to detailed design and an application for allocation of funding in LTCCP 2012.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

## 9. SPREYDON/HEATHCOTE COMMUNITY BOARD YOUTH ACHIEVEMENT SCHEME APPLICATION – CAMERON WALTON

<b>General Manager responsible:</b>	General Manager, Community Services DDI 941-8607
<b>Officer responsible:</b>	Unit Manager, Community Support
<b>Author:</b>	Community Development Adviser Jay Sepie, DDI 941-5102

### PURPOSE OF REPORT

1. The purpose of this report is to present a request to the Spreydon/Heathcote Community Board for \$500 from its Youth Achievement Fund, by 15 year old Cameron Walton of Spreydon.
2. The request is for \$500 towards the cost of Cameron travelling to Japan to experience two weeks of living and learning in Japan.

### EXECUTIVE SUMMARY

3. Cameron Walton is a fifteen year old Hillmorton High School Student, residing in Lyttelton Street, Spreydon. Cameron is requesting funding support for a school organised learning trip to Japan in the April 2011 school holidays. As a keen student of the Japanese language, Cameron is heavily committed to raising the funds needed to be able to travel to Japan and live with a host family for two weeks. He works some ten hours per week for three different mail delivery firms, including the supervisor and problem solving role for one of the companies. He is also contributing to the school group fund raising activities and events.
4. The school promotes Celebrating Community and Diversity of one of its three key goals, and Cameron's enthusiasm contributes to this goal as he is focusing his efforts to achieving the experience of every day life in Japan: "using their transport, eating their food, staying with a host family, go to school – in our holidays, being in and learning about their culture and much more!"
5. Cameron has demonstrated a strong aptitude for learning and effort across a diverse range of subjects in his school career to date, including a Gold award for high quality results across five different subjects (Whaia te iti Kahurangi):

Year Six: The Hoon Hay School 2006 Diligence Award

Year Seven: The Certificate of Achievement for Academic Achievement, Diligence, Citizenship, Service and General Excellence

Year Eight: The Certificate of Achievement (same as Year 7)  
Top student in metal and wood  
Excellence in Korean language

Year Nine: Commendable effort in Mathematics  
Commendable effort in IT  
Gold "Whaia te iti Kahurangi" Academic Achievement  
First in Music  
Second in Science  
Third in English  
Third in Japanese

6. This is Cameron's second year of learning Japanese. His teacher reports a real interest in Japanese language and Japanese culture; also that Cameron goes the extra mile in learning by actively seeking extra work on top of the basic course, and undertaking home study with good results. Japanese is ranked first in his list of school interests followed by mountain biking, music, and enterprise studies. In his spare time he enjoys playing the guitar as well as furthering his Japanese studies.

## 9 Cont'd

**FINANCIAL IMPLICATIONS**

7. This is the first time that the applicant has requested funding from the Spreydon/Heathcote Community Board. This application is not considered a high priority as his participation is not based on a selection process due to outstanding achievement, but is part of a school trip.

The total cost of the trip including travel and accommodation has been estimated at between \$4,626.06 and \$3,825.01 depending on the currency exchange rate. Progress of funds gathered, the shortfall at the time of writing, and grant request is as follows:

<b>Activity</b>	<b>Achieved</b>
Fund raising events share	\$320
Savings from mail delivery jobs	\$2,000
Total	\$2,320
<b>Remaining minimum-maximum shortfall</b>	<b>\$1,505 - \$2,306</b>
<b>Amount requested from Community Board</b>	<b>\$500</b>

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

8. Yes.

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

9. There are no legal considerations.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Yes.

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

11. Yes.

**ALIGNMENT WITH STRATEGIES**

12. This application aligns with the following Council Strategies:
- Strengthening Communities Strategy
  - Youth Strategy
13. This application contributes to the following Board Objectives:
- A culturally inclusive Spreydon/Heathcote Community

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

Staff recommend that the Spreydon/Heathcote Community Board declines a Youth Achievement grant of \$500 to Cameron Walton towards the costs of travel and accommodation on his learning trip to Japan.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**10. SPREYDON/HEATHCOTE 2010/11 YOUTH ACHIEVEMENT FUNDING APPLICATION – COURTENAY GRENON, SAASHA DODGE, MARY WILLIAMS, MICHAEL RIDDING AND MICHAEL BROWNLEE**

<b>General Manager responsible:</b>	General Manager, Community Services DDI 941-8607
<b>Officer responsible:</b>	Recreation and Sport Unit Manager
<b>Author:</b>	Sarah Benton, Community Recreation Adviser DDI 941 5107

**PURPOSE OF REPORT**

1. The purpose of this report is to present to the Board, five applications for funding assistance from the Spreydon/ Heathcote 2010/11 Youth Achievement Scheme fund.

**EXECUTIVE SUMMARY**

2. Funding is being sought by the following applicants:
  - a) Courtenay Grenon, 16 year old from St Martins to represent Middleton Grange School in Touch at the Southern Skies Tournament in Brisbane from 4 – 10 July 2010.
  - b) Saasha Dodge, 17 year old from St Martins to represent Middleton Grange School in Touch at the Southern Skies Tournament in Brisbane from 4 – 10 July 2010.
  - c) Mary Williams of Spreydon, Michael Ridding 21 year old of Hoon Hay and Michael Brownlee 19 year old of Hoon Hay to represent the Philippine Culture and Sports Society in Basketball and Volleyball at the Pistang Pilipino 2010 (annual National Filipino Reunion) on Auckland's North Shore from 22 to 24 October 2010.
3. All applications were received prior to the events taking place, as required in the criteria. Courtenay and Saasha were selected late for the Middleton Grange School Touch team after two players pulled out.

**FINANCIAL IMPLICATIONS**

4. The following tables detail event expenses and funding requested for each applicant:
  - a) **Courtenay Grenon**

<b>EXPENSES</b>	<b>Cost (NZ \$)</b>
Accommodation and food	\$1,100
Air Fares	\$790
<b>Total Cost</b>	<b>\$1,890</b>
<b>Amount raised</b>	<b>\$200</b>
<b>Amount requested</b>	<b>\$500</b>

- b) **Saasha Dodge**

<b>EXPENSES</b>	<b>Cost (NZ \$)</b>
Accommodation and food	\$1,100
Air Fares	\$790
<b>Total Cost</b>	<b>\$1,890</b>
<b>Amount raised</b>	<b>\$100</b>
<b>Amount requested</b>	<b>\$500</b>

## 10 Cont'd

c) **Mary Williams, Michael Ridding and Michael Brownlee**

<b>EXPENSES (each)</b>	<b>Cost (NZ \$)</b>
Return airfares	\$160
Domestic transport	\$100
Food	\$50
Uniforms	\$200
Registration fee	\$30
Accommodation	\$100
<b>Total cost per person</b>	<b>\$640</b>
<b>Amount raised per person</b>	<b>\$100</b>
<b>Amount requested per person</b>	<b>\$500</b>

5. This is the first time Courtenay Grenon, Saasha Dodge and Mary Williams have applied for funding from the Spreydon/Heathcote Youth Achievement scheme. Michael Ridding and Michael Brownlee received \$50 each from the 2009/10 Spreydon/ Heathcote Youth Achievement scheme to assist with travelling expenses to the annual Filipino Reunion in Wellington 23 to 26 October 2009.
6. The Philippine Culture and Sports Society have applied to other Community Boards for funding assistance.
7. There is currently a balance of \$6,600 available in the 2010/11 Youth Achievement Scheme fund.

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

8. Yes see page 184, regarding Board funding.

**LEGAL CONSIDERATIONS**

9. There are no legal issues to be considered.

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

10. Not applicable.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. Yes.

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

12. Yes, Community Grants (pg 176), Strengthening Communities (pg 172), and Recreation and Sports Services (pg.108).

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

13. Application aligns with the Strengthening Communities Strategy, Youth Strategy and the Physical Recreation and Sport Strategy.

**10 Cont'd**

14. Application also aligns with the following Spreydon/ Heathcote Community Board Objectives:

'Increased participation of Spreydon/Heathcote residents in local and city-wide recreation events/ programmes.'

'A culturally inclusive Spreydon/Heathcote community'

**CONSULTATION FULFILMENT**

15. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board allocate Courtenay Grenon \$150 from the 2010/11 Youth Achievement Scheme fund to assist her to represent Middleton Grange School in Touch at the Southern Skies Tournament in Brisbane from 4 – 10 July 2010.

It is recommended that the Board allocate Saasha Dodge \$150 from the 2010/11 Youth Achievement Scheme fund to assist her to represent Middleton Grange School in Touch at the Southern Skies Tournament in Brisbane from 4 – 10 July 2010.

It is recommended that the Board allocate Mary Williams, Michael Ridding and Michael Brownlee \$50 each from the 2010/11 Youth Achievement Scheme fund to assist them to represent the Philippine Culture and Sports Society at Pistang Pilipino 2010 (annual National Filipino Reunion) on Auckland's North Shore from 22 to 24 October 2010.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**BACKGROUND OF EACH APPLICANT**

**Courtenay Grenon and Saasha Dodge**

16. Courtenay and Saasha attend Middleton Grange School where they have played touch rugby for the past two years. They both see this as an opportunity to experience competition at a higher level and to pass this on to the junior teams in the school through coaching.
17. The Southern Skies Tournament is an international youth multi-sport event held in Brisbane each July. Hosted by Brisbane Boys' College, the Tournament has evolved over the past 12 years to become one of the biggest and most exciting youth Tournaments in the Southern Hemisphere. Competitions are hosted in Football, Hockey, Netball, Rugby and for the very first time in 2010 they are running Touch Football. Teams are welcomed from all over the world and the tournament is considered a sporting and cultural experience.
18. Middleton Grange School Touch team is one of eight teams competing in the Touch competition. Teams can be school or club based and even representative across both. The social programme includes a cultural concert where teams can perform and a performance from an indigenous dance troupe.
19. The team has fundraised for the trip to cover team entry fees. Both Courtenay and Saasha have helped with fundraising activities including 'Take a Kid to Footy', busking and a sausage sizzle. Courtenay has been baby sitting and selling second hand goods to help cover the rest of the expenses.

10 Cont'd

**Mary Williams, Michael Ridding and Michael Brownlee of the Philippine Culture and Sports Society**

20. The Philippine Culture and Sports co-ordinate a local basketball and volleyball sports programme that involves weekly training sessions, competition and social games. The programme also incorporates other sports such as tennis, table tennis, badminton and is predominantly run by volunteers from the society. This programme not only encourages new migrants to be active and socialise but, is developing links with Canterbury sporting bodies for some of their players.
21. The Philippine Culture and Sports Society is a long standing member of the Federation of Filipino Associations, Societies and Clubs in NZ. Players from the local competition have been selected to represent Christchurch at the Auckland tournament. The tournament is an opportunity for players to further develop their skills in a more competitive environment, celebrate their culture and to network with other Philippine people. The applicants have been selected based on their dedication to the team, leadership skills and ability to relate to different ethnic groups.
22. At this tournament in 2009, the women's volleyball team placed second and the boys basketball team placed third. This year they are taking nine teams in total to the tournament who are competing in volleyball, basketball, badminton and tennis.
23. The work of the Philippine Culture and Sports continues to grow in Christchurch and in September 2009, the annual 'Global Basketball' competition was held at Cowles and Pioneer Stadiums. The tournament is due to be staged again in September 2010. Teams from various ethnic groups have been invited to compete in a formal competition over a two day period. The Philippine Culture and Sports Society came up with the initial concept for this competition four years ago, which is now being supported by the CCC Recreation and Sports Unit and co-ordinated in conjunction with Canterbury Basketball Association 'Junior Advisory Group'.
24. The team has currently fundraised \$2,200 through ticket sales from a cultural dance event, selling chocolates, donations and will continue to fundraise until they go away.



## 11. BECKENHAM STREET RENEWAL PROJECT

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Brian Boddy, Consultation Leader, Capital Development Unit, DDI 941-8013

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board for the Beckenham Street kerb and dish channel replacement project, as shown in **Attachment 1**.

**EXECUTIVE SUMMARY**

2. Beckenham Street is a local road that runs between Tennyson Street and Fisher Avenue, with a vehicle usage of approximately 500 vehicles per day and 85 percentile speed of 50.0 kilometres per hour for vehicles travelling northbound and 51.1 kilometres per for vehicles travelling southbound. The surrounding area is residential with a pedestrian entrance to St Peter's School. This street is approximately 200 metres long with a 14 metre-wide carriageway.
3. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Beckenham Street. The primary objectives for the project were set out as follows:
  - (a) To replace the kerb and channel;
  - (b) To maintain or improve safety for all road users;
  - (c) To ensure adequate drainage is provided;
  - (d) To complete the project within the allocated budget;
  - (e) To complete the construction within the 2011/12 financial year;
  - (f) To minimise whole of life costs.

**FINANCIAL IMPLICATIONS**

4. Funding for the proposed kerb and channel renewal works in Beckenham Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
  - (a) 2009/10 \$30,000
  - (b) 2010/11 \$52,000
  - (c) 2011/12 \$429,000

Application will be made for NZTA co-funding for the components of this project that qualify. Based on current estimates, there is sufficient funding to complete the installation of this project.

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

5. Yes. Funding for this project is provided in the 2009-19 LTCCP, page 245, Street Renewal Programme.

**LEGAL CONSIDERATIONS**

6. There is no land ownership issues associated with this project. The project is within existing land boundaries. No Resource Consents are required.

**11 Cont'd**

7. 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.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
9. 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?**

10. Yes, as above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. Funding for this project is provided within the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Street and Transport Asset Management Plan.

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

12. Yes, as above.

**ALIGNMENT WITH STRATEGIES**

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

13. Funding for the proposed Beckenham Street Renewal Project is programmed in the 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme.

**CONSULTATION FULFILMENT**

14. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board.
15. An initial survey was then carried out with the residents and property owners of Beckenham Street in October 2009. Fourteen responses were received with the main concerns being drainage, speeding vehicles and landscaping.
16. A seminar was held with the Spreydon/Heathcote Community Board on 18 May 2010, prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 27 May 2010 until 11 June 2010. Approximately 200 households in Beckenham Street, and other interested groups, were consulted. Twenty five responses were received. The majority of submissions (60 percent) were in support of the proposal; two submissions (8 percent) did not support the project.
17. The key issues raised related to on-street parking, traffic control, landscaping and lack of undergrounding. A copy of the feedback received in the consultation phase and the project team's responses has been circulated separately to the Community Board members.
18. As a result of the feedback received during the consultation period, the following changes have been made:
  - (a) the addition of a pedestrian crossing point in front of number 11 Beckenham Street (St Peter's School) with no stopping either side for visibility. This has removed four existing carparks;

**11 Cont'd**

- (b) the narrowing of Beckenham Street at the Tennyson Street intersection to 7.5 metres and the replacement of the speed hump with a platform to further slow traffic entering the street;
  - (c) the removal of the grass berm between number 10 and number 14 Beckenham Street as number 10 now has a double garage against the shared boundary;
  - (d) the addition of PW32 School children warning signs on each approach to St Peter's School;
  - (e) the addition of a new street tree in front of number 33 Fisher Avenue on the Beckenham Street frontage;
  - (f) the addition of No Stopping lines on the south side of Fisher Avenue on the existing raised platform at the Fisher Avenue/Beckenham Street intersection.
19. Each submitter has received an email or letter, which acknowledged that their submission has been received.
20. All respondents who provided contact details were sent a reply letter that outlined the outcome of consultation and the updated concept plan. The letter informed respondents that a report would be presented to this meeting of the Spreydon/Heathcote Community Board for their approval. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made. Submitters will also receive a letter advising them of the outcome of the Board's decision following the meeting.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) The proposed plan for the Beckenham Street Renewal (TP 321501 issue 1), as per **Attachment 1**; and
- (b) The following parking restrictions need to be resolved by the Community Board to take effect after construction is completed.

**Revoke existing parking restrictions:**

- (i) That all existing parking restrictions on the east side of Beckenham Street between Tennyson Street and Fisher Avenue be revoked;
- (ii) That all existing parking restrictions on the west side of Beckenham Street between Tennyson Street and Fisher Avenue be revoked;
- (iii) That the existing parking restrictions on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a easterly direction for a distance of 35 metres be revoked;
- (iv) That the existing parking restrictions on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a westerly direction for a distance of 15 metres be revoked.

**Revoke existing Give-Way:**

- (i) That the existing give-way control on Beckenham Street at its intersection with Tennyson Street be revoked.

**11 Cont'd**

**New Stopping restrictions:**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Beckenham Street commencing at its intersection with Tennyson Street and extending in a southerly direction for a distance of 20 metres;
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Beckenham Street commencing at a point 127 metres south from its intersection with Tennyson Street and extending in a southerly direction for a distance of 25 metres;
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Beckenham Street commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 11 metres;
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue commencing at its intersection with Beckenham Street and extending in a easterly direction for a distance of 9 metres;
- (v) That the stopping of vehicles be prohibited at any time on the south side of Fisher Avenue commencing at a point 192 metres south from its intersection with Colombo Street and extending in a easterly direction for a distance of 47 metres;
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue commencing at its intersection with Beckenham Street and extending in a westerly direction for a distance of 30 metres;
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Beckenham Street commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 11 metres;
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Beckenham Street commencing at a point 129 metres south from its intersection with Tennyson Street and extending in a southerly direction for a distance of 15 metres;
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Beckenham Street commencing at its intersection with Tennyson Street and extending in a southerly direction for a distance of 20 metres;
- (x) That the stopping of vehicles be prohibited at any time on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a easterly direction for a distance of 36 metres;
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a westerly direction for a distance of 16 metres.

**New Give-Way Control**

- (i) That a give-way control be placed against Beckenham Street at its intersection with Tennyson Street.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

## 11 Cont'd

### BACKGROUND (THE ISSUES)

21. St Peter's Catholic School has a pedestrian entrance which generates pedestrian traffic during school starting/finishing time. There are existing footpaths on both sides of Beckenham Street for the full length that vary in width from 1.3 metres to 1.5 metres wide. Existing power poles, which are located against the kerb, reduce the footpath width in sections. The existing berms on the street run alongside the private boundary. There are no dedicated cycle facilities on Beckenham Street, but there are cycle facilities provided on Tennyson Street. Beckenham Street is not a bus route.
22. The Land Transport Safety Crash Analysis System shows there have been no crashes recorded for the five year period between 2005 and 2009 within the study area.

### THE OBJECTIVES

23. The primary (must do) objectives for the project are as follows:
  - (a) Maintain or improve user safety and level of service;
  - (b) Meet budget and achieve lowest overall cost solution;
  - (c) Renew the kerbs & channels to suit drainage & adjacent street drainage needs as required;
  - (d) Renew street drainage pipes as required;
  - (e) Renew carriageway(s) as required;
  - (f) Renew footpaths as required;
  - (g) Renew berms as required;
  - (h) Renew streetlight assets as required;
  - (i) Renew signs and markings as required;
  - (j) Renew other Transport & Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required;
  - (k) Install traffic calming infrastructure to suit the speed environment required;
  - (l) Install new landscaping and street trees to meet Council's Community Outcomes;
  - (m) Install additional assets to meet current standards and the new street layout;

### THE OPTIONS

24. Three options were developed for comparison, each of which is discussed below. Option 2 is the preferred option.
25. **Option 1** replaces the kerb and channel, repairing/renewing the carriageway and footpaths and berms where required along the existing alignment. This option does not change road widths, the cross section, speed environment, priority controls or pedestrian facilities. However, power poles would continue to reduce the footpath width in sections. There would be limited opportunities for landscaping.
26. Option 1 has not been selected as the preferred option because it does not meet the project objectives.

**11 Cont'd**

27. **Option 2** includes reducing the overall carriageway width from 14 metres to 9 metres. A Type C 7.5 metre wide treatment with platform will be introduced on Beckenham Street at the Tennyson Street intersection. The existing dish channels would be replaced with kerb and flat channel along the new alignment.
28. The footpaths will measure 1.5 metres, but widened to 2 metres at the school pedestrian entrance. One power pole will be within the footpath but is adjacent to the kerbside berm.
29. Grass/landscaping and trees will be incorporated into the reallocated road space, with new footpaths provided in between berms. There will be a service strip against the property boundary. The existing power poles are located in the new kerbside berm.
30. New grass berms will be introduced on Fisher Avenue to reduce the potential for pedestrians crossing diagonally over the speed table. A new crossing location will be introduced to the west of Fisher Avenue with tactiles and cut-downs incorporated.
31. Reducing the width of the carriageway will contribute to reducing speeds and also reduces the crossing distance for pedestrians. The new footpaths and the proposed landscape improvements will provide an attractive pedestrian route along Beckenham Street.
32. Option 2 is the preferred option because it best meets the project objectives.
33. **Option 3** incorporates all the features of Option 2; however Option 3 includes a carriageway narrowing to 6 metres, with a 5 metres long raised platform, to further reduce speeds on Beckenham Street and reduce the crossing distance for pedestrians. The build out would be located approximately 80 metres north of Fisher Avenue outside 14 and 18 Beckenham Street. The narrowing would result in a loss of approximately six parking spaces outside the school entrance. The speed surveys show 85 percentile speeds of 50 kilometres per hour and 51 kilometres per hour, and therefore the raised platform may not be required. The new footpaths and the proposed landscape improvements will provide an attractive pedestrian route along Beckenham Street.
34. Option 3 has not been selected as the preferred option. The 85 percentile speeds on this street are 50 and 51 kilometres per hour and it is therefore considered that further traffic calming measures would not be required.

**THE PREFERRED OPTION**

35. This proposal meets the stated aims and objectives. The proposal also takes into consideration all identified asset management issues, best practice guidelines, safety issues and legal considerations associated with this project. A safety audit has been completed and incorporated into the proposed scheme. The budget will not need to be increased to achieve the objectives as stated above.

**12. LONGFELLOW STREET RENEWAL PROJECT**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Peter Barnes, Consultation Leader, Capital Development Unit, DDI 941-5208

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board for the Longfellow Street kerb and channel renewal project, as shown in **Attachment 1**.

**EXECUTIVE SUMMARY**

2. Longfellow Street is a 400 metre-long local road. Longfellow Street runs on an approximate north-south alignment between Tennyson Street and Southampton Street, also providing access to Percival, Millar and Wembley Streets. The adjacent land use along the route is residential. Longfellow Street is not on a bus route.
3. Longfellow Street carriageway varies in width but averages 13.2 metres along its length, set within a 20 metre road reserve, with 1.6 metre-wide footways along either side of the road, behind which lie berms.
4. An entry treatment to Longfellow Street is provided close to its intersection with Tennyson Street, where a central island reduces the road width to two 4 metre-wide lanes, complemented with the provision of speed humps.
5. A pedestrian island is provided at its intersection with Southampton Street.
6. This project involves the replacement of existing kerb and dish channel with kerb and flat channel for the full length of Longfellow Street. The primary objectives for the project are set out as follows:
  - (a) To replace the kerb and channel;
  - (b) To maintain or improve safety for all road users;
  - (c) To ensure adequate drainage is provided;
  - (d) To complete the project within the allocated budget;
  - (e) To complete the construction within the 2011/12 financial year;
  - (f) To minimise whole of life costs.

**FINANCIAL IMPLICATIONS**

7. Funding for the proposed kerb and channel renewal works in Longfellow Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
  - (a) 2009/10      \$40,000
  - (b) 2010/11      \$62,000
  - (c) 2011/12      \$750,000

The current project cost estimate is more than the allocated budget. As tenders have recently been coming in under scheme estimates, this will be reviewed at tender stage. Application will be made for NZTA co-funding for the components of this project that qualify.

**12 Cont'd**

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

8. Yes. Funding for this project is provided in the 2009-19 LTCCP, page 245, Street Renewal Programme.

**LEGAL CONSIDERATIONS**

9. There is no land ownership issues associated with this project. The project is within existing land boundaries. An assessment of the City Plan shows that no resource consents are required.
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 13 December 2007. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. Yes, as above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. Funding for this project is provided in the 2009-19 LTCCP, page 245, Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Street and Transport Asset Management Plan.

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

15. Yes, as above.

**ALIGNMENT WITH STRATEGIES**

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

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

**CONSULTATION FULFILMENT**

17. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board.
18. An initial survey was then carried out with the residents and property owners of Longfellow Street in September 2009. A total of 20 responses were received whose main concerns included drainage, speeding vehicles and landscaping.
19. A seminar was held with the Spreydon/Heathcote Community Board on 18 May 2010, prior to the public information leaflet (PIL) (which including a concept plan) being distributed to the community and stakeholders for consultation. The formal consultation period was from 27 May 2010 to 11 June 2010.



**12 Cont'd**

20. Approximately 300 households in Longfellow Street, along with absentee owners and other stakeholders were consulted, of which 32 responded. A total of 21 submissions (66 percent) were in support of the proposal. A total of five submissions (15 percent) did not support the project.
21. The key issues raised related to on-street parking, intersection improvements, landscaping and traffic treatments. A copy of the feedback received in the consultation phase and the project team's responses has been circulated separately to the Community Board members.
22. A number of changes have been made to the scheme, as a result of both public consultation and on-going design reviews. These include the following:
  - (a) The directional pavers on the corner of Tennyson Street and Longfellow Street have been removed as the grass berm has been lengthened;
  - (b) A directional paver has been added on the corner of Southey Street at number 54;
  - (c) One car park added at number 2 Millar Street, with the adjacent no stopping shortened (to cater for a shortage in on-street car parking);
  - (d) Tree located at number 25 has been moved slightly to the left;
  - (e) Landscape planting outside number 40 has been changed to grass berm (to provide space for wheelie bins);
  - (f) Landscaping planting outside number 42 is now half grass berm half landscaping (to provide space for wheelie bins);
  - (g) Landscape planting at number 22 is half grass berm half landscape planting;
  - (h) An extension to the No Stopping on the west side of Longfellow Street directly to the south of the Wembley Street intersection (outside number 35);
  - (i) An extension to the No Stopping outside number 2 Longfellow Street.
23. Each respondent who provided contact details has received a letter acknowledging that their submission has been received.
24. Each respondent who provided contact details were sent a final reply letter that outlined the outcome of consultation the updated concept plan. The letter informed respondents that a report would be presented to this meeting of the Spreydon/Heathcote Community Board for their approval. Details of the Board meeting were also provided to allow interested parties to attend or address the Board prior to the decision being made.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) The proposed plan for the Longfellow Street Renewal (TP 321601 issue 1), as per **Attachment 1**; and
- (b) The following parking restrictions.

**REVOCATIONS – No Stopping**

- (i) That all No Stopping restrictions (i) on the east side of Longfellow Street between its intersections with Tennyson Street and Southampton Street be revoked.

**12 Cont'd**

- (ii) That all No Stopping restrictions on the west side of Longfellow Street between its intersections with Tennyson Street and Southampton Street be revoked.
- (iii) That the stopping of vehicles currently prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 21 metres in a west direction be revoked.
- (iv) That the stopping of vehicles currently prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 10 metres in a east direction be revoked.
- (v) That the stopping of vehicles currently prohibited at any time on the north side of Wembley Street commencing at its intersection with Longfellow Street and extending 12 metres in a west direction be revoked.
- (vi) That the stopping of vehicles currently prohibited at any time on the south side of Southey Street commencing at its intersection with Longfellow Street and extending 17 metres in a west direction be revoked.
- (vii) That the stopping of vehicles currently prohibited at any time on the north side of Southey Street commencing at its intersection with Longfellow Street and extending 23 metres in a west direction be revoked.

**Revocations – Give Way**

- (i) That the existing Give Way-controls against Longfellow Street at its intersection with Tennyson Street be revoked.
- (ii) That the existing Give Way-controls against Longfellow Street at its intersection with Southampton Street be revoked.

**New No stopping:**

- (i) That the stopping of vehicles be prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 25 metres in a west direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 16 metres in a east direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Tennyson Street and extending 16 metres in a north direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Percival Street and extending 14 metres in a south direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Percival Street commencing at its intersection with Longfellow Street and extending 18 metres in a west direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Percival Street commencing at its intersection with Longfellow Street and extending 17 metres in a west direction.

**12 Cont'd**

- (vii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Percival Street and extending nine metres in a north direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at a point 49 metres north from its intersection with Percival Street and extending 19 metres in a north direction.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Wembley Street and extending six metres in a south direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Wembley Street commencing at its intersection with Longfellow Street and extending 13 metres in a west direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Wembley Street commencing at its intersection with Longfellow Street and extending 15 metres in a west direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Wembley Street and extending 12 metres in a north direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Southey Street and extending 44 metres in a south direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Southey Street commencing at its intersection with Longfellow Street and extending 18 metres in a west direction.
- (xv) That the stopping of vehicles be prohibited at any time on the north side of Southey Street commencing at its intersection with Longfellow Street and extending 25 metres in a west direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the north west side of Longfellow Street commencing at its intersection with Southey Street and extending 37 metres in a north east direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the north west side of Longfellow Street commencing at its intersection with Southampton Street and extending 13 metres in a south west direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at its intersection with Tennyson Street and extending 21 metres in a north direction.
- (xix) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at a point 100 metres north of its intersection with Tennyson Street and extending 40 metres in a north direction.
- (xx) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at its intersection with Millar Street and extending 9 metres in a south direction.

**12 Cont'd**

- (xxi) That the stopping of vehicles be prohibited at any time on the south side of Millar Street commencing at its intersection with Longfellow Street and extending 17 metres in an east direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the north side of Millar Street commencing at its intersection with Longfellow Street and extending 17 metres in an east direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at its intersection with Millar Street and extending nine metres in a north direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at a point 18 metres north of its intersection with Millar Street and extending 38 metres in a north direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at a point 97 metres north of its intersection with Millar Street and extending for a total distance of 76 metres in a north and then in a north east direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the south east side of Longfellow Street commencing at its intersection with Southampton Street and extending 13 metres in a south west direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the south west side of Southampton Street commencing at its intersection with Longfellow Street and extending nine metres in a north west direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on the south west side of Southampton Street commencing at its intersection with Longfellow Street and extending 13 metres in a south east direction.

**New Give Way Controls**

- (i) That a Give Way-control be placed against Longfellow Street at its intersection with Tennyson Street.
- (ii) That a Give Way-control be placed against Longfellow Street at its intersection with Southampton Street.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**BACKGROUND (THE ISSUES)**

- 25. Historically there has been a problem with vehicles seeking to avoid queues along Colombo Street by 'rat running' along Southey Street and down Longfellow Street in order to access Tennyson Street.
- 26. To prevent this occurring, a three legged island was provided at the intersection of Southey Street and Longfellow Street which prevented movements between Southey Street and Longfellow Street southbound, between Longfellow Street North and Southey Street and between Longfellow Street South and North. Each entry and exit lane to the island has a road hump.

**12 Cont'd**

27. This island is complemented by other traffic calming along the southern part of Longfellow Street with a central island provided in the road just to the north of the Tennyson Street and Wembley Street intersection.
28. This traffic calming has proved successful in limiting the amount of vehicles undertaking rat running. However, on site observations have indicated that a small number of vehicles do undertake "u-turn" movements at the three legged island when moving between Southey Street and Longfellow Street northbound in order to travel in a southbound direction along Longfellow Street.
29. Analysis of the CAS database indicated that no accidents occurred along Longfellow Street between 2005-2009, possibly reflecting the success of the traffic calming regime in the street.

**THE OBJECTIVES**

30. The primary (must do) objectives for the project are as follows:
  - (a) Maintain or improve user safety and level of service;
  - (b) Meet budget and achieve lowest overall cost solution;
  - (c) Renew the kerbs & channels to suit drainage & adjacent street drainage needs as required;
  - (d) Renew street drainage pipes as required;
  - (e) Renew carriageway(s) as required;
  - (f) Renew footpaths as required;
  - (g) Renew berms as required;
  - (h) Renew streetlight assets as required;
  - (i) Renew signs and markings as required;
  - (j) Renew other Transport & Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required;
  - (k) Install traffic calming infrastructure to suit the speed environment required;
  - (l) Install new landscaping and street trees to meet Council's Community Outcomes;
  - (m) Install additional assets to meet current standards and the new street layout.

**THE OPTIONS**

31. Three options were developed for comparison. Option 2 has been selected as the preferred option.

**Option 1- Do Minimum**

32. Option 1 includes maintaining the existing arrangements along the route and simply replacing the existing kerb and dish channel with new kerb and flat channel along the existing kerb line. Option 1 does not solve problems along the street in relation to the perceived poor quality of landscaping in the area. Additionally drainage problems could continue along the route. Option 1 has not been selected as the preferred option as it does not meet many of the Aims and Objectives, and does not address landscaping problems in the area.

**12 Cont'd**

**Option 2**

33. Option 2 includes the general narrowing of the carriageway to 9 metres, with the exception of the area adjacent to the 3 legged island at the intersection of Longfellow Street and Southey Street, where the existing road width is maintained. Furthermore, two narrowings to 6.0 metres are provided adjacent to Percival Street and Wembley Street (each of which is complemented by a 75 millimetre speed hump).
34. The additional width obtained is used to provide additional footpath and berm width.
35. The road width will be maintained at 13.2 metres on the approach to the Southey Street intersection to ensure that the existing three legged island remains unchanged, discouraging 'rat running' through the area.
36. The carriageway and radii of the kerbs at the intersections with Percival, Wembley and Millar Streets will be tightened, to narrow the intersections, further reducing vehicle speeds.
37. At the intersection with Southampton Street the existing pedestrian island will be removed and Longfellow Street narrowed to 7.0 metres, reducing the pedestrian crossing distance.
38. Tactile paving and dropped kerbs will be provided across the Percival Street, Wembley Street, Millar Street, Southey Street, Southampton Street and Tennyson Street intersections, ensuring access for the visually impaired. Tactile paving is also provided to facilitate visually impaired pedestrian movements across Longfellow Street adjacent to the Percival Street and Millar Street intersections.
39. The extensive drainage improvements that will occur as part of Option 2 will ensure that the existing drainage problems in the area will be solved.
40. Option 2 ensures that sufficient traffic calming along the route is provided to discourage rat running, while also enhancing drainage and landscaping. Option 2 has been chosen as the preferred option.

**Option 3**

41. Option 3 is similar to proposals highlighted in Option 2 above, along with the reconstruction of the three legged island at the intersection with Southey Street, narrowing the island to form a smaller three legged island.
42. Option 3 also differs from Option 2 in that it provides platforms and narrowings at the intersections with both Percival Street and Wembley Street (instead of the speed humps proposed adjacent to these locations for Option 2).
43. The additional berm width obtained is used to provide more room for landscaping and grass.
44. A 3 legged island will remain in the location of the existing island, discouraging 'rat running' through the area. However, the island will be reduced in size, with the adjacent traffic lanes provided at 4.5 metres. As per the existing island speed humps will be provided on each approach and exit. Pedestrian linkages across the island will be provided with drop down kerbs and tactile paving.
45. The presence of the platforms at Wembley Street and Percival Street means that the existing island to the north of Wembley Street will be removed, as will the island to the north of the Tennyson Street intersection.
46. The existing traffic calming feature adjacent to the Longfellow Street/Tennyson Street intersection will be removed, and a Type C threshold treatment placed at the intersection (necessitating the replacement of the existing kerb and flat channel along this section).

**12 Cont'd**

47. At the intersection with Southampton Street the existing pedestrian island will be removed, with Longfellow Street narrowed to 7.0 metres, reducing the pedestrian crossing distance.
48. Tactile paving will be provided across the Percival Street, Wembley Street, Millar Street, Southey Street, Southampton Street and Tennyson Street intersections, ensuring access for the visually impaired. Tactile paving will also be provided to facilitate visually impaired pedestrian movements across Longfellow Street adjacent to the Percival and Millar Street intersections.
49. Option 3 has not been selected as the preferred option as it is considered that Option 2 is a better option.

**THE PREFERRED OPTION**

50. The selected option, Option 2, best meets the Aims and Objectives as stated in the Terms of Reference. The final selected option also takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.

**13. HORN BROOK STREET RENEWAL PROJECT**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Peter Barnes, Consultation Leader, Capital Development Unit, DDI 941-5208

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board for the Hornbrook Street kerb and channel replacement project, as shown in **Attachment 1**.

**EXECUTIVE SUMMARY**

2. Hornbrook Street is a local residential road that intersects Wilson's Road and York Street, both local streets, on an approximate east-west alignment. The street is zoned L2 low-medium density and services approximately 40 properties, including a number of apartment blocks at the east end.
3. Hornbrook Street is approximately 250 metres long and forms a cul-de-sac east of York Street. Traffic surveys undertaken 6-13 May 2010 outside No. 13 found no speeding issue; the 85<sup>th</sup> percentile speed was recorded at 44.6 km/h and an average of 280 vehicles/day use the street.
4. Being located immediately south of Brougham Street, some traffic attempts to access Brougham Street via the cul-de-sac end of Hornbrook, which results in cars having to back-track, using a double traffic movement, to the Wilsons Road end. Proposed road realignment and design, through this street upgrade, seeks to make it clearer to street users that the east end of Hornbrook Street is a cul-de-sac.
5. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Hornbrook Street. The primary objectives for the project were set out as follows:
  - (a) To replace the kerb and channel to meet current standards;
  - (b) To maintain or improve safety for all road users;
  - (c) To ensure adequate drainage is provided;
  - (d) To complete the construction within the allocated budget and in a cost effective way.

**FINANCIAL IMPLICATIONS**

6. Funding for the proposed kerb and channel renewal works in Hornbrook Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.

2009/10	\$50, 000
2010/11	\$52,000
2011/12	\$429, 000

7. The current project cost estimate is more than the allocated budget. As tenders have recently been coming in under scheme estimates, this will be reviewed at tender stage. Application will be made for NZTA co-funding for the components of this project that qualify.

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

8. Yes. Funding for this project is provided in the 2009/19 LTCCP, page 245, Street Renewal Programme.



**13 Cont'd**

**LEGAL CONSIDERATIONS**

9. There is no land ownership issues associated with this project. The project is within existing land boundaries. No Resource Consents are required.
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 13 December 2007. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. Yes, as above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. Funding for this project is provided in the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Street and Transport Asset Management Plan.

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

15. Yes, as above.

**ALIGNMENT WITH STRATEGIES**

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

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

**CONSULTATION FULFILMENT**

17. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board.
18. An initial survey was not undertaken for this street upgrade. This was due to the small scale of the project, and the clarity that existed over relevant issues.
19. A seminar was held with the Spreydon/Heathcote Community Board on 18 May 2010, prior to the public information leaflet (PIL) (which included a concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 27 May 2010 until 11 June 2010. Approximately 126 households in Hornbrook Street, along with absentee owners and other stakeholders received the PIL, of which 18 responded. The majority of submissions (67%) were in support of the proposal. Four submissions (22%) did not support the project.
20. The key issues raised related to on-street parking, intersection improvements, landscaping and traffic treatments. A copy of the feedback received in the consultation phase and the project team's responses has been circulated separately to the Community Board members.

**13 Cont'd**

21. As a result of the feedback received, the following changes have been made:
  - (a) Unrestricted parking on the northern side of the street eastward from York Street. It was decided that parking be allowed on the north side only (where there is less conflict with driveways) so through traffic and rubbish trucks can still get by. This will leave a 4.5 metre wide carriageway or 2.5 metre wide lanes for through traffic, which is the legal minimum lane width allowable for vehicles to safely pass.
  - (b) A 'No Exit' sign is to be attached to the lamp post on the northwest corner at the entrance to the cul-de-sac at the north end of York Street.
22. Each submitter has received a letter acknowledging that their submission has been received.
23. Each respondent who provided contact details were sent a final reply letter that outlined the outcome of consultation, and the updated concept plan. The letter informed respondents that a report would be presented to this meeting of the Spreydon/Heathcote Community Board for their approval. Details of the Board meeting were also provided to allow interested parties to attend or address the Board prior to the decision being made.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) The proposed plan for the Hornbrook Street Renewal (TP 321701 issue 2), as per attachment 1; and;
- (b) The following parking restrictions:

**RESOLUTIONS**

24. Revoke existing no stopping:
  - (a) That all existing parking restrictions on Hornbrook Street commencing at its intersection with Wilsons Road and extending in a south easterly direction to the cul-de-sac be revoked.
  - (b) That the stopping of vehicles currently prohibited at any time on the east side of Wilsons Road commencing at its intersection with Hornbrook Street and extending in a northerly direction for a distance of 18 metres be revoked.
25. New no stopping:
  - (a) That the stopping of vehicles be prohibited at any time on the east side of Wilsons Road commencing at its intersection with Hornbrook Street and extending for a distance of 6 metres in a southerly direction.
  - (b) That the stopping of vehicles be prohibited at any time on the south side of Hornbrook Street commencing at its intersection with Wilsons Road and extending for a distance of 17 metres in an easterly direction.
  - (c) That the stopping of vehicles be prohibited at any time on the south side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 14 metres in a westerly direction.
  - (d) That the stopping of vehicles be prohibited at any time on the west side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 14 metres in a southerly direction.

**13 Cont'd**

- (e) That the stopping of vehicles be prohibited at any time on the east side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 26 metres in a southerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the south side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 98m in an easterly direction, and then around the hammer head of the cul-de-sac finishing on the northeast side of Hornbrook Street.
- (g) That the stopping of vehicles be prohibited at any time on the north side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 12 metres in an easterly direction.
- (h) That the stopping of vehicles be prohibited at any time on the east side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 19 metres in a northerly direction.
- (i) That the stopping of vehicles be prohibited at any time on the west side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 13 metres in a northerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the north side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 12 metres in a westerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the north side of Hornbrook Street commencing at its intersection with Wilsons Road and extending for a distance of 12 metres in an easterly direction.
- (l) That the stopping of vehicles be prohibited at any time on the east side of Wilsons Road commencing at its intersection with Hornbrook Street and extending for a distance of 18 metres in a northerly direction.

**Stop Signs**

26 Remove existing stop controls:

- (a) That the existing stop control on Hornbrook Street on the eastern approach to its intersection with York Street be revoked.
- (b) That the existing stop control on Hornbrook Street on the western approach to its intersection with York Street be revoked.

27. Install new stop control:

- (a) That a stop control be placed against Hornbrook Street at its intersection with Wilsons Road.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**13 Cont'd**

**BACKGROUND (THE ISSUES)**

28. The street is approximately 250m long and nine metres wide, except east of York Street where it narrows to six metres, with a hammerhead cul-de-sac at the east end. There is inadequate space for a turning circle as the road reserve is only 15 metres wide here. This part of the street already has some kerb and flat channel in good condition which will not be replaced as shown in attachment 1.
29. Currently the streetscape includes a 15 metres road reserve, 1.5 metres footpaths, 0.7metre service strips from Wilson's Road to York Street, and no kerbside berms. The section east of York Street has a nine to 15 metre road reserve, 1.1-1.5 metre footpaths and no service strip.
30. At the York Street intersection there are existing stop signs due to limited visibility on the Hornbrook approach, and the two sections either side of York Street are slightly offset due to the seven metre wide section to the east. There are potential safety issues at the approach to Wilson's Road, as the proximity to Brougham Street and the speeds of traffic leaving Brougham Street can make exiting from Hornbrook Street hazardous.
31. Between 2004-2009 there were three non-injury crashes, all in the vicinity of the Hornbrook/York Street intersection, and all occurring at night. Two were the result of deliberate reckless driving, and the third involved an inexperienced driver losing control of their vehicle turning right into York Street.
32. There is one community facility on Hornbrook Street, the Belvedere House rest home at property No. 14. In the area are two schools Seven Oaks Education Centre and Te Kura Kaupapa Maori o Waitaha (both off Hassals Lane, which runs off York Street) and local shops at Opawa Road accessed off the north end of York Street.

**THE OBJECTIVES**

33. The primary (must do) objectives for the project are as follows:
  - (a) Maintain or improve user safety and level of service.
  - (b) Meet budget and achieve lowest overall cost solution.
  - (c) Renew the kerbs & channels to suit drainage and adjacent street drainage needs as required.
  - (d) Renew street drainage pipes as required.
  - (e) Renew carriageway(s) as required.
  - (f) Renew footpaths as required.
  - (g) Renew berms as required.
  - (h) Renew streetlight assets as required.
  - (i) Renew signs and markings as required.
  - (j) Renew other Transport & Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required.
  - (k) Install traffic calming infrastructure to suit the speed environment required.
  - (l) Install new landscaping and street trees to meet Council's Community Outcomes.
  - (m) Install additional assets to meet current standards and the new street layout.

## 13 Cont'd

### THE OPTIONS

34. Three options were developed for comparison. Option 2 has been selected as the preferred option.

#### Option 1 – Do minimum/do nothing

35. Option 1 is to replace the kerb and dish channel and kerb and flat where it has failed, and patch up carriageway and footpaths accordingly. No safety, accessibility, drainage, landscape changes or improvements are included.
36. Although the existing road width is suitable for a residential street, this option does not address potential intersection problems. At both Wilson's Road and York Street vehicles can enter Hornbrook Street at high speed off Brougham Street. Option 1 has not been selected as the preferred option.

#### Option 2

37. In addition to option 1 above, option 2 includes:
- (a) Building out the kerbs at the York Street and Wilson's Road intersections.
  - (b) Replacing the 100 year old culvert where Jackson's Creek crosses under the street.
  - (c) Street lighting and drainage upgrades.
38. Option 2 produces a more residential environment for the street, and improves visibility and safety at the Wilson's Road and York Street intersections. It also reduces crossing distance and improves the level of service for pedestrians. Option 2 has been selected as the preferred option.

#### Option 3

39. Option 3 is as option 2 above, except in addition a single raised platform is proposed midblock between Wilson's Road and York Street, approximately 80m from either intersection. The proposed midblock calming curtails speeding in the street, but can lower the level of service, especially if not required. The intersection treatments may suffice as the 85%ile speed is 44.6 kph.
40. Option 3 is not the preferred option as the traffic speed survey results identify that speeding is not an issue in the street.

### THE PREFERRED OPTION

41. Option 2 is the preferred option. This proposal includes:
- (a) Replacement of kerb and dish channel, except where there is existing kerb and flat channel in a good condition, such as at the far north east end (outside #27-29 Hornbrook) that was built in the 2000's.
  - (b) Full footpath reconstruction and full reconstruction of the carriageway except for the section outside #27-29, where the road shoulder and kerb has been recently rebuilt.
  - (c) Implementation of a stop control at the Hornbrook approach to Wilsons Road, and reducing the carriageway width and kerb radius so that the road is 7m wide to reduce vehicle speeds at this intersection.

**13 Cont'd**

- (d) Removing the stop control at the intersection of Hornbrook and York Streets, so that the south approach of York Street and west approach of Hornbrook have priority, i.e. where higher volumes are. This includes patterned surfacing of the remaining approaches (York St north and Hornbrook east). Landscape planting will be included at the corner and trees where sightlines are unaffected.
- (e) Replacement of footpaths, which are to be built along property boundaries at 1.65 metre width.
- (f) New 1.4-1.5 metre wide grass berms are proposed along the kerbside between Wilsons Road and York Street. This is considered too narrow for street tree planting. Low lying (600mm maximum height) landscape planting is proposed where Hornbrook Street intersects Wilsons Road and York Street and at the cul-de-sac, making sure pedestrian sightlines are not affected.
- (g) Broken yellow lines are to be added on the south side of Hornbrook Street east of York Street, where the carriageway is too narrow (seven metres) for parallel parking.
- (h) Installing new drainage provisions to match road gradient, stormwater catchments etc.
- (i) New pedestrian cut-downs with tactile pavers.
- (j) Street lighting upgrades as recommended by Connetics.

**THE PREFERRED OPTION**

- 42. The final selected option meets the Aims and Objectives. The final selected option also takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.

14. **APPLICATION TO SPREYDON/HEATHCOTE 2010/11 DISCRETIONARY RESPONSE FUND – SUMMIT ROAD SOCIETY INC TO ASSIST WITH RESTORATION WORK ON THE GRAVE OF HENRY GEORGE (HARRY) ELL**

<b>General Manager responsible:</b>	General Manager, Regulation and Democracy Group DDI 941 8462
<b>Officer responsible:</b>	Unit Manager, Democracy Services
<b>Author:</b>	Jenny Hughey, Community Board Adviser, DI 941 5108

**PURPOSE OF REPORT**

1. The purpose of this report is to request funds to assist with the work to correct the date of death and some restoration work on the grave of Harry (Henry George) Ell which is located in the private cemetery behind St Mary's Church in Halswell. The Summit Road Society Inc has requested the funds to pay for the work and assistance with undertaking the restoration work.

**EXECUTIVE SUMMARY**

2. The Summit Road Society Inc wishes to have work undertaken on the restoration of the grave of Harry Ell. Harry Ell, whose drive and vision is largely responsible for the Summit Road and the network of bush reserves and walking tracks on the Port Hills died on 25 June 1934. This work involves correcting the date of his death which is incorrect. This would be corrected with the addition of a new plaque to the existing grave placed outside but adjacent to the grave under following heritage advice. The original stone cannot be altered on the expert advice of the stone mason. The cost of supplying the bronze and setting in the concrete and plaster desk, then on to a concrete plaster foundation at the foot of the grave is \$795 plus GST (\$908.57). A photo of the grave and the position of the plaque is shown on **Attachment 1**.
3. It is interesting to note that the funeral service was held at the home of his parents followed by a funeral cortege which was one of the longest ever seen in Christchurch according to his grandson John Jameson. A burial service was held at the cemetery and he was buried in the same grave as his father George Waldock Ell.
4. The monumental masonry work on the grave of Harry Ell and his parents reflects the natural geology of the Port Hills area constructed from Halswell quarry stone. Heritage advice is that the work on the restoration of the grave will need to be undertaken in a highly sensitive manner. Plant, labour and materials will cost \$430.74 plus GST (\$492.27). Details of work on the grave include the following:
  - Carefully hand weed the weeds. Remove leaf and debris.
  - Spray headstone (and surround) with Quad Kleen and then follow up with Stay Kleen. What this does is kill the lichens and moss (they will change colour which means that the headstone will probably look worse before it looks better). These will be left to naturally fall away or they could be mechanically removed after they are dead using wooden sticks (iceblock stick - this does not damage the stone if done carefully).
  - Once existing growths are dead and fallen away there will be a follow up with another Quad Kleen to kill any remaining problems and Stay Kleen to stop spores re establishing. This is a long process but it is one that the Council has undertaken on the Waltham War Memorial gates which is the same stone with the same crumbling occurring. The marble and lead elements need to be protected so no chemical will go onto them.
  - Marble elements will be washed with Triton 100 with a microfibre cloth, no brushes will be used on or near the letters.
5. While the grave is located in the Riccarton/Wigram Ward it is considered appropriate that the application be made to the Spreydon/Heathcote Community Board given that the Summit Road was opened within the area covered by the Spreydon/Heathcote Community Board and because of the continuing close connections with the administration groups which cover the Summit Road.

**14 Cont'd**

6. A letter of support for this application from the Summit Road Society Inc is attached as **Attachment 2**. John Jameson has indicated Harry Ell's family are in full support of this work.

**FINANCIAL IMPLICATIONS**

7. There is currently \$41,697 funds in the Boards Discretionary Response Fund.

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

8. Yes.

**LEGAL CONSIDERATIONS**

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

9. There are no legal implications.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Aligns with LTCCP and Activity Management Plans.

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

11. As above.

**ALIGNMENT WITH STRATEGIES**

12. This application aligns with the Strengthening Communities Strategy.

**CONSULTATION FULFILMENT**

13. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board allocate \$1,400.85 from its 2010/11 Discretionary Response Fund for the renovation of the grave of Harry Ell located within the grave of his father George Waldock Ell.

**CHAIRPERSONS RECOMMENDATION**

For discussion.



## 15. NEW ZEALAND COMMUNITY BOARDS' BEST PRACTICE AWARDS 2011

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8462
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Jenny Hughey, Community Board Adviser DDI 941 5108

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's views as to whether it wishes to submit any entries to the New Zealand Community Board Conference Best Practice Awards 2011.

**EXECUTIVE SUMMARY**

2. The 8th biennial Community Board Conference is scheduled to take place in Rotorua from 5-7 May 2011. One of the highlights of the conference is the Community Boards' Best Practice Awards which acknowledge excellence in the implementation of projects in local government. Prizes will be presented to the winners of each category and the best overall project. The objectives of the Awards are to:
  - recognise significant contributions made by Community Boards to the achievement of excellence in local government
  - promote quality improvements in the functioning of Community Boards
  - foster the exchange of best practice and innovative ideas.

The categories are:

<b>Consultation</b> (eg how the Board has actively consulted with its community).	<b>Significant Project</b> (eg a major project led by the Board (jointly or singularly) that achieved a desired outcome).
<b>Facilitation</b> (eg identification of a situation/s where the Board has taken a facilitation role to overcome a community problem).	<b>Partnership</b> (eg a partnership with parent council / other Boards / community organisation/s to address an issue).
<b>Heritage</b> (eg a heritage project in your community in which your Board has played an active role).	<b>Working with Maori</b> (eg projects which feature your Board working with a local Maori organisation or in a Maori community).
<b>Working with Children and Youth</b> (eg projects in your community in which your Board has been involved with children and youth).	<b>Harmonious Relations</b> (eg projects in which your Board has promoted diversity and harmonious relations).
<b>Safety</b> (Sponsored by NZ Police) (eg projects in which your Board and the Police have achieved safety outcomes for your community).	
<b>Leadership</b> The Yvonne Palmer leadership trophy is given for outstanding leadership, for enhancing the work of Community Boards and the recipient will hold it for two years.	For any elected member including a Community Board, a Community Board member, a Councillor or Mayor or for a Council staff member.

**15 Cont'd**

3. It should be noted that the Young People and Harmonious Relations categories are sponsored respectively by UNICEF and the Human Rights Commission. Separate criteria may apply. These will be distributed once finalised and approved. In addition, from each of these categories an overall winner will be selected.
4. The application form and supporting information which will outline the format of entries should take are expected shortly. In the meantime, the Board is encouraged to reflect on what activities the Board has been involved in that are innovative, have made a real difference to the community and would be suitable as applications to the awards. All entries will be reviewed by the Conference Organising Committee's Judging Panel and must be submitted by 4 February 2011. Given this timing, most of the work to prepare the entry will need to occur prior to the Christmas break, hence the views of the Board on its entry or entries are now being sought. Depending on those views, staff will then report back on likely financial implications and any staff capacity required to be able to assist with preparing entries.

**FINANCIAL IMPLICATIONS**

**Do the recommendations of this report align with 2009-19 LTCCP budgets?**

5. There are no costs associated with lodging an entry for a Best Practice Award. As indicated in paragraph 4 above, staff will assess any financial implications relevant to any entry that the Board wishes to submit, and report back to the Board.

**LEGAL CONSIDERATIONS**

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

6. There are no legal considerations.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

7. Not applicable.

**ALIGNMENT WITH STRATEGIES**

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

8. Not applicable.

**CONSULTATION FULFILMENT**

9. Not required.

**STAFF RECOMMENDATION**

It is recommended that the Board give consideration as to whether it wishes to submit any entry to the New Zealand Community Boards Best Practice Awards 2011.

**CHAIRPERSON RECOMMENDATION**

For discussion.

**17. 8. 2010**

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**16. COMMUNITY BOARD ADVISERS UPDATE**

16.1 Update on Christchurch Digital Learning Trust.

**17. ELECTED MEMBERS INFORMATION EXCHANGE**

**18. MEMBERS QUESTIONS UNDER STANDING ORDERS**