

SPREYDON/HEATHCOTE COMMUNITY BOARD

AGENDA

FRIDAY 4 JUNE 2010

AT 8.00AM

**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

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 18 MAY 2010

The minutes of the Board's ordinary meeting of Tuesday 18 May 2010 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's meeting of 18 May 2010 be **confirmed**.

3. DEPUTATIONS BY APPOINTMENT

- 3.1 Mr Neil Clark will speak to the Board in relation to his concerns about a tree located in Acorn Reserve, adjacent to Acorn Close.

4. PETITIONS

5. NOTICE OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

- 7.1 Mary O'Reilly, Engagement Advisor to Spreydon/Heathcote ward, will update the Board on recent ward activities.

8. STRUCTURES ON ROADS POLICY 2010

| | |
|------------------------------------|--|
| General Manager responsible | General Manager City Environment, DDI 941-8608 |
| Officer responsible | Asset and Network Planning Manager |
| Authors | Tina von Pein, Project Manager – Public Places Policies Review |

PURPOSE OF REPORT

1. The purpose of this report is to seek comments from Community Boards on the draft Structures on Roads Policy 2010 (**Attachment 1**).

EXECUTIVE SUMMARY

2. At the 5 March 2010 meeting of the Regulatory and Planning Committee the Committee resolved: *“That this issue lie on the table until staff have briefed Community Boards, and that it return to the Committee in April in light of these discussions”.*
3. With the 2006 amalgamation of Banks Peninsula District Council (BPDC) and Christchurch City Council (CCC) some operational policies specific to each area remained in existence for the respective areas.
4. With the adoption of the Public Places Bylaw 2008 (the bylaw) the policies related to structures on roads were identified as needing review to ensure they appropriately give effect to the bylaw. The Council appointed Public Places Policies Working Party has worked with staff on the review of this and the other operational policies that relate to matters covered by the bylaw.
5. The proposed Structures on Roads Policy 2010 provides a single policy for the whole of the city and incorporates and replaces the following:

(a) Current CCC policies:

- (i) Airspace over Public Roads - Granting Rights.
- (ii) Structures on Roads (Ramp, Retaining Walls, Garage, Parking Platform etc).

Note: “Use of Legal Road as Licensed Premises policy”: The ability of the Council to revoke a permit to occupy legal road as licensed premises as currently contained in this policy now forms part of each individual permit issued by the Council and is therefore not retained.

(b) Current BPDC policies (all part of the Banks Peninsula Roading Policy):

- (i) Structures on Legal Roads in Urban Areas - License to Occupy Policy.
- (ii) Retaining Walls - Responsibility Policy.
- (iii) Fencing Policy.

The proposed policy therefore provides clarity and consistency in the management of applications for structures on roads throughout the Council area.

6. For most of its content the proposed policy incorporates the current CCC policies with updated wording and minor changes. The provisions in the existing ‘city’ and ‘peninsula’ policies are overall similar in nature. There are also some additions e.g. the provisions relating to verandas and fences, and inclusion of the Banks Peninsula fences policy into the new policy for the whole city. Current provisions in both CCC and BPDC policies which addresses council operational procedures (and do not belong in policy statements) were not retained.

8 Cont'd

7. This policy addresses only structures of permanent nature on roads and therefore does not deal with temporary structures on roads such as those associated with restaurants and cafes occupying sidewalks, which is planned for consideration and consultation during 2011, nor with *'paper roads'* which is planned for consideration at a later stage.
8. In summary, the proposed policy achieves an overdue streamlining and consolidation of policies and introduces:
 - (a) Provisions relating only to verandas previously in the Public Places Bylaw 1992;
 - (b) Changed provisions relating to fences;
 - (c) New provisions on the use of airspace over roads for architectural features; and
 - (d) New provisions for infrastructural and other structures.

Key stakeholder groups were contacted in writing about the proposed review and no concerns were raised.

9. It is not proposed to have a Special Consultative Procedure for the Structures on Roads Policy. The policy will become operative once adopted by the Council, and relevant stakeholders will be notified in writing.

FINANCIAL IMPLICATIONS

10. Current policy enforcement is undertaken on a 'response to a complaint' basis. It is anticipated that this will remain the same with the adoption of a reviewed policy, with no anticipated additional expenses.

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

11. Yes.

LEGAL CONSIDERATIONS

12. The Public Places Bylaw 2008 came into force on 1 July 2008. Clause 8 of that bylaw provides for operational policies to be formulated, relating to matters regulated by the bylaw. Such policies must be adopted by Council resolution, and may include information on application procedures, administrative arrangements, terms and conditions related to activities in public places, definition of terms and other guidance information.

The consideration and adoption of such policies must be done in accordance with the Council's usual decision-making processes under the Local Government Act 2002.

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

13. Initial analysis of this policy and the potential review requirements have been considered in relation to the CCC Policy on Determining Significance, and the level of formal consultation that may be required has also been considered.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. The following Long Term Council Community Plan (LTCCP) chapters are relevant: 5.3 City Promotions – 5.3.2 Promoting the City as an attractive place to live, learn and work.– 9.0 Enforcement and Inspections – Protect public health & safety; enforce compliance.

8 Cont'd

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

15. As above.

ALIGNMENT WITH STRATEGIES OR OTHER BYLAWS

16. The Structures on Roads Policy is aligned to the following Christchurch City Council strategies, plans and policies:
- (a) Central City Revitalisation Strategy.
 - (b) Safer Christchurch Strategy.
 - (c) Pedestrian Strategy.
 - (d) Parking Strategy.
 - (e) Equity and Access for People with Disabilities Policy.
 - (f) Long Term Council Community Plan.
17. This policy gives effect to the Public Places Bylaw 2008 and should be read in conjunction with the Council's General Bylaw 2008, Traffic and Parking Bylaw 2008, Parks and Reserves Bylaw 2008 and the relevant rules, policies and objectives in the District Plan/City Plan.

Do the recommendations align with the Council's strategies?

18. Yes.

CONSULTATION FULFILMENT

19. During the drafting of this policy some initial discussion has been undertaken with key stakeholders including Community Boards. Potentially affected external parties and associations were invited to provide feedback on any concerns and no concerns were raised.

STAFF RECOMMENDATION

That the Board consider, and comment on, the draft Structures on Roads Policy 2010.

CHAIRPERSONS RECOMMENDATION

For discussion.

8 Cont'd

BACKGROUND

20. On 1 July 2008 the Christchurch City Council Public Places Bylaw 2008 became operative.
21. The bylaw enables the management of public places in order to balance the various different, and sometimes competing, lawful uses for which public places may be used. It seeks to provide for reasonable controls to protect health and safety, to protect the public from nuisance and to provide for the regulation of trading in public places.
22. Following the adoption of the bylaw a new operational policy was proposed to be developed from a review of the 12 relevant existing policies and associated matters. The policies all relate to the clauses in the bylaw that regulate commercial activities and obstructions in public places (clauses 6 and 7). This report only deals with the specific policies of the 12 that deal with structures on roads. The remaining policies have either already been considered by the Council (*Trading and Events in Public Places* in February 2010) or will be considered later in 2010/2011.
23. The current policies were developed before the amalgamation of Banks Peninsula District Council and the Christchurch City Council, and all were developed before the adoption of the new bylaw. The policies need to be reviewed to ensure that they are still necessary, that they are appropriate and that they are fit for purpose. The review of the policies addresses the following criteria:
 - (a) Rationalise the current policies where needed;
 - (b) Establish whether current practice and needs align with the policies;
 - (c) Assess whether any new matters need to be included;
 - (d) Establish whether the policies align with the bylaw;
 - (e) Take account of internal (Council) needs and external (stakeholder) needs; and,
 - (f) Result in redrafted policies that are coherent, stand-alone documents.
24. In addition to these 12 policies, related operational issues have been identified that would benefit from being included in or adopted into the new operational policy, resulting in some new areas of consideration.
25. On 2 February 2009, the Regulatory and Planning Committee agreed to appoint a working party to work with staff to discuss the review of operational policies that relate to matters covered by the Public Places Bylaw 2008. The members of the Public Places Policies Working Party are Crs Wells, Wall, Shearing, Reid and Johanson. The Working Party concluded its deliberations during 2009 with a meeting on 4 December 2009. Due to the considerable workload of reviewing all 12 policies, the Council on 24 September 2009 approved a timetable to split consideration of the 12 policies into a first group to be finalised by June 2010 (including those considered in this report), with the remainder to be considered in 2011 after the 2010 local government elections.

Proposed Structures on Roads Policy:

26. The proposed Christchurch City Council Structure on Roads Policy 2010 provides a single policy for the whole of the city and incorporates and replaces the following:
 - (a) Current CCC policies:
 - (i) Airspace over Public Roads - Granting Rights.

8 Cont'd

- (ii) Structures on Roads (Ramp, Retaining Walls, Garage, Parking Platform etc).

Note: "Use of Legal Road as Licensed Premises policy": The ability of the Council to revoke a permit to occupy legal road as licenced premises as currently contained in this policy now forms part of each individual permit issued by the Council and is therefore not retained.

- (b) Current BPDC policies (all part of the Banks Peninsula Roading Policy):

- (i) Structures on legal Roads in Urban Areas - License to Occupy Policy.
- (ii) Retaining Walls - Responsibility Policy.
- (iii) Fencing Policy.

The proposed policy therefore provides clarity and consistency in the management of applications for structures on roads throughout the Christchurch City Council area.

- 27. For most of its content the proposed policy incorporates the current CCC policies with updated wording and minor changes. The provisions in the existing 'city' and 'peninsula' policies are materially the same. There are also some additions e.g. the provisions relating to verandas and fences, as set out in the Background section below. Current provisions in both CCC and BPDC policies which addresses council operational procedures (and do not belong in policy statements) were not retained.
- 28. In summary the proposed policy achieves an overdue streamlining and consolidation of policies and introduces (1) provisions relating only to verandas previously in the 1992 Public Places Bylaw; (2) changed provisions relating to fences which are taken from the Banks Peninsula policy and is now proposed for the whole city, (3) new provisions on the use of airspace over roads for architectural features; and (4) new provisions for infrastructural and other structures. Key stakeholder groups were contacted in writing about the proposed review and no concerns were raised.

THE OBJECTIVES

- 29. The key objectives of the public places policy review are to:
 - (a) Review and update, as appropriate, the policy clauses and to enable a working policy that is supported by the Council and the community.
 - (b) Bring together the current policies and practices for both the former BPDC and CCC.
 - (c) Align the policy with current CCC plans and strategies.
- 30. The key objective of this policy is to manage structures on street and to develop a single policy to assist the public in identifying what can happen where and under what conditions.

THE OPTIONS

- 31. Two options have been identified in relation to managing structures on roads.
 - (a) The adoption of a new Council policy.
 - (b) Maintain the status quo with some editing to factually update of current policies.

THE PREFERRED OPTION

- 32. The preferred option is the adoption of the proposed Council policy. The proposed policy is attached to this report. (**Attachment 1**).

ASSESSMENT OF OPTIONS

The Preferred Option

33. The preferred option is the adoption of a new Council wide policy (as tabled with this report). In addition to updating the wording and minor changes to the text this policy brings together the key elements of current policies and practices and incorporates new policy clauses which will assist with developing clarity and consistency in policy understanding and application.

| | Benefits (current and future) | Costs (current and future) |
|----------------------|---|---|
| Social | Clarity to the community as to the policy, how to apply and how it applies. Alignment of policies between the former BPDC policies and the CCC policies will assist clarity and ease of use and application. | Communication of policies is part of the Council's core business. |
| Cultural | None specific. | None specific. |
| Environmental | Policy will enable more robust and transparent management of structures on roads . | None specific. |
| Economic | Consolidated policy. | None specific. |

Extent to which community outcomes are achieved:

This policy option aligns with the following Community Outcomes:

-A Safe City – we live free from crime, violence, abuse and injury. We are safe at home and in the community. Risks from hazards are managed and mitigated.

-An Attractive and well designed City – Christchurch has a vibrant centre, attractive neighborhoods and well-designed transport networks. Our life styles and heritage are enhanced by our urban environment.

-A City for recreation, fun and creativity – We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.

- A Prosperous City – We have a strong economy that is based on a range of successful and innovative businesses. We value sustainable wealth creation, invest in ourselves and in our future.

Impact on the Council's capacity and responsibilities:

The development of a consolidated policy will enable Council to better manage structures on roads through more transparent and consistent processes and procedures.

Effects on Maori:

No specific effects noted.

Consistency with existing Council policies:

The policy pulls together the key elements of the current policies and practices of the Council into a consolidated policy document and incorporates some new provisions consistent with existing Council policies.

Views and preferences of persons affected or likely to have an interest:

No comments were received from relevant stakeholders invited to comment. As only minor changes are proposed from the existing policies and as there have been no issues with the operation of those policies it is not likely to have any significant effects.

Maintain the Status Quo with some editing (not preferred option)

34. The option of maintaining the status quo with some editing would mean maintaining the series of policies and current practices that apply to the post-amalgamation CCC area, and some specific policies that only apply to pre-amalgamation areas. Within this option it would be logical to update the policies (desk top activity) to ensure that historical and no longer relevant clauses are not included.

| | Benefits (current and future) | Costs (current and future) |
|----------------------|---|---|
| Social | Communities should be aware of the current policies / practices as most have been operational since the early 1990's. | Continued segregation of the City's District Council areas as per pre-amalgamation. |
| Cultural | None specific. | None specific. |
| Environmental | Current status will continue to promote the areas of CCC and the former BPDC as two separate regions. | None specific. |
| Economic | None specific. | None specific. |

Extent to which community outcomes are achieved:

This policy option aligns with the following Community Outcomes:

-A Safe City – we live free from crime, violence, abuse and injury. We are safe at home and in the community. Risks from hazards are managed and mitigated.

-An Attractive and well designed City – Christchurch has a vibrant centre, attractive neighbourhoods and well-designed transport networks. Our life styles and heritage are enhanced by our urban environment.

-A City for recreation, fun and creativity – We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.

- A Prosperous City – We have a strong economy that is based on a range of successful and innovative businesses. We value sustainable wealth creation, invest in ourselves and in our future.

Impact on the Council's capacity and responsibilities:

Maintaining the status quo will mean business as usual for council enforcement and policy development.

Effects on Maori:

No specific effects noted.

Consistency with existing Council policies:

The current policies broadly align with existing council strategies and plans, however the factual update is recommended, should this option be chosen, as many of the clauses are either out of date or no longer relevant.

Views and preferences of persons affected or likely to have an interest:

No comments were received from relevant stakeholders invited to comment.

At Least one Other Option (or an explanation of why another option has not been considered)

35. No other option has been considered as the Council has previously adopted (24 September 2008) the recommendations to review the policies.

**9. SPREYDON/HEATHCOTE 2009/10 YOUTH ACHIEVEMENT SCHEME APPLICATION –
CALLUM DUDSON**

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, Community Services Group DDI 941 8607 |
| Officer responsible: | Unit Manager, Community Support Unit |
| Author: | Community Development Adviser Jay Sepie DDI 9415102 |

PURPOSE OF REPORT

1. The purpose of this report is to present a request for \$500 by 16 year old Callum Dudson of Beckenham, to the Spreydon/Heathcote Community Board from its 2009/10 Youth Achievement Fund.
2. The request is for \$500 towards the cost of Callum travelling to Taipei, Taiwan and competing in the International Geography Olympiad.

EXECUTIVE SUMMARY

3. The request for funding is to recognise and support Callum Dudson represent New Zealand in a team of four competing in an international geography event. The International Geography Olympiad is an international competition held in different countries every two years that awards the best team of 16 to 19 year old geography students. The New Zealand team is selected through regional and national competitions. The Olympiad hosts teams from over 100 countries, subjecting them to a three part competition over five days that includes a written test, multimedia test, and a field work exercise. A geographical poster presentation and a cultural presentation are also required. The event is organised by an international task force and this year it is being held in Taipei, Taiwan from 29 July to 4 August 2010.
4. Callum Dudson is a Year 12 student of Shirley Boy's High School. He is 16 years old and resides in Beckenham. In 2009 Callum was a team member contributing to the Shirley Boy's High win at the New Zealand Geography Quiz championships in Wellington when he was studying this topic for the first year. In addition his performance ranked him second best in the country. Next, he performed so well at the final training and selection weekend at Canterbury University for the current, and immediate past, best four national competitors, that Callum was chosen to join the 2010 New Zealand team to represent New Zealand at the Taipei Olympiad.
5. Callum has been part of the Shirley Boys High gifted and talented programme since beginning in year 9 and also represented the school in history in 2009. Other areas of interest that Callum has achieved in are the Air Training Corps that builds youth leadership, where he has achieved the rank of Corporal; and the Duke of Edinburgh Award scheme where he is completing the Bronze level award. He has contributed recent voluntary work to the Red Cross and the Air Force Museum. On the sports front Callum plays soccer for Cashmere Wanderers, and enjoys skiing. His future career ambition is to become a pilot.
6. Callum is supported with this application by the Head of Geography at Shirley Boys High who cites the "huge honour" this means for Callum and Christchurch. The Headmaster has written Callum a letter of support expressing congratulations and that "this is a fine a achievement and your school is very proud of you". Callum's world class selection was show cased to the community in the Christchurch Mail in early March 2010.

FINANCIAL IMPLICATIONS

7. This is the first time the applicant has approached the Community Board for funding support. Callum is working part time and fund raising with school support to raise a total of at least \$2,800 to travel and take part in the event. This figure includes accommodation, registration, travel insurance, uniforms, and meals. It was set by the New Zealand Board of Geography Teachers.

9 Cont'd

| FUNDRAISING | TARGETS |
|--|----------------|
| Part time job (paper round ongoing) | \$300 |
| Raffles (to be completed, family) | \$300 |
| Quiz event (to be completed, family) | \$500 |
| SBHS Student Council (\$500 confirmed) | \$200 |
| Shirley Rotary Club (decision May - confirmed) | \$500 |
| Total: | \$1,300 |
| Remaining shortfall: | \$1,500 |
| Amount Requested from Community Board | \$500 |

8. There is a total of \$1,700 (as at 30/5/10) remaining in the Spreydon/Heathcote Youth Achievement Fund.

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

9. Yes.

LEGAL CONSIDERATIONS

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

10. There are no legal issues.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans by supporting the individual participating in community life and contributing to removing barriers to participation.

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

12. Yes.

ALIGNMENT WITH STRATEGIES

13. This application aligns with the following Council Strategies:
- Strengthening Communities Strategy
 - Youth Strategy
14. This application meets the criteria of the Spreydon/Heathcote Community Board Youth Achievement Scheme, and also helps to meet the following Community Board objective:
- Improve social well-being in Spreydon Heathcote

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board makes a grant of \$450 from its 2009/10 Youth Achievement Scheme fund to Callum Dudson to assist him to represent New Zealand at the 2010 International Geography Olympiad.

CHAIRPERSONS RECOMMENDATION

For discussion.

10. SPREYDON/HEATHCOTE 2009/10 DISCRETIONARY RESPONSE FUND APPLICATION – SHARP TRUST

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager Community Services, DDI 941-8607 |
| Officer responsible: | Recreation and Sports Unit Manager |
| Author: | Sarah Benton, Community Recreation Adviser, DDI 941 5107 |

PURPOSE OF REPORT

1. The purpose of this report is to request funds from the Spreydon/Heathcote 2009/10 Discretionary Response Fund for the SHARP Trust.
2. The amount requested is \$4,010 to assist with staff costs, program expenses and administration for new after school recreational programmes in the Rowley area of Hoon Hay, from July – end September 2010. An application has been made to the 2010/11 Small Grants Fund for the same project to assist with costs for the 12 months from 1 October 2010 to 31 August 2011.

EXECUTIVE SUMMARY

3. The purpose of the Discretionary Response Fund is to assist community groups where the project and funding request falls outside other Council funding criteria and/or closing dates. Applicants need to be not-for-profit groups whose activities provide opportunities in the areas of community, social, recreation, sports, arts, environment or heritage to the wider community or to specifically defined communities of interest.
4. For the purpose of this report 'Rowley' is defined as an area in Hoon Hay made up of 16 streets surrounding Rowley Avenue. SHARP Trust proposes to run after school recreational programmes in the Rowley area known as 'Rowley Radicals'. Each after school activity will cater to 30 children and run for a 10 week programme based on the school term. SHARP proposes to schedule each activity at a time that compliments existing activities in the area. There is likely to be one activity at 3.30pm to 4.30pm and one at 4.30pm to 5.30pm from Tuesday to Thursday. The proposed activities include jazz dancing, Hip Hop dancing, drama, rugby skills, netball skills, singing/instrumental lessons, and Pacific Islands culture/dance. Participants are expected to sign up for the full 10 week programme for as many activities as they like, at a cost of \$1 per session/per child. Each activity will be run by an experienced tutor or coach and supported by three high school and/or university age volunteers. Rowley Radicals will be co-ordinated by a Programme Supervisor who is expected to work 11 hours per week. Rowley Radicals will also be supported by SHARP's existing administration staff and manager.
5. SHARP plans to offer these recreational based programmes to help support the children's schooling and to encourage them to see their potential. By tutoring the children through a 10 week skill development program it can help improve their learning capacity and strengthen them as a group through a rewarding shared experience. By involving the local sports clubs it gives the children a sense of belonging which is often the reason why they remain active in their chosen sport. By involving local young volunteers as leaders they can help the children form friendships and give them the social support they need to remain active in their chosen activity.
6. In the last census in 2006 the following demographic statistics were obtained about the Rowley community.
 - Rowley's population of 5-14 year olds is 80% higher than the average population in Christchurch.
 - Rowley's population of 0-5 year olds is 25% higher than the average population in Christchurch.
 - Rowley's Maori population is 100% higher than the average Maori population in Christchurch.
 - Rowley's Pacific Island population is 700% higher than the average Pacific Island population in Christchurch.
 - Out of 618 households in Rowley, 69 had a total income of \$20,000 or less.

10 Cont'd

7. The children in the area come from predominantly low income families. Rowley Primary school is Decile one with a roll of about 100 pupils. Many children in the area do not readily have access to transport and/or the ability to pay \$8 per session (average cost) in order to attend other recreational programmes offered in the Spreydon/Heathcote area. SHARP's manager has identified other accessible activities that are currently run in the Rowley area in order to compliment what is offered. Other activities include; Tongan and Samoan language classes on Friday afternoon, Canterbury Kids Coach bus on Friday mornings, Crossover Trust After School programme (for children at risk) on Thursday, and Homework group on Monday.
8. A Council organised survey of 36 Rowley Primary school students in 2006 acknowledged the following in regards to recreation and sport. The respondents identified a wide range of things they 'do for fun' with the two most popular being playing video games and playing music (piano/drums/guitar or singing). They also identified the library (mostly mobile library), 'hang out with friends', Cross Over Trust, 'shooting hoops', running and Mau Rakau, as activities they do for fun. A separate question asked 'What sports do you play?' Eight different sports were identified including Netball and Rugby which were equally the most popular. When asked what groups they belong to, nearly two thirds of the respondents said either Cross Over Trust (36%) or OSCAR (28%).
9. At the end of 2009 the Rowley OSCAR programme closed. OSCAR programmes cater well to children of families where the parent(s) work are or studying as they can qualify for WINZ subsidies if they earn under about \$70,000 per annum (one child). Many children in Rowley have at least one parent at home and therefore do not qualify for WINZ subsidies for after school or holiday programmes. After school programmes cost from about \$7-15 per afternoon/per child.
10. The SHARP Trust is a charitable Trust based at 244 Lyttelton Street. They provide out-of-school care to children aged between 5 – 14 years in the Spreydon, Somerfield, Barrington, Cashmere, Hoon Hay, Addington and Rowley communities. SHARP have already started offering Jazz and Hip Hop tutoring in the Rowley area. SHARP provides high quality programmes with activities that seek to develop children's social and life skills. SHARP aims to build and maintain a strong emphasis on developing relationships between the children and teenage role-models. SHARP aims to support the families of the children they work with as much as possible.
11. SHARP runs a variety of activities and programmes from Lyttelton Street including after school care, holiday programs and after school recreational activities known at SHARP Studios. SHARP Studios offer Performing Arts tuition which is designed to cater for children whose parents work full time and would not otherwise have the opportunity to participate in after school recreational activities. SHARP Studios consists of tuition in jazz and tap dance, drama, singing, keyboard, guitar, base and drum lessons. Each activity costs between \$6-8 per session/per child with music tuition costing \$15 per lesson.

FINANCIAL IMPLICATIONS

12. Budget for SHARP Trust Rowley Radicals project:

| Expenditure | Total cost | Amount sought |
|---------------------------------|-------------------|----------------------|
| Staff and Volunteers | \$6,092 | \$2,000 |
| Programme Expenses | \$360 | \$360 |
| Admin Expenses | \$1,650 | \$1,650 |
| Total | \$8,102 | \$4,010 |
| - User Fees | \$800 | |
| - Other grants (pending) | \$3,292 | |

10 Cont'd

13. Annual expenditure by the Trust in 2009 was \$459,353 from a total income of \$394,000. As at April 2010 the total of funds on hand was \$56,500 all of which was committed for existing operations. The most recent audit report was completed on 20 February 2010 although qualified, expressed confidence that the financial position of the organisation was fairly reflected in its statements.
14. The SHARP Trust has received the following Spreydon/Heathcote Community Board funding in the past two years:
 - Spreydon/Heathcote Strengthening Communities Fund 2009/10 \$16,000 for After School, Holiday Programmes and Kids Camps in Spreydon.
 - Spreydon/Heathcote Small Projects Fund 2009/10 \$3,000 for volunteer and staff training.
 - Spreydon/Heathcote Strengthening Communities Fund 2008/09 \$15,000 for After School and Holiday Programmes in Spreydon.
 - Spreydon/Heathcote Small Projects Fund 2008/09 \$3,400 for training and security uniforms.

All accountability to date has been returned.
15. The Spreydon/Heathcote 2009/10 Discretionary Response Fund has a current balance of \$23,951 available for allocation.

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

16. Yes see page 184, regarding Board funding.

LEGAL CONSIDERATIONS

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

17. Yes. There are no legal issues to be considered.

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?

18. 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?

19. Yes, this application is in alignment with the following Council Community Strategies and Policies:
 - Strengthening Communities Strategy
 - Children's Policy
 - Physical Recreation and Sport Strategy

This application meets the following Council Community Grants Funding Outcomes:

- Reduce or overcome barriers to participation
- Increase participation in and awareness of community recreation, sports, arts, heritage and environment groups, programmes and local events.

10 Cont'd

It also helps meet the following Spreydon/ Heathcote Community Board's objectives:

- Objective 5) *Improve social well-being in Spreydon/Heathcote*
- Objective 9) *Increased participation of Spreydon/ Heathcote residents in local and city-wide recreation events/ programmes.*

CONSULTATION FULFILMENT

20. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board allocate \$4,010 of Discretionary Response funds to the SHARP Trust to deliver new after school recreational programmes in the Rowley area of Hoon Hay from 1 July to 30 September 2010.

CHAIRPERSONS RECOMMENDATION

For discussion.

11. HUXLEY STREET RENEWAL

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment DDI 941-8608 |
| Officer responsible: | Unit Manager, Transport and Greenspace |
| Author: | Anne Cosson, Capital Development Unit, Consultation Leader, DDI 941-6481 |

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Huxley Street renewal to proceed, as shown in **Attachment 1** and **Attachment 2**.
2. This report was presented at the 18 May 2010 Community Board Meeting. It was decided to lie the report on the table until further information was sort.
3. This report presents further information for approval.

EXECUTIVE SUMMARY

4. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Huxley Street (from Burlington Street to Rogers Street) and full reconstruction of the carriageway. Please note that the kerb at entrances of Huxley Street from Burlington Street already has flat channel and will not be replaced.
5. The objectives for the project are to:
 - (a) To meet budget and achieve lowest overall cost solution. (Minimise the whole of life costs)
 - (b) To maintain or improve user safety and level of service.
 - (c) To renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.
 - (d) To renew street drainage pipes as required.
 - (e) To renew carriageway(s) as required.
 - (f) To renew footpaths as required.
 - (g) To renew berms as required.
 - (h) To renew streetlight assets as required.
 - (i) To renew signs and markings as required.
 - (j) To renew other Transport & Streets assets, eg, cycle, traffic signals, retaining walls, fences, railings, etc if required.
 - (k) To install traffic calming infrastructure to suit the speed environment required.
 - (l) To install new landscaping and street trees to meet Council's Community Outcomes.
 - (m) To install additional assets to meet current standards and the new street layout.

11 Cont'd

FINANCIAL IMPLICATIONS

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

| | |
|---------|-------------|
| 2009/10 | \$52,000 |
| 2010/11 | \$155,000 |
| 2011/12 | \$1,393,000 |

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?

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

LEGAL CONSIDERATIONS

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

8. 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.
9. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.
10. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, pg 245, of the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

13. A seminar was held with the Spreydon/Heathcote Community Board on Tuesday 15 September 2009 to advise the Board that the Huxley Street renewal project had been initiated. A further seminar was held to advise the Board of the proposed design and the project's consultation programme on 5 February 2010. The consultation period was open from 12 February to 5 March 2010. The publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area.
14. There are approximately 190 properties in Huxley Street. Fifty six responses were received, of which 34 (60%) responses were in support of the proposal, 11 (20%) responses did not support the proposal and 11 (20%) did not indicate a preference.

11 Cont'd

15. A number of issues were raised in this community consultation. The key issues and responses from the project team are outlined below:
- (a) Residents commented on the Huxley Street and Croydon Street corner. Issues raised were; the location of the bus stop on the corner; no stopping lines; the speed in which some vehicles travel around the corner and the location of raised platform. This corner is not being redeveloped. It already flat channel, the raised platform and location of bus stop has not been altered. The location of the platform is to slow the traffic before the corner. The bus stop is located on the corner to provided service to Huxley Street and Croydon Street residents. The corner is quite tight to slow vehicles. Chevrons will be added to the corner to help identify the bend. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(a).
 - (b) The Special Needs Toy Library and the Sydenham Community Preschool has requested that the bus stop be removed from outside their property at 109 Huxley Street. The Special Needs Library has many different users, who find it difficult to control children and return toys into the library. The location of the bus stop prevents users from parking outside the building. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(b).
 - (c) The Special Needs Toy Library requested a 30 minute parking restriction outside 109 Huxley Street. Huxley Street is a residential Street and the Toy Library is only open part time. Tuesday and Thursday 9am to 5pm and Saturday morning, because of the Special Needs Library part time nature, the request for restricted parking isn't supported.
 - (d) The Special Needs Toy Library and the Sydenham Community Preschool has also requested for inserted parking bays, because of the street being narrowed to nine metres. The peak time for the preschool is 8.45am to 9am and 2.45pm to 3.00pm. The City Plan specifies a local road width of nine metres. The narrowing of the street and raised platforms will reduce the speed of vehicles in the street. The narrower street also reduces crossing distances. Inserted parking bays would remove berm areas and reduce the number street trees. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(c).
 - (e) Environment Canterbury has requested that the street be widened to 10 metres because of the Bus route. Ecan believes that the Bus will have trouble negotiating the narrow road and will slow the bus journey time. This request isn't supported by Council's Transport Network Operations team. The Number 15 bus is the only bus route along Huxley Street and there is not the presence of a major parking generator in the street, so there should be space for buses to pull over and yield to each other. The yielding of buses is not what delays a bus but the waiting for traffic to clear at intersections.
 - (f) The Special Needs Toy Library has requested that the proposed street trees outside the Special Needs Toy Library be removed. As part of their consent to extend the toy library building, the library has planted two large trees in front of the building. The two proposed street trees have been removed. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(d).
 - (g) The Special Needs Toy Library has requested that their two vehicle entrances be extended to be able to cope with the larger wheelchair vans. This will be done at the detail design stage. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(e).
 - (h) Request from the residents at 79 Huxley Street to remove an extra driveway. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(f).

11 Cont'd

- (i) Residents at the Huxley Street and Ingoldsby Street corner have request that corner be tightened from 7.5 metres to 7 metres. There is an on going problem at this corner, with vehicles taking the corner to fast. Entrances to Ingoldsby Street to be narrowed to seven metres. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(g).
 - (j) Request to remove the no stopping lines outside 107 Huxley Street. The no stopping lines are there because of the crossing point and are required to keep sight lines clear.
- 16. As a result of this community consultation, a number of amendments have been made to the proposed plan:
 - (a) Installation of a chevrons on the Huxley Street/Croydon Street corner.
 - (b) Relocating the bus stop from outside the Special Needs Library at 109 Huxley Street to 117 Huxley Street.
 - (c) A widening of the carriageway to 10 metres outside 109 to 113 Huxley Street.
 - (d) Removal of proposed street trees outside Special Needs Library.
 - (e) Extension of the vehicle entrances outside the Toy Library (to be undertaken at the detailed design stage).
 - (f) Removal of an extra driveway at 79 Huxley Street.
 - (g) Narrowing of Ingoldsby Street at the Huxley Street intersection to 7 metres
- 17. A number of additional amendments have been made to the proposed plan:
 - (a) Addition of a triangle outside number 168 Huxley Street to prevent crossing (distance is too small for No Stopping).
 - (b) Increase of a textured surface on the south east side of Montrose Street.
 - (c) Tactile pavers to be introduced at all crossing locations.
 - (d) A crossing point located outside 94 and 98 Huxley Street requires new no stopping lines to prevent vehicles parking over the tactile pavers and to keep sight lines clear.
- 18. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed.
- 19. All respondents have been sent a final reply letter thanking them for their input and including an A3 colour copy of the amended proposed plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the concept plan as shown in **attachment 1** TP318601 - issue 3.
- (b) Approve the concept plan as shown in **attachment 2** TP318602 – issue 3.
- (c) Approve the following parking restrictions to take effect following completion of construction.

11 Cont'd

Revoke Existing Parking Restrictions

- (i) That all existing parking restrictions on the south west side of Huxley Street between Burlington Street and Croydon Street be revoked.
- (ii) That all existing parking restrictions on the north east side of Huxley Street between Burlington Street and Croydon Street be revoked.
- (iii) That the stopping of vehicles currently prohibited at any time on the north west side of Rogers Street commencing at its intersection with Huxley Street and extending 12 metres in a north easterly direction be revoked.
- (iv) That the stopping of vehicles currently prohibited at any time on the south east side of Rogers Street commencing at its intersection with Huxley Street and extending 19.5 metres in a north easterly direction be revoked.

Revoke Existing Give-Way

- (v) That the existing give-way on Huxley Street (south east) on the approach to the intersection with Burlington Street be revoked.
- (vi) That the existing give-way on Rogers Street on the approach to the intersection with Huxley Street be revoked.

New No Stopping – Burlington Street to Croydon Street.

- (vii) That the stopping of vehicles be prohibited at any time on the north east side of Huxley Street commencing at its intersection with Burlington Street and extending 58 metres in a south easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north east side of Huxley Street commencing at its intersection with Ingoldsby Street and extending 24.5 metres in a north westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the north west side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 14 metres in a north easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 16.5 metres in a north easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north east side of Huxley Street commencing at its intersection with Ingoldsby Street and extending nine metres in a south easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north east side of Huxley Street commencing at a point 70 metres south east of its intersection with Ingoldsby Street and extending 14 metres in a south easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north east side of Huxley Street commencing at its intersection with Rogers Street and extending 22 metres in a north westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the north west side of Rogers Street commencing at its intersection with Huxley Street and extending 12 metres in a north easterly direction.

11 Cont'd

- (xv) That the stopping of vehicles be prohibited at any time on the south east side of Rogers Street commencing at its intersection with Huxley Street and extending 19.5 metres in a north easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the north east side of Huxley Street commencing at its intersection with Rogers Street and extending 14 metres in a south easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the north east side of Huxley Street commencing at a point 51.5 metres south east of its intersection with Rogers Street and extending 6 metres in a south easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the north west side of Croydon Street commencing at its intersection with Huxley Street and extending 29 metres in a south westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the south west side of Huxley Street commencing at its intersection with Croydon Street and extending 13.5 metres in a north westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the south west side of Huxley Street commencing at a point 105 metres south east of its intersection with Montrose Street and extending eight metres in a south easterly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the south west side of Huxley Street commencing at its intersection with Montrose Street and extending 27 metres in a south easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the south east side of Montrose Street commencing at its intersection with Huxley Street and extending 17 metres in a south westerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the north west side of Montrose Street commencing at its intersection with Huxley Street and extending 18 metres in a south westerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the south west side of Huxley Street commencing at its intersection with Montrose Street and extending 12.5 metres in a north westerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the south west side of Huxley Street commencing at a point 63.5 metres north west of its intersection with Montrose Street and extending 16.5 metres in a north westerly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the south west side of Huxley Street commencing at its intersection with Burlington Street and extending 45 metres in a south easterly direction.

New Bus Stops

- (xxvii) That a bus stop be installed on the north east side of Huxley Street commencing at a point 57.5 metres south east of its intersection with Burlington Street and extending in a south easterly direction for a distance of 14 metres.
- (xxviii) That a bus stop be installed on the north east side of Huxley Street commencing at a point 128 metres south east of its intersection with Ingoldsby Street and extending in a south easterly direction for a distance of 14 metres.

11 Cont'd

- (xxix))That a bus stop be installed on the north east side of Huxley Street commencing at a point 57 metres south east of its intersection with Rogers Street and extending in a south easterly direction for a distance of 14 metres.
- (xxx) That a bus stop be installed on the south west side of Huxley Street commencing at a point 91 metres south east of its intersection with Montrose Street and extending in a south easterly direction for a distance of 14 metres.
- (xxxi) That a bus stop be installed on the south west side of Huxley Street commencing at a point 90 metres south east of its intersection with Burlington Street and extending in a south easterly direction for a distance of 14 metres.

New Give-way

- (xxxii) That a give way be placed against the Huxley Street (south east) approach at its intersection with Burlington Street.
- (xxxiii) That a give way be placed against the Rogers Street approach at its intersection with Huxley Street.

CHAIRPERSONS COMMENT

BOARD RECOMMENDATION OF 18 MAY 2010 MEETING

The Board **recommended** that the report lay on the table until the 4 June Community Board meeting, and staff to report back on the options/possibilities of the following:

- (a) no 'No Stopping' be placed outside the Roger Street shops, as stated in point (iv) under revoking existing parking restrictions of the staff recommendation. (Note: This refers to clause 15(b) of the report).
- (b) that the bus stop on the North East side of the road be moved nearer to 121 Huxley Street.
- (c) that indented parking be considered on the road near the Sydenham Community PreSchool on Huxley Street.
- (d) the problems of bus parking on a narrow street.
- (e) that the special needs of disabled children be considered in the staff recommendations.
- (f) the parking outside 89 Huxley Street and the width of the road, particularly with bus use.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

18. Huxley Street is a Living 3 zoned residential street. Sydenham Community Preschool, a Special Needs Library and a dairy on the corner of Rogers Street. Huxley Street forms part of the number 15 bus route which provides approximately two services an hour from Bishopdale to Beckenham and Beckenham to Bishopdale. The street is approximately 740 metres long and is classified as a local road adjoining with Burlington Street (minor arterial) to the north via a priority controlled intersection and Croydon Street (local Road) to the south. There is a kerb build out on the south east corner of the Huxley Street/Ingoldsby Street intersection and two build outs on Huxley Street each side of the intersection with Montrose Street. The build outs create a chicane effect and a raised platform has been introduced between Ingoldsby Street and Montrose Street. At the southern end of Huxley Street there are kerb build outs each side of the Rogers Street intersection and another raised platform to the south of Rogers Street. The carriageway width is approximately 14 metres wide from the intersection with Burlington Street to Ingoldsby Street. The carriageway width reduces to 9 metres to the south of Ingoldsby Street and then widens to 14 metres again to the south of Montrose Street. In the vicinity of the Rogers Street intersection, the carriageway width reduces to approximately 11 metres wide. There are sections of new kerb and flat channel along the length of Huxley Street.
19. The Land Transport Safety Crash Analysis System shows there have been nine crashes recorded for the five year period between 2004 and 2008 on Huxley Street. All accidents have been recorded as non-injury.
20. A traffic count undertaken in August 2009 shows 1810 vehicles per day outside no's 156-160, 3583 vehicles per day outside no's 78-80. The 85 percentile speed was 51.8 km/hour for vehicles travelling northbound and 53.3 km/hour for vehicles travelling southbound.

THE OBJECTIVES

21. The aims and objectives of this project are met by:

- (a) Meet budget and achieve lowest overall cost solution.

The proposals will seek to meet the budget and achieve the lowest overall cost solution. The cost estimate provided is below the budget.

- (b) Maintain or improve user safety and level of service.

The proposed footpath width in the residential area is 1.5 metres on both sides of the carriageway. The footpath is located between two berms, which are designed to ensure where possible that the footpaths are clear of power poles.

Reducing the carriageway width shortens the crossing distance for pedestrians thus creating a more pedestrian friendly environment.

The existing traffic calming features in addition to the reduced carriageway width would slow traffic. Cyclists are likely to benefit from the reduced speeds.

There would be a minor reduction in parking due to the extension of no stopping lines at intersections, pedestrian crossing locations and at bus stops.

- (c) Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.

The existing kerb and dish channel will be replaced with a kerb and flat channel to suit drainage needs.

11 Cont'd

- (d) Renew street drainage pipes as required.

The scheme will include renewing the street drainage pipes. The works will include the installation of new pipes ranging from 225 millimetres to 450 millimetres and new single and double sumps.

- (e) Renew carriageway as required.

The scheme will include renewing the carriageway where required.

- (f) Renew footpaths as required.

The scheme will include renewing the footpaths where required.

- (g) Renew berms as required.

The berms are currently located along the private boundary. It is proposed to retain the berms but to narrow them and provide a footpath and a wide kerbside berm that will allow for street trees. This is to allow the power poles to remain in their current position along the kerb, and allow a footpath that is free of obstructions.

- (h) Renew streetlight assets as required.

The scheme will include upgrading the street lighting to comply with AS/NZS1158 category P3R.

- (i) Renew signs and markings as required.

Signs and markings will be provided where necessary, which will comply with current best practice and standards. Where possible signs will be attached to existing street furniture to reduce footpath clutter. All new speed information signs at speed tables will show 25 kph.

- (j) Renew other Transport and Streets assets eg cycle, traffic signals, retaining walls, fences, railings, etc if required.

No other assets are being renewed.

- (k) Install traffic calming infrastructure to suit the speed environment required.

The results showed an 85%ile speed of 51.8 km/h for vehicles travelling northbound and 53.3 km/h for vehicles travelling southbound outside 78/80 Huxley Street and 51.1 km/h for vehicles travelling north and southbound outside 156/160 Huxley Street.

The existing traffic calming features will be retained, the carriageway width is to be reduced to nine metres, and on-street parallel parking will be maintained. All these features would be natural traffic calming features, and no further calming measures are required.

- (l) Install new landscaping and street trees to meet Council's Community Outcomes.

New trees are proposed in the new kerbside berms.

- (m) Install additional assets to meet current standards and the new street layout.

No further assets are proposed for the street layout as they are not required.

11 Cont'd

THE OPTIONS

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

OPTION ONE

23. Option One includes new kerb and channel, repairing/renewing the road and footpaths and berms where required. Power poles will continue to reduce the footpath width in sections and crossing distances will remain the same. There would be no further opportunities for landscaping and the speed of traffic is unlikely to be reduced. This option was not selected as the preferred option because key objectives are not met.

OPTION TWO

24. Option Two includes reducing the overall carriageway width to provide a residential environment that incorporates the following measures:
- (a) reduce the width of Huxley Street at the intersection with Burlington Street to one exit lane to improve the pedestrian crossing environment and provide an on-road cycle lane on the Huxley Street approach;
 - (b) reduce the existing 14 metres wide carriageway to nine metres wide and incorporate grass/landscaping and trees into the reallocated space along the length of Huxley Street from Burlington Street to Croydon Street;
 - (c) tie the proposed alignment into the existing traffic calming measures;
 - (d) replace the existing kerb and channel with kerb and flat channel along the new alignment;
 - (e) relocate footpath between two berms to allow for uninterrupted path of travel;
 - (f) introduction of street trees and retaining existing street trees;
 - (g) inclusion of tactile pavers at crossing points;
 - (h) lighting upgrade to meet current lighting standards.
25. Option Two has not been selected as the preferred option because key objectives are not met and The reduced crossing distance on Huxley Street at the intersection with Burlington Street would have wider benefits for people travelling on foot on Burlington Street. However, this does reduce the number of exit lanes to a shared right and left lane.

OPTION THREE

26. Option Three includes reducing the overall carriageway width to provide a residential environment that incorporates the following measures:
- (a) retain the existing arrangement on Huxley Street at the Burlington Street intersection;
 - (b) reduce the existing 14 metres wide carriageway to 9 metres and replace the existing kerb and dish channel with kerb and flat channel along the new alignment;
 - (c) tie into the existing traffic calming measures;
 - (d) reduce the width of Ingoldsby Street to 7.5 metres on the approach to Huxley Street where the build outs are proposed;

11 Cont'd

- (e) introduce a painted centre line on the approach from Montrose Street;
- (f) introduction of street trees and retaining existing street trees;
- (g) inclusion of tactile pavers at crossing points;
- (h) lighting upgrade to meet current lighting standards.

THE PREFERRED OPTION

27. Option 3 is the preferred option. Reducing the width of the carriageway would contribute to reducing speeds and also reduces the crossing distance for pedestrians. The widening of the existing footpaths, and the proposed landscape improvements will provide an attractive pedestrian route along Huxley Street.

12. INSTALLATION OF PARKING RESTRICTIONS FOR THE MOBILE LIBRARY SERVICE

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment, DDI 941-8608 |
| Officer responsible: | Unit Manager, Transport and Greenspace, |
| Author: | Greg Barnard, Public Transport Infrastructure Co-ordinator, DDI 941-8583 |

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek the resolution of the Board to install parking restrictions to provide the Council's Mobile Library Service vehicles with a consistent stopping place at each designated stop.

EXECUTIVE SUMMARY

2. The Mobile Library Service timetable has been reviewed under a separate process and changes to the timetable have been approved for implementation. This process also included the approval of the general location of stops.
3. It is proposed that parking restrictions will be such that the parking space will be available for general parking at times other than when being utilised by the Mobile Library.
4. It is proposed that Mobile Library Stops be installed at the locations listed below and that parking restrictions be in force at the times shown.

| Address | Location | Day | Restriction times |
|---------------------|--|---------------------|-------------------|
| 39 Lincoln Road | 22 metres southwest of Sylvan Street | Friday | 2pm - 4pm |
| 55 Torrens Road | 72 metres northwest of Hillmorton Street | Thursday and Friday | 3pm - 5pm |
| 31 Tankerville Road | 179 metres southeast of Halswell Road | Thursday | 2pm - 4pm |
| 246 Opawa Road | 94 metres north of Grange Street | Friday | 12 noon - 2pm |
| 112 Opawa Road | 31 metres northwest of Reeves Road | Friday | 1pm - 3pm |

FINANCIAL IMPLICATIONS

5. Costs of \$500 each for installing the stops including line marking and signage will be met from the Transport Infrastructure budget.

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

6. Yes.

LEGAL CONSIDERATIONS

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 the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices including bus stops.
9. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

12 Cont'd

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

10. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. LTCCP– Provide a mobile library service to residents without access to a local library.

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

12. Yes, as per above.

ALIGNMENT WITH STRATEGIES

13. Provide community spaces through a comprehensive network of libraries and the mobile service.

Do the recommendations align with the Council's strategies?

14. Yes. Our Community Plan.

CONSULTATION FULFILMENT

15. All residents of properties adjacent to the proposed stops have been consulted and have agreed to the placement of the stops.

STAFF RECOMMENDATION

It is recommended that the Board resolve to place mobile library stops at the locations detailed below:

- (a) That a bus parking space restricted to Mobile Library vehicles only on Fridays 2pm to 4pm be installed on the north western side of Lincoln Road commencing at a point 22 metres southwest of Sylvan Street and continuing in a south westerly direction for a distance of 20 metres.
- (b) That a bus parking space restricted to Mobile Library vehicles only on Thursdays and Fridays from 3pm to 5pm be installed on the southwest side of Torrens Road commencing at a point 71 metres northwest of Hillmorton Street and continuing in a north westerly direction for a distance of 20 metres.
- (c) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 2pm to 4pm be installed on the north eastern side of Tankerville Street commencing at a point 179 metres southwest of Lincoln Road and continuing in a south easterly direction for a distance of 20 metres.
- (d) That a bus parking space restricted to Mobile Library vehicles only on Fridays from 12 noon to 2pm be installed on the southern side of Opawa Road commencing at a point 94 metres north of Grange Street and continuing in a northerly direction for a distance of 20 metres.
- (e) That a bus parking space restricted to Mobile Library vehicles only on Fridays from 1pm to 3pm be installed on the south eastern side of Opawa Road commencing at a point 94 metres northwest of Grange Street and continuing in a north westerly direction for a distance of 20 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.

13. APPROVAL OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD SUBMISSION TO THE CHRISTCHURCH CITY COUNCIL

PURPOSE OF THE REPORT

The Board discussed at its 13 April 2010 meeting to develop a submission to the Christchurch City Council's Draft Climate Smart Strategy 2010-2025.

The retrospective ratification of the **attached** submission is requested.

STAFF RECOMMENDATION

That the Board consider and ratify the Spreydon/Heathcote Community Board's submission on the Christchurch City Council's Draft Climate Smart Strategy 2010-2025.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be supported.

14. COMMUNITY BOARD ADVISERS UPDATE

15. ELECTED MEMBERS' INFORMATION EXCHANGE

16. MEMBERS QUESTIONS UNDER STANDING ORDERS