

SPREYDON/HEATHCOTE COMMUNITY BOARD

AGENDA

TUESDAY 18 MAY 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

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

| | CLAUSE | |
|---------------|---------------|--|
| PART B | 1. | APOLOGIES |
| PART C | 2. | CONFIRMATION OF MEETING MINUTES – 30 APRIL 2010 |
| PART B | 3. | DEPUTATIONS BY APPOINTMENT |
| | 3.1 | Clare Palmer – Waltham Youth Trust |
| | 3.2 | Elizabeth Ryburn – Risingholme Park Trees |
| | 3.3 | Jennie Potter – Hoon Hay Community Crèche |
| | 3.4 | Rhona Duncraft – Huxley Street, Street Renewal |
| PART B | 4. | PETITIONS |
| PART B | 5. | NOTICE OF MOTION |
| PART B | 6. | CORRESPONDENCE |
| | 6.1 | Centaurus Road resident request for tree removal |
| | 6.2 | 140 Colombo Street access from Tennyson Street |
| PART B | 7. | BRIEFINGS |
| | 7.1 | Carolyn Robertson, Unit Manager, Libraries |
| PART A | 8. | CHILDCARE CENTRE LEASES |
| PART A | 9. | DISPOSAL OF PROPERTY – 87 ENSORS ROAD, OPAWA |

CLAUSE

- | | | |
|---------------|------------|---|
| PART C | 10. | KING STREET RENEWAL |
| PART C | 11. | HUXLEY STREET RENEWAL |
| PART C | 12. | STRENGTHENING COMMUNITIES FUNDING – SPREYDON/HEATHCOTE KEY LOCAL PROJECTS 2010 |
| PART C | 13. | SPREYDON/HEATHCOTE 2009/10 YOUTH ACHIEVEMENT FUNDING APPLICATION – SAMUEL WYNSTON-RICHARDS |
| PART C | 14. | APPROVAL OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD SUBMISSION TO ENVIRONMENT CANTERBURY |
| PART B | 15. | COMMUNITY BOARD ADVISER’S UPDATE |
| PART B | 16. | ELECTED MEMBERS INFORMATION EXCHANGE |
| PART B | 17. | MEMBERS QUESTIONS UNDER STANDING ORDERS |

1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 30 APRIL 2010

The minutes of the Board's ordinary meeting of Friday 30 April 2010 are **attached**.
(Public Excluded minutes have been circulated separately).

CHAIRPERSON'S RECOMMENDATION

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

3. DEPUTATIONS BY APPOINTMENT

- 3.1 Clare Palmer, representing Waltham Youth Trust will update the Board in relation to the work of the Trust.
- 3.2 Elizabeth Ryburn will speak regarding her concern with trees in Risingholme Park.
- 3.3 Jennie Potter will speak to the Board regarding Childcare Centre leases.
- 3.4 Rhona Duncraft from Sydenham Community Preschool will outline how moving the bus stop further along than recommended in Huxley Street would provide better access for the Preschool.

4. PETITIONS

5. NOTICE OF MOTION

6. CORRESPONDENCE

- 6.1 Residents of Centaurus Road request the removal of three Claret Ash street trees on Centaurus Road. (**Letter circulated separately**).
- 6.2 Susan Turnbull, owner of Opawa Organics, letter responding to the report discussed at the 30 April 2010 Spreydon/Heathcote Board meeting concerning 140 Colombo Street and potential access from Tennyson Street. (**Letter circulated separately**).

7. BRIEFINGS

- 7.1 Carolyn Robertson, Unit Manager of Libraries will outline the work of her unit to the Board.

8. **CHILDCARE CENTRE LEASES**

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager Community Services DDI 941 8607 |
| Officer responsible: | Unit Manager, Community Support Unit |
| Author: | Kathy Jarden, Leasing Consultant DDI 941 8203 |

PURPOSE OF REPORT

1. The purpose of this report is to provide information on the lease renewal process for 11 Council owned independently operated Childcare facilities and seek recommendations from the relevant Community Boards to the Council for a resolution providing a delegation to staff to conclude new leases for each of them.

EXECUTIVE SUMMARY

2. The Council currently owns 11 Childcare facilities independently operated under leases as detailed in the attached schedule (**Attachment 1**). Two of the 11 Centres are on land designated as reserve with the balance on fee simple land.
3. The properties are spread across six wards within the city. Therefore, to ensure consistent decision making and processes by Council, this matter is being reported in this one generic report submitted to the relevant Boards for their recommendations to Council for a single consideration and decision.
4. The leases for the 11 properties all expire on 30 June 2010. Negotiations have commenced with the existing individual lessees for a new lease. The rationale for dealing unilaterally with the existing lessees on expiry is set out in this report.
5. The proposed lease term is six years with one right of renewal for a further six years in the form of Council's generic lease. This would result in a final expiry date of 30 June 2022 if the right of renewal is exercised.
6. The proposed rents are based on independent current market valuations. The decision to use market based rent was established by the Council in 2002 in response to a report on the setting of rents for Childcare facilities.
7. This report recommends proceeding with the grant of new leases to the existing operators on the terms and conditions set out in the report and seeks a delegation to staff to finalise those leases.

FINANCIAL IMPLICATIONS

8. Independent valuation advice has been sought and the valuation for each Childcare facility has taken a commercial view of the rental. Simes Limited has assessed each of these Centres acknowledging the improvements the Centres have funded.
9. Each Childcare Centre currently receives an operating grant from the Council to cover the annual rent charged under the lease. For the period from 1 July 2010 the Centres can apply for funding assistance using the Council's Strengthening Communities Grants process.
10. The proposed rents will ensure that Council properly manages its assets.

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

11. Yes.

8 Cont'd

LEGAL CONSIDERATIONS

12. The Community Boards do not have the delegated authority to authorise the granting of the proposed leases on fee simple land; that decision needs to be made by the full Council. The Spreydon/Heathcote Community Board does have powers to make recommendations to the Council.
13. The Fendalton/Waimairi and Shirley/Papanui Community Boards do have delegated authority to enter into leases for the Bishopdale Community Crèche at 129 Farrington Avenue and Redwood Early Childhood Centre Incorporated at 339 Main North Road, respectively, as these two are on reserve land. However for the purposes of consistent decision making and process, staff are recommending that these two Community Boards attend to those two leases in a similar manner as the other nine leases on fee simple land and do not exercise their delegation; thus leaving all 11 lease renewals for a single decision by the Council.
14. On 13 May 2002 a report to the Strategy and Finance Committee was tabled that recommended *"that the Council confirm its requirement that a system of grants and leases as outlined in the report be put in place."* That report stipulated that the rent for *"each building is assessed at a market rental level in accordance with current Council policy"*. The recommendation was adopted by Council on 23 May 2002. The method of rent subsidy for the Childcare Centres in Council-owned buildings was by an internal transfer of funds. This method has subsequently been made more transparent with the Childcare Centres making application for funding through the Strengthening Communities fund.

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

15. Council's Legal Services Unit have advised on all aspects of the leases and associated issues. Council's generic lease for early education Childcare facilities will form the lease document.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. Yes.

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

17. Yes.

ALIGNMENT WITH STRATEGIES

18. Council's support for the provision of Childcare Centres is highlighted in the Early Childhood Education Strategy (2001). Council provides support to early childhood education through a variety of means. In these instances assistance is provided through the provision of a Council-owned building and a Council funded operating grant. As part of the Council's approved process for entering into formal lease arrangements with early childhood education providers the rent for the Council-owned building is assessed at a market rental. As part of a separate process, early childhood education providers are entitled to apply for financial assistance. Funding requests are assessed against a range of criteria including the location's socio-economic status and whether or not the provider may be able to pay rent. Funding requests are made through the Council's Strengthening Communities fund.

Do the recommendations align with the Council's strategies?

19. Yes.

8 Cont'd

CONSULTATION FULFILMENT

20. Not applicable.

STAFF RECOMMENDATION

Staff recommend that the Community Boards recommend to the Council that the Council adopts a resolution in the following form:

- (a) That the existing lessees for the Childcare Centres as listed in the attached schedule (**Attachment 1**) be offered a new lease upon expiry of their existing lease terms on 30 June 2010.
- (b) That the new leases be generally on the Council's generic lease terms and conditions.
- (c) That the initial term of the leases be six years with one right of renewal for a further six years, which provides for a final expiry date of 30 June 2022 if the right of renewal is exercised.
- (d) That the market rentals as set out in the attached schedule (**Attachment 1**) be adopted from lease commencement, with market related rent reviews at three yearly intervals.
- (e) That the Corporate Support Unit Manager be granted delegated authority to conclude and administer the leases, as generally set out in the above resolutions.

CHAIRPERSONS' RECOMMENDATION

For discussion.

CHAIRPERSONS' COMMENT

Board members will be aware of the comments on this matter in the Board's submission to the Council's 2010-11 Draft Annual Plan.

BACKGROUND

Burwood/Pegasus Ward

21. The Canterbury Westland Free Kindergarten Association Inc is a not-for-profit society operating the Kidsfirst Early Learning Centre at 284 Breezes Road, Aranui. The land is described in Certificate of Title 11K/595 as being Lot 1 DP 27621 and was vested in the Christchurch City Council for the purpose of a crèche. The property is a 1940's bungalow that was converted by the Council. The Childcare facility is currently licensed for 33 children.
22. The New Brighton Community Preschool & Nursery Incorporated is a not-for-profit society operating the New Brighton Community Preschool at 109 Beresford Street, New Brighton. The land is described in Certificate of Title CB26B/643 as Lot 25 DP 100 and held as fee simple for crèche purposes. The property is a traditional pre-war bungalow that has been extensively extended and converted by the tenant. The Childcare facility is currently licensed for 39 children.
23. North Beach Community Childcare Centre Incorporated is a not-for-profit society operating the North Beach Community Childcare Centre at 102 Marriotts Road, North Beach. The land is described in Certificate of Title CB375/138 as Lot 3 DP 6151 and held as fee simple for crèche purposes. The building is a former church hall which has been converted to a Childcare Centre by the Council. The tenant has been responsible for the establishment of the outdoor play area. The Childcare facility is currently licensed for 34 children.

8 Cont'd

Fendalton/Waimairi Ward

24. Bishopdale Community Preschool Association Incorporated is a not-for-profit society operating the Bishopdale Community Crèche at 129 Farrington Avenue (13 Bishopdale Courts), Bishopdale. The land is described in Certificate of Title CB20F/1396 as Lot 10 DP 42896 and held as local purpose (community centre) reserve. The building is a 1970's concrete block building originally used as library storage. The tenant converted the building into a pre-school and it is licensed for 50 children.

Hagley/Ferrymead Ward

25. New Beginnings Preschool Incorporated is a not-for-profit society operating the New Beginnings Preschool at 136 Aldwins Road, Linwood. The land is described in Certificate of Title CB245/193 as being Part Rural Section 347. The building is a modern, purpose-built pre-school constructed by the Council. The Centre is currently licensed for 36 children.
26. Woolston Preschool Incorporated is a not-for-profit society operating the Woolston Community Child Care Centre at 52 Glenroy Street, Woolston. The land is described in Certificate of Title CB37B/959 as being Lot 1 DP 63343. The building is a purpose built preschool constructed by the Council. The Centre is currently licensed for 39 children.

Riccarton/Wigram Ward

27. Springs Community Early Learning Centre Incorporated (SCELC) became registered as a not-for-profit society in November 2009.
28. The land is described in Certificate of Title 18A/1036 as being Lot 1 DP 25336 and Part Lot 1 DP 23275 and is the site of a Childcare Centre and social housing complex.
29. The current lease is with Affinity Child and Family Services who operate the Springs Community Preschool at 10 Weaver Place, Sockburn through Springs Community Preschool. The preschool operations were handed over to SCELC as a "going concern" in December 2009.
30. Springs Community Pre-School has operated for 21 years under the management of voluntary trusts and committees and church groups. The Centre is currently licensed for 35 children.
31. SCELC has not been able to provide financial information for the previous three years as that was filed by Affinity Child and Family Services. They have however provided a five-year cash flow projection and projected registrations. As this group, in various forms, has operated the Childcare Centre, it is believed they have the practical experience to carry forward but it would be recommended that their financial position and business plan are reviewed on a regular basis to ensure they can continue to operate.

Shirley/Papanui Ward

32. Redwood Early Childhood Centre Incorporated is a not-for-profit society operating the Childcare Centre at 339 Main North Road, Redwood. The land is described in Certificate of Title CB244/204 as Rural Section 41271, Rural Section 41272 and Rural Section 42037 and held as recreation reserve. Rural Section 41271 is classified by way of Gazette Notice as a local purpose (community centre) reserve. The property is a 1970's building originally constructed as a hall and converted by the Council into a Childcare Centre. The Centre is currently licensed for 40 children.
33. St. Albans Edu-Care Centre Incorporated is a not-for-profit society operating the Childcare Centre at 3 Thames Place, St Albans. The land is described in Certificate of Title CB293/37 as Part Lot 63-64 DP 3115 and held for crèche purposes. The property is a 1940's bungalow that was converted and extended by the Council in 1985. The Childcare Centre is currently licensed for 35 children.

8 Cont'd

Spreydon/Heathcote Ward

34. Hoon Hay Community Crèche Incorporated Society is a not-for-profit society operating the Hoon Hay Community Preschool at 113 Mathers Road, Hoon Hay. The land is described in Certificate of Title CB17K/1312 as being Lot 2 DP 20805. The property is a 1970's community hall that was converted by the current tenant into a Childcare Centre. The Centre is licensed for 36 children.
35. The Sydenham Community Pre-school Incorporated is a not-for-profit society operating the Sydenham Community Preschool at 113 Huxley Street, Sydenham. The land is described in Certificate of Title CB42A/668 as being Lot 1 DP 72739 for the purpose of a crèche. The property is a 1960's house that was converted into a Childcare Centre by the Council. The Centre is licensed for 30 children.

THE OPTIONS

36. To enter into a new lease with the existing tenants as detailed in Schedule A. (**Attachment 1**).
37. To not enter into a new lease with the existing tenants and call for expressions of interest for the future use of these facilities.

THE PREFERRED OPTION

38. To enter into a new lease with each of the existing tenants who have maintained the building and land and are fulfilling an important community service.
39. The Council's normal practice is to deal in an open and transparent public manner, with the opportunity to lease the property made available to the general market through tender on expiry of any lease. The Council made a commitment in the Long Term Council Community Plan (LTCCP) to continue the provision of the early childhood facilities. To achieve this, the preferred option, for the reasons set out below, is to deal unilaterally with the Childcare Centres to negotiate a new lease and set a fair market rental for the property.
40. The Council has purpose-built some of the facilities and contributed to the upgrade of other facilities in conjunction with significant financial contributions made by the incumbent tenant and the Ministry of Education.
41. The current tenants are meeting the requirements of the Ministry of Education to maintain their Childcare licence. The Childcare Centres own the business as the licences are specific to those organisations.
42. The Council is satisfied with the current operators and recent experience has shown that there is a limited market available if the Council were to seek expressions of interest for the 11 facilities.

9. DISPOSAL OF PROPERTY – 87 ENSORS ROAD, OPAWA

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager of City Environment, DDI 941-8608 |
| Officer responsible: | Water Environmental Engineer |
| Author: | Bill Binns, Property Consultant, DDI 941-8504 |

PURPOSE OF REPORT

1. The purpose of this report is to advise the Community Board of the options for the property at 87 Ensors Road, and to seek the Board’s recommendation to the Council to declare the property surplus for disposal to the adjoining landowner. (**Attachment 1**).

EXECUTIVE SUMMARY

2. Authority is sought to sell a majority of the Council property at 87 Ensors Road (“the Property”) to the adjoining landowner and Orion New Zealand. This proposal involves the Council retaining a portion of the property for road, a segregation strip and putting in place easements protecting the existing infrastructure (refer **Attachment 2**).
3. At its meeting on 15 May 2007 the Spreydon/Heathcote Community Board requested staff to investigate use options for the Property including possible roading improvements and reserve/waterway enhancements.
4. Given the limitations of the Property, Council could either retain the land with no determined use or purpose, or sell to the adjoining owner. From a practical perspective and based on independent valuation advice received, a sale of the land to the adjoining landowner would ensure that the site use is maximised along with Council’s financial return. The adjoining landowner has expressed a desire to acquire the balance of the property not required for road, or the segregation strip, to facilitate a possible future expansion of existing business operations.

FINANCIAL IMPLICATIONS

5. The cost of the demolition of the main pump station building and small pump shed was \$23,810 plus GST funded from the City Water and Waste Operational Budget.
6. Independent valuation advice has been received on Option 2.

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

7. Yes.

LEGAL CONSIDERATIONS

8. The Community Board does not have delegated authority to declare land surplus for disposal, such decisions can only be made by the Council. The Community Board does however have recommendatory powers.
9. Section 40 (4) Public Works Act 1981 – Disposal to former owner of land not required for public work.

“Where any land is held for a public work and is no longer required for that work and the local authority believes on reasonable grounds that, because of the size, shape, or situation that it could not expect to sell the land to the original owner, the land may be sold to the owner of adjacent land at a price negotiated between the parties.”
10. This is such an instance as the land in question effectively becomes land locked through the segregation strip which prevents access and egress out on to Ensors Road. In addition the easements and sale of a portion to Orion significantly change the nature of the original site.

9 Cont'd

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

11. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. In alignment page 59 of the current LTCCP (and page 39 of the draft Annual Plan 2008/2009), level of service for maintaining the highest Ministry of Health water supply grade possible without treatment, under water supply.

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

13. Yes, as above.

ALIGNMENT WITH STRATEGIES

14. In alignment with the Water Supply Asset Management Plan.

Do the recommendations align with the Council's strategies?

15. Yes, as above.

CONSULTATION FULFILMENT

16. No additional consultation is required outside of the reporting process to the Community Board, and Council.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommend to the Council that it adopt the following resolutions:

- (a) That Lot 3 and 4 DP 11717, located at 87 Ensors Road as indicated on the plan attached at **Attachment 2** be declared surplus to Council's requirements.
- (b) It is accepted that due to the nature of the sites and circumstances there are no obligations under section 40 of the Public Works Act or Council's policy to sell property by public tender.
- (c) That the Corporate Support Unit Manager be delegated authority to sell Lot 3 and 4 DP 11717 to the adjoining landowner, Devon Street Holdings Limited and Orion New Zealand respectively. The sale price to be not less than 90 per cent of an independent registered valuation commissioned by the Council and on such terms and conditions as generally outlined in this report and/or considered market related.
- (d) That an area of the land comprising 47metres², subject to survey, more particularly shown as Lot 1 on Drawing Number 500317-07, be retained by the Council for the purpose of legal road pursuant to Section 114 of the Public Works Act 1981.
- (e) That an area of land comprising seven metres², subject to survey, more particularly shown as Lot 2 on Drawing Number 500317-07, be retained by the Council for the purpose of a segregation strip to prevent legal access to the property off of Ensors Road.
- (f) That an easement creating a right to drain water in gross, more particularly shown as Areas A on Drawing Number 500317-07, is registered in favour of the Council.
- (g) That an easement creating a right of way in favour of the Council, more particularly shown as Areas B, and C for access to the existing waterway, is registered in favour of the Council.

9 Cont'd

- (h) That easements creating a right of way in favour of Environment Canterbury are registered, more particularly shown as Areas B, C, D on Drawing Number 500317-07, for the protection of the wells and access to them. All costs associated with the creation of this easements to be met by Environment Canterbury.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (ISSUES)

17. The subject property is located at the northwest corner of the intersection of Brougham Street, and Ensors Road. Immediately to the North is the Main South Rail Line. To the South and West is a large industrial property owned by Devon Street Holdings Limited ("the adjoining landowner, Lot 1 DP 48505 "). A property location map is shown in **Attachment 1**.
18. The property is zoned Business 3 (Inner City Industrial) and comprises an area of 852 square metres.
19. The site is bisected by quite a deep watercourse, and is also occupied by three water supply wells and an electrical kiosk owned by Orion New Zealand Limited. (**Attachment 2**).
20. The property was once occupied by the Ensors Pump Station that was decommissioned in 2004. The pump station building has recently been demolished and the area levelled. The Property is no longer required to be held by the Council for the purposes of a pump station, and this has prompted a review of the Property in compliance with the Council's decision making process.
21. At its meeting on 15 May 2007 the Community Board was advised that options for the future use of the site were being identified and investigated. The Board requested staff to investigate the following two options:
- (a) possible roading improvements with the nearby Ensors Road intersection and rail corridor; and
 - (b) reserve/waterway enhancements.
22. The property was circulated to all Council Business Units according to the Council's decision making process, and arising from that the Transport and Greenspace Unit requested approximately 47 metres² of the site be taken for road to provide a more consistent road boundary alignment and to undertake some planting. Furthermore the Unit requested that a segregation strip be put in place to prevent future legal access to the Property from Ensors Road. In reference to **Attachment 2** the land for road is shown as Lot 1 and the segregation strip is shown as Lot 2.
23. The Network Planning Team for Greenspace considered the Property for stormwater treatment, and concluded that the site was not a suitable place for stormwater treatment or a retention area as there does not appear to be any stormwater discharge into the waterway other than a small amount from the edge of the rail tracks. The adjacent land has piping heading out to other outfalls.
24. Given the Property's location and access limitations, the Greenspace Team did not identify any strategic reasons to retain the Property for reserve or waterway enhancement.

9 Cont'd

25. The Council owns three wells located within Area D on **Attachment 2**. Two of the wells are monitored by Environment Canterbury, and ECan has emphasised the importance of maintaining both wells as part of the network which monitors the health of the Christchurch aquifer system and water supply.
26. The first well is a shallow water quality monitoring well (33.5 metres deep). Samples have been collected annually from this well since 1981, and some results date back to 1958.
27. The second well is a deep monitoring well (154.2 metres deep), screened across what is known as “the third aquifer.” This well has recorder equipment installed, enabling ECan to have water level data captured at 15 minute intervals. This well is considered to be highly valuable because of its long-term monitoring record – dating back to the 1970’s. This means that ECan has benchmark data about the aquifer water levels before the City began to take water from this depth for the City’s water supply. ECan can monitor the changes in water levels due to the extraction and, to a lesser extent, monitor for any threat of saltwater intrusion into the aquifer system.
28. This kind of data – repeated, regular measurements over a long period of time from the same well – is critical to ECan for understanding seasonal cycles in aquifer conditions, and for evaluating long-term trends. ECan’s well monitoring data from across the city is used by Council for management of their existing wells and planning and installing new wells. For this reason it is recommended that ownership of the wells is transferred to ECan, with the wells, and access to them, being protected by way of easements in favour of ECan in the event that the property is declared surplus and disposed of by the Council.
29. The third well has been decommissioned as ECan does not want to take it over.
30. Orion New Zealand Limited owns the electrical kiosk situated on the North East corner of the property that was installed in 1984. Orion has agreed to meet the purchase price and all survey and legal fees associated with the transfer of the easement to Orion.
31. The adjoining land is a large industrial property owned by Devon Street Holdings Limited (“the owner”). The owner has indicated a desire to acquire as much of the Property as is possible to facilitate the possible future expansion of the existing warehouse and carparking. Whilst the location of the existing wells and the waterway may limit how any future development may occur, the owner does have opportunity to gain further utility from the land e.g. fund the piping of the waterway and negotiate a reduced easement area with the Council.

THE OBJECTIVES

32. The objective of the decision proposed is to maximise the Council’s return through a sale whilst recognising the Property’s limitations and protecting existing pertinent infrastructure.

THE OPTIONS

33. Two options have been considered as outlined in the Table below, and they should be read in reference to the plan in **Attachment 2** In all options 47 metres² of the land will be retained by the Council for road, and seven metres² as a segregation strip to prevent legal access to the Property from Ensors Road.

| Option | Description |
|----------|--|
| Option 1 | <ul style="list-style-type: none"> ▪ Council retain the land. |
| Option 2 | <ul style="list-style-type: none"> ▪ Sell the entire site to the adjoining landowner who will grant easements |

9 Cont'd

| Option | Advantages | Disadvantages |
|----------|---|--|
| Option 1 | <ul style="list-style-type: none"> ▪ Council can grant E-Can an easement over the land to access the wells. ▪ As per the attached plan (attachment 2) Council can sell Lot 4 to Orion. ▪ A partial segregation strip along Ensors Road will give access to the site. ▪ As the buildings that were originally on the site have been removed the site could be enhanced into a Reserve /Waterway | <ul style="list-style-type: none"> ▪ As this site is in close proximity to the intersection of Ensors Road and Brougham Street giving access and egress to and from this site would potentially increase the risk of accidents. ▪ The cost of developing the site into a reserve/waterway could cost between \$15-\$30,000 depending on the enhancements. On top of this would be the annual cost of maintaining the fence and grounds. Estimates for this are between \$10,000 to \$15,000 depending on the work that has to be carried out on an annual basis. |
| Option 2 | <ul style="list-style-type: none"> ▪ Before implementing this option Council would sell a small portion containing the electricity kiosk to Orion. (attachment 2). ▪ Overcome the potential of causing accidents at this intersection by extending the segregation strip around the boundary facing Ensors Road. ▪ The costs associated with the enhancement and the associated costs won't have to be met by Council. ▪ With a sale the existing rights and access to the site will be preserved by agreement with the adjoining owner. | <ul style="list-style-type: none"> ▪ The Council misses out on an opportunity to develop a Reserve/ waterway enhancement. |

THE PREFERRED OPTION

34. The preferred option is Option 2 on the basis that the Council does not have a strategic use or purpose for the site, and that there is a financial benefit to sell the Property to the adjoining owner while maintaining existing use rights and access to the Property.

10. KING STREET RENEWAL

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the King Street renewal to proceed, as shown in **Attachment 1** and **Attachment 2**.

EXECUTIVE SUMMARY

2. 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 King Street and full reconstruction of the carriageway.
3. 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 and 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.

FINANCIAL IMPLICATIONS

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

| | |
|---------|-------------|
| 2009/10 | \$60,000 |
| 2010/11 | \$104,000 |
| 2011/12 | \$1,607,000 |

In addition to this funding, \$105,000 has been requested from Greenspace for drainage upgrades. Based on current estimates, there is sufficient funding to complete the installation of this project.

10 Cont'd

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

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

6. 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.
7. 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.
8. 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

9. 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

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

CONSULTATION FULFILMENT

11. A seminar was held with the Spreydon/Heathcote Community Board on Tuesday 15 September 2009 to advise the Board that the King 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.
12. There are approximately 236 properties in King Street. Forty-seven responses were received, of which thirty-eight (80%) responses were in support of the proposal, five (11%) responses did not support the proposal and four (9%) did not indicate a preference.
13. A number of issues were raised in this community consultation. The key issues and responses from the project team are outlined below:
 - (a) Request for underground wiring. Funding is not currently allocated for undergrounding overhead services on local roads in the city.
 - (b) Request to extend the no stopping lines on the North side of King Street at the Colombo Street intersection. Feedback indicated that cars frequently block the road while queuing outside the Kentucky Fried Chicken store. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(a) and 14(b).
 - (c) Requests for Southampton Street to be upgraded. Southampton is presently on the Draft Capital Programme for Street Renewal, consultation 2009/10 financial year and construction 2011/12 financial year.

10 Cont'd

- (d) Concern about ongoing traffic problems in Croydon Street. Croydon Street is presently on the Draft Capital Programme for Street Renewal, consultation in 2011/12 financial year and construction 2013/14 financial year. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(c).
 - (e) Request to remove proposed street trees outside 30 and 112 King Street. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(d).
 - (f) Concerns about mowing the new berm area. The Council will mow grass berms to ensure grass height does not exceed Council standards. Residents can phone the Council Call Centre and request to go on the grass berm mowing list.
 - (g) Requests for the road to be wider than nine metres. The City Plan designates local roads to be nine metres.
 - (h) Damage occurring to the footpath by a Silver Birch tree outside 134 King Street. The Silver Birch tree is on Council road reserve. The tree has been inspected and is a poor specimen and is causing on going damage to the footpath. The resident is happy for the tree to be removed and be replaced with a new street tree. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(e).
14. As a result of this community consultation, a number of amendments have been made to the proposed plan:
- (a) Extension to the no stopping lines on the North side of King Street at the Colombo Street intersection to the vehicle entrances of Mitre 10.
 - (b) Removal of the footpath strip on the North side of King Street at the Colombo Street intersection and the extension of garden bed. This is due to the parking space being removed because of the extension of no stopping lines.
 - (c) A chevron board to be placed on Croydon Street at the end of King Street.
 - (d) Removal of proposed street trees outside 30 and 112 King Street.
 - (e) Removal of a Silver Birch tree outside 134 King Street.
15. 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.
16. 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 King Street Renewal Project (refer **attachment 1** and **2**).
- (b) Approve the following parking restrictions to take effect following completion of construction.

10 Cont'd

Revoke Existing Parking Restrictions

- (i) That all existing parking restrictions on the South West side of King Street between Colombo Street and Croydon Street be revoked.
- (ii) That all existing parking restrictions on the North East side of King Street between Colombo Street and Croydon Street be revoked.

Revoke Existing Give-Way

- (iii) That the existing give-way on King Street on the approach to the intersection with Colombo Street be revoked.

Revoke Existing Stop

- (iv) That the existing stop on Montrose Street (North) on the approach to the intersection with King Street be revoked.
- (v) That the existing stop on Montrose Street (South) on the approach to the intersection with King Street be revoked.

New No Stopping – Colombo Street to Croydon Street

- (vi) That the stopping of vehicles be prohibited at any time on the North side of King Street commencing at its intersection with Colombo Street and extending 25 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the North side of King Street commencing at a point 93.5 metres East of its intersection with Colombo Street and extending 12 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at a point 109 metres North West of its intersection with Montrose Street and extending 19 metres in a North westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at its intersection with Montrose Street and extending 21 metres in a North westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the North West side of Montrose Street commencing at its intersection with King Street and extending 14 metres in a North easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the North East side of Montrose Street commencing at its intersection with King Street and extending 16 metres in a North easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at its intersection with Montrose 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 King Street commencing at a point 45 metres South East of its intersection with Montrose Street and extending 16 metres in a South easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at a point 152 metres North West of its intersection with Croydon Street and extending 15 metres in a North westerly direction.

10 Cont'd

- (xv) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at its intersection with Croydon Street and extending 15 metres in a North westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at its intersection with Croydon Street and extending 18.5 metres in a North westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at a point 145 metres North West of its intersection with Croydon Street and extending 12.5 metres in a North westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at a point 46 metres South East of its intersection with Montrose Street and extending 18 metres in a South easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at its intersection with Montrose Street and extending 21 metres in a South easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the South East side of Montrose Street commencing at its intersection with King Street and extending 16 metres in a South westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the North West side of Montrose Street commencing at its intersection with King Street and extending 13.5 metres in a South westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at its intersection with Montrose Street and extending 18.5 metres in a North westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at a point 111 metres North West of its intersection with Montrose Street and extending 15.5 metres in a North westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the South side of King Street commencing at a point 96 metres East of its intersection with Colombo Street and extending 13.5 metres in an easterly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the South side of King Street commencing at its intersection with Colombo Street and extending 12 metres in an easterly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the North West side of Croydon Street commencing at its intersection with King Street and extending 14 metres in a North easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the North West side of Croydon Street commencing at its intersection with King Street and extending 12 metres in a South westerly direction.

New Give-way

- (xxiii) That a give way be placed against the King Street approach at its intersection with Colombo Street.

10 Cont'd

New Stop

- (xxiv) That a stop be placed against the Montrose Street (North) approach at its intersection with King Street.
- (xxv) That a stop be placed against the Montrose Street (South) approach at its intersection with King Street.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

- 17. King Street is classified as a local road. The street is approximately 870 metres long, and connects with Colombo Street (a minor arterial) to the West via a priority controlled intersection and Croydon Street (a local road) to the East. King Street is naturally divided into two areas due to the different land uses within the street. Commercial premises define the western end of King Street, which has a carriageway width of approximately 14 metres. On the southern side of the carriageway there is a two-way access for Kentucky Fried Chicken and its car park. On the northern side of the carriageway there is an access to an off-street car park for the Mitre 10 store. There are existing traffic calming features along King Street in the form of four speed humps. These are located outside numbers 21, 75, 121 and 147 King Street.
- 18. The Land transport Safety Crash Analysis System shows there have been nine crashes recorded for the five year period between 2004 and 2008 on King Street. Five accidents involved cars turning in and out of King Street at Colombo Street which resulted in cars hitting other cars, and a cyclist and pedestrian being hit. Four accidents have occurred on King Street.
- 19. A traffic count undertaken in King Street in August 2009 shows 1144 vehicles per day outside no's 56/58, and 570 vehicles per day outside no's 114/118. The 85 percentile speed was 44.3 km/hour for vehicles travelling northbound and 48.2 km/hour for vehicles travelling southbound. This indicates that the existing speed humps are producing an effective traffic calming function.

THE OBJECTIVES

- 20. 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 above the budget.

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

The proposal improves the pedestrian environment by providing a footpath width of 2.65 metres outside the commercial premises on the northern side of the carriageway and 2.5 metres on the southern side of the carriageway. Outside residential properties (numbers 10 to 18) in the commercial area the footpath width measures 1.5 metres and is located between two berms.

10 Cont'd

The proposed footpath width in the residential area is 1.5 metres on both sides of the carriageway and is located between two berms, which are designed to ensure 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.

It is proposed to replace the speed humps. The traffic calming features in addition to the reduced carriageway width would slow traffic. Cyclists are likely to benefit from the reduced speeds.

Parking levels will be maintained at existing levels in the commercial area. In the residential area, some spaces will be lost where the speed tables are to be introduced because of the carriageway narrowing.

- (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.

- (d) Renew street drainage pipes as required.

The scheme will include upgrading the street drainage pipes as required. The works will include the installation of new pipes ranging from 225 millimetres to 525 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 scheme has allowed for the renewal of the berms where required in the residential area. This will include reducing the berm against the private boundary to provide a footpath clear of power poles. A new wider berm is proposed along the kerb edge to allow for landscaping or street trees. There are no berms proposed outside the commercial premises close to the Colombo Street intersection.

- (h) Renew streetlight assets as required.

The scheme will include upgrading the street lighting to comply with AS/NZS 1158 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.

10 Cont'd

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

Traffic volume and speed surveys were undertaken from Sunday 23 August to Saturday 29 August 2009 outside number 56/58 King Street and 114/118 King Street. The results showed an 85 percentile speed of 44.3 km/h for vehicles travelling northbound and 48.2 km/h for vehicles travelling southbound outside 56/58 King Street and 46.4 km/h for vehicles travelling northbound and 48.6 km/h for vehicles travelling southbound outside 114/118 King Street.

The carriageway would be narrowed to nine metres, with four speed tables and carriageway narrowings to five metres proposed along the street. The speed tables would replace the existing humps in the existing locations. The introduction of street trees to enhance the residential environment along with speed tables will help to keep vehicle speeds low and should help to reduce vehicle speeds on King Street further.

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

The wider berms would allow for street trees. It is proposed to incorporate 38 Sophora Microphylla (kowhai) trees and 47 Fraxinus Excelsior (ash) trees into the scheme.

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

No further assets than those described above are being installed on this scheme.

THE OPTIONS

21. Three options were developed for comparison in the plan development stage of the project. Option Three has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

22. Option One includes new kerb and channel, repairing/renewing the road and footpaths and berms where required. This was not been selected as the preferred option because key objectives are not met. The power poles would continue to reduce the footpath width.

OPTION TWO

23. Option Two includes the following:
- (a) In the commercial area, the carriageway width would be retained at 14 metres.
 - (b) Proposed build out reduces the width of King Street at the intersection, resulting in one exit lane to Colombo Street and one entry lane into King Street.
 - (c) Proposed 90 degree parking bays proposed on King Street along the northern side of the carriageway outside Mitre 10. The proposal incorporates fifteen parks along the northern kerb line at a 90 degree angle; this is a net reduction of three spaces from the existing condition, which permits parking on both sides of the carriageway.
 - (d) A Type C treatment would be provided on King Street to slow vehicles entering the street from Colombo Street. The slow turning traffic will assist vehicles manoeuvring in and out of parking bays. A raised platform would replace the existing speed hump at the eastern end of the commercial properties to highlight the change in environments.
 - (e) In the residential environment, a carriageway width of nine metres is proposed, with the footpath moved from the kerbside to the middle of the two berms. This would allow for street trees and landscaping and provide a wider footpath free of power poles.

10 Cont'd

- (f) To keep speeds low through the residential area, it is proposed to replace the speed humps with raised platform in new locations to provide an equal distance between the tables. The speed tables will be set between a 5 metres narrowing formed by build outs. A long raised platform section would be provided on the bend at 40 King Street and a speed table would be incorporated at the King Street/Montrose Street intersection.
 - (g) Street lighting upgrades and tree planting along or at key locations.
 - (h) Upgrading drainage pipes and sumps where the street is prone to flooding.
24. Option Two was not been selected as the preferred option because key objectives are not met. There would be a loss of three car parking spaces in the commercial area at the western end of the scheme, and access to Colombo Street would be reduced to one exit lane. The scheme would see the removal of the existing speed humps along the street as part of the full reconstruction and replaced with a greater number of speed tables. The long raised platform on the bend would restrict parking in this section and would be expensive.

OPTION THREE

26. Option Three includes the following:
- (a) Option Three also seeks to create two separate environments to enhance the residential area to the South and the commercial area to the North. In the commercial area, the carriageway width would be reduced to 10 metres. Parallel parking would be retained along both sides of the carriageway as the existing situation. The existing two exit lanes to Colombo Street would also be maintained.
 - (b) To highlight the change in the two environments a speed table with a carriageway narrowing will replace the existing speed hump.
 - (c) In the residential environment, a carriageway width of nine metres is proposed, with the footpath moved from the kerbside to the middle of the two berms. This would allow for street trees and landscaping and a footpath clear of power poles.
 - (d) To keep speeds low through the residential area, it is proposed to replace the existing speed humps with new raised platforms in the same location as the old speed humps. At the location of the speed tables the carriageway would be narrowed to five metres, and parking restricted in these sections.
 - (e) Street lighting upgrades and tree planting along or at key locations.
 - (f) Upgrading drainage pipes and sumps where the street is prone to flooding.

THE PREFERRED OPTION

27. **Option Three** is the preferred option as it meets all the project objectives.

11. HUXLEY STREET RENEWAL

| | |
|-------------------------------------|--|
| General Manager responsible: | City Environment, General Manager, DDI 941-8608 |
| Officer responsible: | Transport and Greenspace Unit Manager |
| 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**.

EXECUTIVE SUMMARY

2. 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.
3. 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.

FINANCIAL IMPLICATIONS

4. 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.

11 Cont'd

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

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

6. 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.
7. 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.
8. 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

9. 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

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

CONSULTATION FULFILMENT

11. 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.
12. 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.
13. 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 hasn't 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).

11 Cont'd

- (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 is not 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 9.00am 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).
- (i) Residents at the Huxley Street and Ingoldsby Street corner have requested that corner be tightened from 7.5 metres to seven 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.

11 Cont'd

14. As a result of this community consultation, a number of amendments have been made to the proposed plan:
 - (a) Installation of a chevron 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 seven metres.
15. 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 the no stopping outside the Roger Street shop to create one more crossing point with dropped kerbs and tactile pavers.
 - (c) Increase of a textured surface on the South East side of Montrose Street.
 - (d) Tactile pavers to be introduced at all crossing locations.
 - (e) 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.
16. 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.
17. 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.

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.

11 Cont'd

- (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.
- (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.

11 Cont'd

- (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 six 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 8 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.
- (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.

11 Cont'd

- (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 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 9 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.

11 Cont'd

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.

- (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.

11 Cont'd

- (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.

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;

11 Cont'd

- (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 nine 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;
 - (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. STRENGTHENING COMMUNITIES FUNDING – SPREYDON/HEATHCOTE KEY LOCAL PROJECTS 2010

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager Community Services, DDI 941-8607 |
| Officer responsible: | Community Support Manager |
| Author: | Jay Sepie, Community Development Adviser, DDI 941 5102 |

PURPOSE OF REPORT

1. The purpose of this report is for the Spreydon/Heathcote Community Board to consider whether or not to recommend any new initiatives as a Key Local Project to the Metropolitan Strengthening Communities Fund for 2010/11.

EXECUTIVE SUMMARY

2. In a public excluded seminar, held on 30 April 2010, the Spreydon/Heathcote Community Board considered the issue of Key Local Projects for 2010.
3. As part of the Strengthening Communities Grants funding Programme, each Board may nominate Key Local Projects (KLP's) in it's area that are put forward to the Metropolitan Funding Committee for consideration for metropolitan funding.
4. The Metropolitan Funding Committee will make KLP decisions based on affordability and the following priorities:
 - Strengthening Communities Strategies and Goals;
 - Funding Outcomes and Priorities as set out in Strengthening Communities the Strategy;
 - Alignment to Community Board objectives,
 - Projects deliver benefits to the city outside of the local Board area; and
 - Key community issues contemplated under Goal 2 of the Strengthening Communities Strategy.
5. In addition, staff recommendations for Key Local Projects are also based on whether the project meets the following criteria:
 - The organisation undertaking the project has a proven track record with the Council in providing a high quality level of service;
 - Significantly contributes towards the Council's Funding Outcomes and Priorities;
 - Demonstrates leadership and innovation;
 - Demonstrates best-practice and collaboration.
6. In 2008/09, the Spreydon/Heathcote Community Board recommended three projects be funded as Key Local Projects from the Metropolitan Strengthening Communities Fund. These projects, which were all funded for a three year term, were:

| Name of Group | Name of Project | Amount Funded |
|--------------------------------|-----------------------------------|---------------|
| Cross Over Trust | Rowley Youth Workers | \$47,000 |
| Rowley Resource Centre | Salary and Programme Costs | \$30,000 |
| Spreydon Youth Community Trust | Hillmorton Cashmere Youth Workers | \$27,000 |

7. Staff have reviewed all applications to the Strengthening Communities Fund 2010/11 to identify if there are any projects that should be considered for recommendation to the Metropolitan Funding Committee as Key Local projects for 2010/11. (**Attachment 1**).
8. Staff recommend that no new projects be recommended from the Spreydon/Heathcote Community Board as KLP's for 2010/11.

12 Cont'd

FINANCIAL IMPLICATIONS

9. There are no new financial implications. A total of \$104,000 from the Metropolitan Strengthening Communities Fund will be spent on three Spreydon/Heathcote KLP's for the third and final year.
10. In 2010/11, the Spreydon/Heathcote Community Board will have \$238,918 to allocate in its Strengthening Communities Fund.

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

11. Yes, see LTCCP pages 176 and 177 regarding community grants schemes including Board funding.

LEGAL CONSIDERATIONS

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

12. Yes. Community Board funding decisions are made under delegated authority from the Council.

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?

13. Yes. Strengthening Communities Funding and Community Board Funding, see LTCCP pages 176 and 177 regarding Community Grants Schemes including Board funding.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

14. The funding allocation process carried out by Christchurch Community Boards is covered in the Council's Strengthening Communities Strategy.

CONSULTATION FULFILMENT

15. Not required.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommends no new projects as Key Local Projects for 2010/11.

CHAIRPERSONS RECOMMENDATION

The Chairperson has not seen this report.

12 Cont'd

BACKGROUND

16. The Council adopted the Strengthening Communities Strategy on 12 July 2007. The Strengthening Communities Grants Funding Programme comprises four funding schemes:
 - (a) Strengthening Communities Fund
 - (b) Small Projects Fund
 - (c) Discretionary Response Fund
 - (d) Community Organisations Loan Scheme
17. The funding schemes enable the Council and its Community Boards to support and provide leverage opportunities for not-for-profit, community focused groups seeking funding in support of their community endeavours.
18. Each Community Board may nominate Key Local Projects (KLP's) in its area that are put forward to the Metropolitan Funding Committee for consideration for metropolitan funding.
19. The agreed process to determine if a "local" funding application should be processed as a KLP is detailed in the report that was adopted by the Council on 4 October 2007.
20. The Metropolitan Funding Committee will make KLP decisions based on affordability and the following priorities:
 - Strengthening Communities Strategy Principles and Goals;
 - Funding outcomes and priorities as set out in Strengthening Communities Strategy;
 - Alignment to local Community Board objectives;
 - Projects deliver benefits to the city outside of the local Board area; and
 - Key community issues contemplated under Goal 2 of the Strengthening Communities Strategy.
21. The process for considering KLP's is as follows:
 - i) Community Boards nominate and prioritise their KLP's and make a recommendation to the Metropolitan Funding Committee.
 - ii) The Metropolitan Funding Committee makes decisions on Board recommended KLP's.
 - iii) Successful KLP's are allocated funding from the Metropolitan Strengthening Communities Fund.
 - iv) Unsuccessful KLP's are returned to the Community Board for consideration under the local Strengthening Communities Fund.
22. Community Boards are advised that where candidates for KLP funding consideration are successful in receiving funding from the Metropolitan Funding Committee, then there can be no further funding call on the Board for that project.
23. This is also the case, where a successful candidate is funded to a lower level than has been recommended by the Board. This reflects the "funding constraints" criteria agreed by Council in Appendix F of the 4 October 2007 report which states that
"Groups receiving funding at a Metropolitan level may only receive local level funding if the project is specifically local and no portion of it has been funded at the Metropolitan level".

12 Cont'd

24. In 2008/09, the Community Board recommended the following KLP's which were subsequently funded for three years by the Metropolitan Funding Committee:

| Name of Group | Name of Project | Amount Funded |
|--------------------------------|-----------------------------------|---------------|
| Cross Over Trust | Rowley Youth Workers | \$47,000 |
| Rowley Resource Centre | Salary and Programme Costs | \$30,000 |
| Spreydon Youth Community Trust | Hillmorton Cashmere Youth Workers | \$27,000 |

25. In 2009/10 the Spreydon/Heathcote Community Board recommended no new Key Local Projects to be considered for funding by the Metropolitan Funding Committee.

KEY LOCAL PROJECTS FOR 2010/11

26. Staff have reviewed all applications to the Strengthening Communities Fund 2010/11 to identify if there are any projects that should be considered for recommendation to the Metropolitan Funding Committee as Key Local Projects for 2010/11.
27. A list of all applications to the Spreydon Heathcote Community Board Strengthening Communities Fund is attached. (**Attachment 1**).
28. Staff recommend that no new projects be recommended by the Spreydon/Heathcote Community Board as Key Local Projects for 2010/11.

13. SPREYDON/HEATHCOTE 2009/10 YOUTH ACHIEVEMENT FUNDING APPLICATION – SAMUEL WYNSTON-RICHARDS

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

PURPOSE OF REPORT

1. The purpose of this report is to present to the Board, an application for funding assistance from the Spreydon/ Heathcote 2009/10 Youth Achievement Scheme fund.

EXECUTIVE SUMMARY

2. Funding is being sought by Samuel Wynston-Richards, 16 year old of Cashmere, to represent St Andrews College on an English Premier League football training tour.
3. The application was received prior to the event taking place as required in the criteria.

FINANCIAL IMPLICATIONS

4. The following table detail event expenses and funding requested for each applicant:

| EXPENSES | Cost (NZ \$) |
|-------------------------|---------------------|
| Accommodation & Food | \$1,710 |
| Flights | \$3,200 |
| Training Fees | \$1,000 |
| Uniform | \$100 |
| Ground Transport | \$200 |
| Total Cost | 6,210 |
| Amount raised | \$1,750 |
| Amount requested | \$400 |

5. This is the first time the applicant has applied for funding from the Spreydon/Heathcote Youth Achievement scheme.
6. There is currently a balance of \$2,000 available in the 2009/10 Youth Achievement Scheme fund.

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

7. Yes see page 184, regarding Board funding.

LEGAL CONSIDERATIONS

8. There are no legal issues to be considered.

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

9. Not applicable.

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

13 Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Application aligns with the Youth Strategy and the Physical Recreation and Sport Strategy.

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board allocate Samuel Wynston-Richards \$350 from the 2009/10 Youth Achievement Scheme fund towards costs to travel with St Andrews College on an English Premier League football training tour.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND OF APPLICANT

Samuel Wynston-Richards

14. Samuel attends St Andrews College where he plays football (soccer) for the first eleven and where he has been the captain for the last two years. He has played for the Cashmere Wanderers but, since being at secondary school he represents his school. His school team competes in the Under 17 year old league and they came second last year.
15. St Andrews College takes a group of boys on the English Premier League tour every two to three years. The school selects senior boys from the first eleven team who are performing well since the trials in Term one. The tour includes the following:
- Tour of the Stamford Bridge Stadium in Chelsea followed by a double training session at the Chelsea Football Club Academy.
 - Friendly match against a local side in London.
 - Double training with Fulham Football Club's youth coaches and a chance to watch professionals train.
 - Watch a Premier Youth League Academy match and Premier League match in London.
 - Training session at Liverpool Football Club Academy and guided tour of complex.
 - Friendly match against local side in New England.
 - Double training session at Manchester City training grounds followed by tour of match stadium.
16. Samuel hopes to improve his football skills and learn more about the professional teams in England. The tour is described in the itinerary as '*a dream come true for any football enthusiast*'. The players will learn the history of successful English football clubs and get to experience the latest training techniques from internationally qualified trainers with a youth focus. The tour also includes the opportunity to do some sightseeing around London and New England.
17. The boys who were chosen to go on the tour are committed to fundraising. Sam estimates he has worked at least 20 volunteer hours and has worked 100 hours for his parents and their business for an allowance. The school confirmed the tour 6 months prior to the trip which has not given the team long to fundraise compared to most senior school trips (usually 1-2 years). The team plans to fundraise \$3,500 per player. They have pooled all their money and worked on the following fundraising activities; sold food at the Chinese Lantern Festival, sold raffle tickets, ran a pub quiz, sold cookies, and ran several sausage sizzles.

14. APPROVAL OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD SUBMISSION TO ENVIRONMENT CANTERBURY

PURPOSE OF THE REPORT

The Board discussed at its 13 April 2010 meeting to develop a submission to Environment Canterbury's Annual Plan 2010.

The submission has been circulated separately and retrospective ratification of the submission is requested.

STAFF RECOMMENDATION

That the Board consider and ratify the Spreydon/Heathcote Community Board's submission on Environment Canterbury's Annual Plan 2010.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be supported.

15. COMMUNITY BOARD ADVISERS UPDATE

16. ELECTED MEMBERS' INFORMATION EXCHANGE

17. MEMBERS QUESTIONS UNDER STANDING ORDERS