



## Christchurch City Council

# SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

**TUESDAY 31 MARCH 2009**

**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

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**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**PART B - REPORTS FOR INFORMATION**

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 17 MARCH 2009**

The minutes of the Board's ordinary meeting of Tuesday 17 March 2009 are **attached**.

**CHAIRPERSON'S RECOMMENDATION**

That the minutes of the Board's meeting of 17 March 2009 be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

- Paul Dickson, Drainage Engineer will brief the Board on Open Wilderness Drains and other drains in the ward.

- Funding matters from the Community Grants Funding Team.

**SPREYDON HEATHCOTE COMMUNITY BOARD  
17 MARCH 2009**

**Minutes of a meeting of the Spreydon/Heathcote Community Board  
held on Tuesday 17 March 2009 at 5.08pm  
in the Boardroom, Beckenham Service Centre**

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

**APOLOGY** An apology was received and accepted from Chris Mene for early departure who retired at 5.50pm, and was absent for part of clause 15, and all of clauses 7, 8, 9, 10, 12, 13, 14 and 16.

The Board reports that:

**PART A – MATTERS REQUIRING A COUNCIL DECISION**

**1. COLOMBO BUS PRIORITY PROJECT – COLOMBO STREET BUS STOP AT THORRINGTON ROAD**

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941 8608
<b>Officer responsible:</b>	Transport & Greenspace Unit Manager
<b>Authors:</b>	Kirsten Mahoney, Project Manager and Greg Barnard, Public Transport Infrastructure Co-ordinator

**PURPOSE OF REPORT**

1. The purpose of this report is to recommend that the Council revoke the relocation of the bus stop to outside 2B Thorrington Road and 37 Colombo Street as part of the Colombo Bus Priority Project, and resolve the current location of the bus stop outside 31 Colombo Street, along with the amendment of the associated no stopping restrictions.

**EXECUTIVE SUMMARY**

2. The owners of 2B Thorrington Road and 37 Colombo Street contacted Kirsten Mahoney by letter dated 17 December 2008 and by phone on 22 December 2008 with concerns about the relocation of the bus stop on Colombo Street from south of the intersection with Thorrington Road to north of the intersection with Thorrington Road outside their properties, as part of the Colombo Bus Priority Project.
3. The owners of these properties were not happy with this decision and requested an on-site meeting with the project team leaders in early 2009. Council staff, Greg Barnard and Tom Howkins met with the residents on site on 6 January 2009 to investigate and discuss their concerns. Whilst the residents have no problem with the bus lanes, they are concerned about an increase in broken bottles and discarded rubbish in their front gardens with the relocation of the bus stop. The residents are also concerned that a bus shelter may be built outside their property contributing to the litter problem they already experience. However, at this time there is no bus shelter proposed as part of this bus stop location.
4. The main reason for the relocation of this bus stop under the bus priority project relates to the removal of parking on the eastern side of Colombo Street. In order to minimise the effect on on-street parking for the businesses on the west side of Colombo Street, additional parking through the relocation of the bus stop was proposed.

**1 Cont'd.**

5. The owners at 2B Thorrington Road and 37 Colombo Street say they were not consulted as part of the bus priority project consultation phase in October – December 2007 and did not receive a consultation brochure. Details of the consultation undertaken as part of the bus priority project are outlined below.
6. Mr Barnard has advised the bus priority project team that there are no safety implications with retention of the existing bus stop in its current location; however, he would encourage the project team to monitor this bus stop and report back on any issues as part of the 12 month review requested by the Council as part of the bus priority project.
7. There were no specific submissions from the public relating to the removal or retention of the existing bus stop, during the consultation phase undertaken in October – December 2007.

**FINANCIAL IMPLICATIONS**

8. There are no financial implications with the retention of the existing bus stop.
9. The relocation of this bus stop is included within the estimated costs for the Colombo Bus Priority Project, which is included in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. Removal an existing bus stop including signage and markings typically costs \$200, and the installation of a new bus stop including signage and markings typically costs \$500.

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

10. As above.

**LEGAL CONSIDERATIONS**

11. The installation of any bus stop signage and/or markings must comply with the Land Transport Rule - Traffic Control Devices 2004 – Rule 54002.
12. The retention of the existing bus stop will require recommendation by the Spreydon/Heathcote Community Board to the Council, as this was revoked by the Council at its meeting held on 15 May 2008.

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

13. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. The Colombo Bus Priority Project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

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

15. As above.

**ALIGNMENT WITH STRATEGIES**

16. The Colombo Bus Priority Project is consistent with the National Land Transport Strategy, as well as key regional and local Council strategies, including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012 and the Greater Christchurch Urban Development Strategy.

**1. Cont'd.**

17. The bus stop rationalisation aspect of the bus priority project has been developed in line with the Council's Bus Stop Location Policy 1999.

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

18. As above.

**CONSULTATION FULFILMENT**

19. Public consultation for the Colombo Bus Priority Project was undertaken from 15 October – 17 December 2007. The Colombo Route specific consultation brochure was distributed to approximately 1,932 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 9,500 route specific brochures were printed and distributed.
20. As a result of the consultation phase, a total of 136 responses were received on the Colombo route, through a variety of media including emails, feedback forms (included with the brochure), Have Your Say on the Council's website, letters and phone call. In addition, there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.
21. The consultation process was reported to Community Board Members and Councillors in a report dated 18 January 2008 *Bus Priority Record of Consultation, Communication and Marketing*. The issues raised during the consultation phase were reported to the Community Board at its meeting held on 15 April 2008 and to Council at its meeting held on 15 May 2008.
22. Following the letter and phone call received from the residents at 2B Thorrington Street and 37 Colombo Street in December 2008, an on-site meeting was held with Greg Barnard and Tom Howkins to investigate the concerns raised by these residents and establish if these concerns could be accommodated.

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) (i) Revoke the resolution passed by Council at its meeting held on 15 May 2008, which read:
- (d)(xiii) That a bus stop be installed on the west side of Colombo Street commencing 12 metres north of its intersection with Thorrington Road and extending 15 metres in a northerly direction.*
- (ii) Approve the following:
- That the bus stop be installed on the west side of Colombo Street commencing 12 metres north of its intersection with Thorrington Road and extending 15 metres in a northerly direction be revoked.*
- (b) (i) Reinstate the resolution revoked at its meeting held on 15 May 2008, which read:
- (d)(vii) That the existing bus stop be revoked from the west side of Colombo Street commencing ten metres south of its intersection with Thorrington Road and extending 17 metres in a northerly direction.*
- (ii) Approve the following:
- That the existing bus stop remain on the west side of Colombo Street commencing 10 metres south of its intersection with Thorrington Road and extending 17 metres in a southerly direction.*

**1 Cont'd.**

- (c) (i) Amend the resolution passed at its meeting held on 15 May 2008, which read:

*(f)(lxii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 27 metres north of its intersection with Thorrington Road and extending 99 metres in a northerly direction.*

- (ii) Approve the following:

*That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 12 metres north of its intersection with Thorrington Road and extending 114 metres in a northerly direction.*

- (d) Review the location of the bus stop on Colombo Street near the Thorrington Road intersection as part of the Council's resolution adopted at its meeting held on 15 May 2008, which states: "That staff report to the Council twelve months after the implementation on the effectiveness of the bus priority measures on Colombo Street, with any recommended changes".

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

**BOARD NOTE**

The outcome of this decision is the status quo.

**PART B – REPORTS FOR INFORMATION**

**2. DEPUTATIONS BY APPOINTMENT**

Nil.

**3. PETITIONS**

Nil.

**4. NOTICE OF MOTION**

Nil.

**5. CORRESPONDENCE**

Nil.

**6. BRIEFINGS**

Kirsten Mahoney, Project Manager, updated the Board on the Bus Priority Implementation Programme, in relation to the Colombo Street Bus Priority Project, outlining time frames, liaison with affected business owners, the education programme and the enforcement process.

The Board requested that the Board, the engagement team staff and any businesses affected by the shop canopy/signage renewal aspect of the programme be notified early of the planned changes and that the introduction of the programme should be done in liaison with the local residents associations. Further the introduction should be targeted at areas which have been assessed as high risk in relation to the introduction of the programme.

## 7. ROAD STOPPING POLICY

The Board considered a report on the proposed Road Stopping Policy. A report with recommendations from all eight Community Boards will be submitted to a later Council meeting in 2009.

The Board requested that feedback be provided to Council on the following matters:

- (i) The Board seeks the inclusion of the following as a criteria for non-approval, that the land has a landscape amenity value. (section 5).
- (ii) In relation to point (b) of the staff recommendation the following additional criteria be added:  
That the area of stopped road will not create, or have the potential to create, an additional Lot from the amalgamated property.
- (iii) In relation to page 24 of the report under the heading Market Value of the Road that the following words be added "to require the valuation to be based on the highest and best use principles and that consideration be given to the added value it creates for the property that it is being amalgamated to".
- (iv) To ensure that the policy makes it clear that the Council will not carry costs arising from hearings (including the costs of staff time, and any hearing costs).
- (v) That staff advise Community Boards via informal email or memo of any road stopping applications proposed to be dealt with by staff within its ward, allowing one week to gather any elected members input.
- (vi) That the Council note that the experience of the Spreydon/Heathcote Board in relation to hill area land is different to the experiences of Boards dealing with flat land.

## 8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board related activity over the coming weeks. Mention was made of the following matters:

- LTCCP consultation, submissions and future workshops. Residents Associations we be well informed of the process.
- New Zealand Community Board Conference
- Open Drains in the ward

(Note: The matter of Open Drains is further considered under clause 12).

## 9. ELECTED MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Traffic safety in relation to the Centaurus Road intersection and in the hill areas of the ward given residents reports of a number of vehicle accidents and in particular vehicles crashing through properties front fences.

The Board **requested** that a verbal report be presented to the Spreydon/Heathcote Community Board on 31 March 2009 meeting on the subject of traffic safety in relation to the Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace area and generally in the Port Hills area, including traffic black spots and injury/accidents reports and any other relevant traffic safety information in relation to the area.

**9 Cont'd.**

- The Board discussed the hanging of the gifted Tapa cloth in the Boardroom of the Beckenham Service Centre.

The Board **decided** that in order for the Spreydon/Heathcote Community Board to reflect the many and diverse communities in the ward, initially it would arrange to hang a framed copy of the Treaty of Waitangi (both versions) and then the Tapa cloth generously donated by Chris Mene, followed by representation of other cultures in the Boardroom/foyer of the Beckenham Service Centre.

- Issues had been raised with staff regarding the new shopping complex between Colombo Street and Tennyson Street concerning traffic safety and access into the new carpark.
- The Board **decided** that staff should forward a letter to both the Cashmere Garden Club and the Addington Bush Society Inc, congratulating them on their outstanding efforts at the recent Eilerslie International Flower Show. The letters should also be copied to the local residents associations.
- The cricket pitch in Somerfield Park in relation to the Cashmere Wanders Soccer playing fields.
- Board members attendance at The Old Stone House committee meeting.

**10. MEMBERS QUESTIONS UNDER STANDING ORDERS**

Nil.

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

**11. CONFIRMATION OF MEETING REPORT – 27 FEBRUARY 2009**

The Board **resolved** that the Minutes of the ordinary meeting of the Board held on 27 February 2009 be confirmed.

**12. SPREYDON/HEATHCOTE LINED DRAINS – OPEN DRAIN RE-LINING**

Further to clause 8 of these minutes the Board **resolved** that matters in relation to lined drains and open drain re-lining projects within the Spreydon/Heathcote ward be discussed at the Spreydon/Heathcote Community Board meeting on 31 March 2009.

**13. BYRON STREET – PROPOSED P30 PARKING RESTRICTION**

The Board considered a report seeking approval to install a P30 parking restriction on the north side of Byron Street outside number 83.

The Board **resolved** that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Byron Street commencing at a point 50 metres west of its intersection with Brisbane Street and extending in a westerly direction for a distance of seven metres.

**14. BRICKWORKS LANE/WOODLAU RISE – PROPOSED NO STOPPING RESTRICTIONS**

The Board considered a report seeking approval for the stopping of vehicles be prohibited at any time on either side of the Brickworks Lane/Woodlau Rise intersection.

**14 Cont'd.**

The Board **resolved**:

- (a) That the stopping of vehicles be prohibited at any time on the east side of Brickworks Lane commencing at its intersection with Woodlau Rise and extending in a southerly direction for a distance of 23 metres.
- (b) That the stopping of vehicles be prohibited at any time on the west side of Brickworks Lane commencing at its intersection with Woodlau Rise and extending in a southerly direction for a distance of 17 metres.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Woodlau Rise commencing at its intersection with Brickworks Lane and extending in a easterly direction for a distance of seven metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Woodlau Rise commencing at its intersection with Brickworks Lane and extending in a westerly direction for a distance of 17 metres.

**15. CASHMERE VIEW STREET RENEWAL**

The Board considered a report seeking approval for the Cashmere View Street Kerb and Channel Renewal project to proceed to final design, tender and construction.

The Board **resolved**:

- (a) That the plan for Cashmere View Street kerb and channel renewal proceed to final design, tender and construction;
- (b) The following parking restrictions:

**New No Stopping:**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Rose Street commencing at a point two metres north of its intersection with Cashmere View Street and extending in a northerly direction for a distance of 3.5 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Rose Street commencing at a point three metres south of its intersection with Cashmere View Street and extending in a southerly direction for a distance of 2.5 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Cashmere View Street commencing at its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 14 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Cashmere View Street commencing at its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 13 metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Ashgrove Terrace commencing at the intersection of Cashmere View Street and extending in a northerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Ashgrove Terrace commencing at the intersection Cashmere View Street kerb line, on the south side, and extending 12 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Cashmere View Street commencing at a point 71 metres from its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 12.5 metres.

**15 Cont'd.**

- (viii) That the stopping of vehicles be prohibited at any time on the south side of Cashmere View Street commencing at a point 70 metres from its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 13 metres.

In addition to adopting the staff recommendation the Board request that staff report back to the Board via memorandum regarding the possible strategy to improve storm water quality entering the Heathcote River at the Heathcote River end of Cashmere View Street (Rain Garden Proposal).

**16. MOLTEN MEDIA TRUST PROJECT**

The Board considered a report requesting funding from the Boards' 2008/09 Discretionary Response Fund.

The Board **resolved** to grant \$5,000 from its 2008/09 Discretionary Response Fund to the Molten Media Trust towards the cost of developing sound financial systems, preparing and auditing the Trust's accounts as a contribution to the groups capacity building.

The Board requested that appropriate staff attend the Board meeting on 31 March 2009 to discuss the recommendation in clause B of the report.

The meeting concluded at 7.42pm.

**CONSIDERED THIS 31<sup>ST</sup> DAY OF MARCH 2009**

**PHIL CLEARWATER  
CHAIRPERSON**

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

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager,
<b>Author:</b>	Jon Ashford/Michael Thomson – Network Operations DDI 941 8950

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval that a P10 Parking Restriction be installed on the west side of Montreal Street outside number 107.

**EXECUTIVE SUMMARY**

2. The Council Network Operations Team has received a request from the manager of Leading Labels, who occupy 107 Montreal Street, that a short term parking restriction be installed outside their business. (Refer to **attached plan**).
3. Number 107 is located on the west side of Montreal Street, directly north of its intersection with Disraeli Street. Montreal Street is classified as a Minor Arterial and has a 50km/h speed limit. There is currently unrestricted parking on both sides of the road in this area.
4. Leading Labels are a printing business and advise that they have a lot of customers and couriers who call to drop off or collect items but only require short term parking. The unrestricted parking on both sides of the road is used as commuter parking all day, making it difficult for the Leading Label callers to find any nearby on-street parking. A number of these people currently double park, creating traffic problems close to the intersection.
5. This proposal will provide a P10 Restricted parking space on the west side of Montreal Street directly outside Leading Labels which will cater for the turnover nature of parking required and improve road safety by preventing double parking.
6. The neighbouring businesses on the west side of Montreal Street and those opposite on the east side have been consulted by Leading Labels and signed a form in support this proposal.

**FINANCIAL IMPLICATIONS**

7. The estimated cost of this proposal is approximately \$600.

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

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

**LEGAL CONSIDERATIONS**

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
11. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

12. As above.

**8 Cont'd.**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

14. As above.

**ALIGNMENT WITH STRATEGIES**

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

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

16. As above.

**CONSULTATION FULFILMENT**

17. The following businesses, which are on either side of Leading Labels on the west side of Montreal Street and opposite on the east side of the road, were consulted by Leading Labels and have signed a form in support of the proposal:

- Accord Contract Interiors 97 Montreal Street
- Keyghost Ltd 109 Montreal Street
- Southern Stainless Fabricators Ltd 112 Montreal Street
- Dore's for Floors Cnr Montreal & Disraeli Streets

18. This is an industrial / commercial area and there is no residents association.

19. The officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve that the parking of vehicles be restricted to a maximum period of ten minutes on the west side of Montreal Street commencing at a point 23 metres north of its intersection with Disraeli Street and extending in a northerly direction for a distance of seven metres.

**CHAIRPERSONS' RECOMMENDATION**

That the staff recommendation be supported.

**PROPOSED P10  
PARKING RESTRICTION**

109 110 112 97 106

Kent Street Disraeli Street Disraeli Street Montreal Street

**CHRISTCHURCH**  
CITY COUNCIL • YOUR PEOPLE • YOUR CITY

**MONTREAL STREET**  
Proposed P10 Parking Restriction  
**For Board Approval**

Original Plan Size: A4  
ISSUE: 1 01.09  
RAH

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File location - E:\PROJECTS\001 TO 200\026 TO 050\46 CSR NON CONTRACTED WARD5\MONTREAL ST 107-P10-46-5068100\MONTREAL ST - P10.DWG

## 9. LOUISSON PLACE – CAR PARKING AT OPAWA SCHOOL AND LANDSCAPING HEATHCOTE RIVERBANK

<b>General Manager responsible:</b>	General Manager City Environment, Jane Parfitt, DDI 941-8608
<b>Officer responsible:</b>	Transport & Greenspace Manager, Alan Beuzenberg
<b>Author:</b>	Consultation Leader – Greenspace, Ann Campbell and Project Manager, Euan Gutteridge

### PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Spreydon/Heathcote Community Board to proceed to final design, tender and construction for Louisson Place – car parking at Opawa School and additional pathway, jetty and landscaping on the Heathcote Riverbank opposite the school (**Refer Attachment 1**).

### EXECUTIVE SUMMARY

2. Louisson Place is located in Opawa and is a cul-de-sac which runs from Ford Road, past Opawa School and down to Louisson Courts, Council housing complex.
3. Opawa School approached the Council in the past regarding concerns related to parking and driving related issues experienced by parents of school children in Louisson Place during the drop off and pick times at the school, 8.30am – 9.00am and 2.30pm – 3.15pm.
4. Louisson Place is located at the end of the mid section of the Heathcote River. A management plan called the Mid-Heathcote River/Opawaho Linear Park Masterplan has been produced which specifies how the river bank should be managed. The majority of the works scoped within the Masterplan for this area relate to re-landscaping works on the river bank. It was concluded that these works should occur at the same time or prior to the road re-modelling works as typically landscape planting would occur as part of road project.
5. Due to existing physical constraints presented by the school property line and the Heathcote River, it is necessary to acquire additional land from the school. The Ministry of Education has tentatively indicated preference for transfer of land to the Council and details of proposed scheme and costs are being forwarded for their approval. The Council has determined that the land required has no value as the benefit to the school outweighs any potential land value, however, there are costs associated to legally complete the transfer of ownership.
6. Prior to transferring the land to the Council the Ministry will have to satisfy certain statutory requirements. This includes but not limited to the Ngai Tahu Claims Settlement Act 1998. It is anticipated that Ngai Tahu will be of a similar view to the Council in that the benefit of this project to the school outweighs any potential land value.

### FINANCIAL IMPLICATIONS

7. The funding for this neighbourhood improvement works project in Louisson Place has been set aside in the Transport and Greenspace Capital Programme:
  - Neighbourhood Improvement Works - Louisson Place      \$110,040      2008/09
  - Bank Stabilisation – Cashmere Stream to Opawa      \$90,000      2008/09
8. Current estimates for this project are:
  - Neighbourhood Improvement Works      \$157,130
  - Bank Stabilisation Project      \$ 66,000
9. There is a shortfall of \$47,090 for the Neighbourhood Improvement component of this project. An exception report has been submitted to the Transport PCG and additional funding has been approved from within the 2008/09 Neighbourhood Improvement Programme Budget to undertake this work.

9 Cont'd.

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

10. As per above.

**LEGAL CONSIDERATIONS**

11. **City Plan**

Part 8, Section 4.5.4 – Louisson Place is in a Special Purpose Road Zone, protecting all river and street trees from major pruning or removal.

Part 14, Appendix 5, also has minimum road widths for different road classifications. This scheme has a width of 11-13 metres and the requirement of the City Plan is 7.5 metres, therefore a consent is not required.

12. This scheme is subject to the Ministry of Education and Council reaching an agreement on the transfer of ownership of the required land currently belonging to the Ministry. The land required has been assessed by the Council's Property Team to have nil value due to the benefit of the project to the school outweighs any potential land value, therefore, the only costs expected to be incurred are associated with the legalisation of transfer.
13. All work will be carried out by a Council approved contractor.
14. A number of traffic resolutions, for new no stopping areas, will require amendment or addition to the Christchurch City Traffic & Parking Bylaw 1991. These are detailed in the staff recommendations section of this report.
15. 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.
16. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
17. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

18. As per above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

19. **LTCCP 2006-16 Capital Works Programme, Page 85**  
The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Neighbourhood Improvement Works of the Capital Works Programme.
20. **Mid-Heathcote/Opawaho Draft Masterplan**  
Riverbank restoration and landscaping work aligns with the draft Mid-Heathcote/Opawaho Masterplan for walking and cycling opportunities along the Heathcote Riverbank.
21. **Parks and Open Spaces Activity Management Plan**  
Council's objective with urban parks is to provide and manage Community Parks, Garden and Heritage Parks, Sports Parks and Riverbanks and Conservation Areas throughout the city that provide amenity values, areas for recreation and organised sport, garden environments and green corridors, that contribute to the city's natural form, character, heritage and Garden City image.

9 Cont'd.

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

22. As per above.

**ALIGNMENT WITH STRATEGIES**

23. Parking Strategy  
Road Safety Strategy  
Open Space Strategy  
Traffic Safety Works on School Grounds  
Parks & Waterways Access Policy  
Cycling Strategy  
Pedestrian Strategy

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

24. As per above.

**CONSULTATION FULFILMENT**

25. Community consultation on the preferred option was undertaken in December 2008. Approximately 13 households in Louisson Place and other key stakeholders, including parents of students at Opawa School (via the school newsletter), were consulted.

26. An information session was held on site on Monday 15 December 2008 at 2.30pm to provide an opportunity for residents and parents to discuss the project with Council staff.

27. The following issues were raised with a Project Team response provided:

- (a) **Request for cycle parking at the school entrance on Louisson Place**  
Cycle stand to be provided near the school gate in conjunction with the school.
- (b) **Relocate existing residents parking forward to provide new footpath or alternatively turn the proposed crossing point outside the school to a full footpath with residents only access past this point**  
No changes required because the speed and traffic volumes are considered to be very slow and pedestrians will be more likely to cross the road at the entrance.
- (c) **No provision for vehicle turning if all parking bay are occupied, suggest making one or two P5 bays for turning only**  
No changes required because the proposed scheme provides sufficient parking bays which it is hoped will be sufficient for demand. Vehicles can still use the existing turning area at Louisson Courts. Council proposes to review parking demand after implementation and if necessary designating a turning bay.
- (d) **Consider wheel stops and widening footpath due to concern with vehicles overhanging the kerb and reducing effective footpath width**  
The footpath will be widened to 2.5 metres. Council staff to suggest that the school could also relocate proposed new fence further within the property boundary to provide additional grass berm to assist with pedestrians.

**Note** – Wheel stops would require longer parking bays, requiring additional road width. Furthermore, they make sweeping and maintenance more difficult, as such the project team agreed not to install wheel stops. It should also be noted that the parking bays are three metres to accommodate larger vehicles.

**9 Cont'd.**

- (e) **Request to increase number of disabled parking bays from one to three**  
The project team agreed to increase the parking bays from one to two based on discussions with the School Principal and staff understand that there are two current families at the school with mobility passes.
- (f) **Request to change P5 to P10**  
The existing P5 will remain as these bays are purely to allow quick drop off or collection only. Parents wishing to leave their vehicles should use the unrestricted parking bays provided.
- (g) **Suggest changing the proposed speed hump to a raised platform to facilitate safer crossing**  
No change as there are various trees and plantings on the riverbank side at this location which will be retained and as such no crossing point to the existing footpath on the riverside can be provided.
- (h) **Request for additional road hump on bend coming into Louisson Place**  
No changes required as traffic volume and speed survey indicates the 85 percentile speed is less than 35/kph, the bend should also slow traffic.
- (i) **Suggest creating a landscape bay to retain tree on school property**  
Council understands that the school accepts removal of this trees and has offered to plant replacement within the school grounds. The retention of the tree would involve the loss of parking bays and would not maximise the additional parking potential this scheme seeks to provide.
- (j) **Query on requirement for tactile pavers**  
No changes required as current practice is to provide tactile pavers at all crossing points on any new projects.
- (k) **Suggestion that vehicle entrance to school from Louisson Courts is moved**  
Council will review this concern once this scheme is implemented, however, concerns will be raised with the School Principal.
- (l) **Concerns regarding news steps on riverbank due to it being so steep**  
Purpose of the steps is to provide safer access to the riverbank. It is understood this is a popular access point and is consistent with other access points both existing and proposed along the Heathcote River.
- (m) **Request for upgrade to street lighting**  
A lighting assessment has been carried out as part of the scheme design and some localised improvements are included.

28. All respondents (including the school community) have been sent a final reply letter thanking them for their input and advising of changes made to the original concept and project team response to comments received. This letter also informed respondents when the plan will be presented to the Spreydon/Heathcote Community Board for approval. Details of the meeting (time, date, 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 approve:

- (a) The final design, and to proceed to tender and construction for Louisson Place – car parking at Opawa School and additional pathway, jetty and landscaping on the Heathcote Riverbank opposite the school; and
- (b) The following parking restrictions for the Louisson Place Neighbourhood Improvement Project:

**9 Cont'd.**

**Revoke No Stopping**

- (i) That the existing no stopping restrictions on the west side of Louisson Place, commencing at a point seven metres from the end of Louisson Place and extending 20 metres in a northerly direction will be revoked.
- (ii) That the existing no stopping restrictions on the east side of Louisson Place, commencing at a point 11 metres from the end of Louisson Place and extending 23 metres in a northerly direction will be revoked.

**New No Stopping**

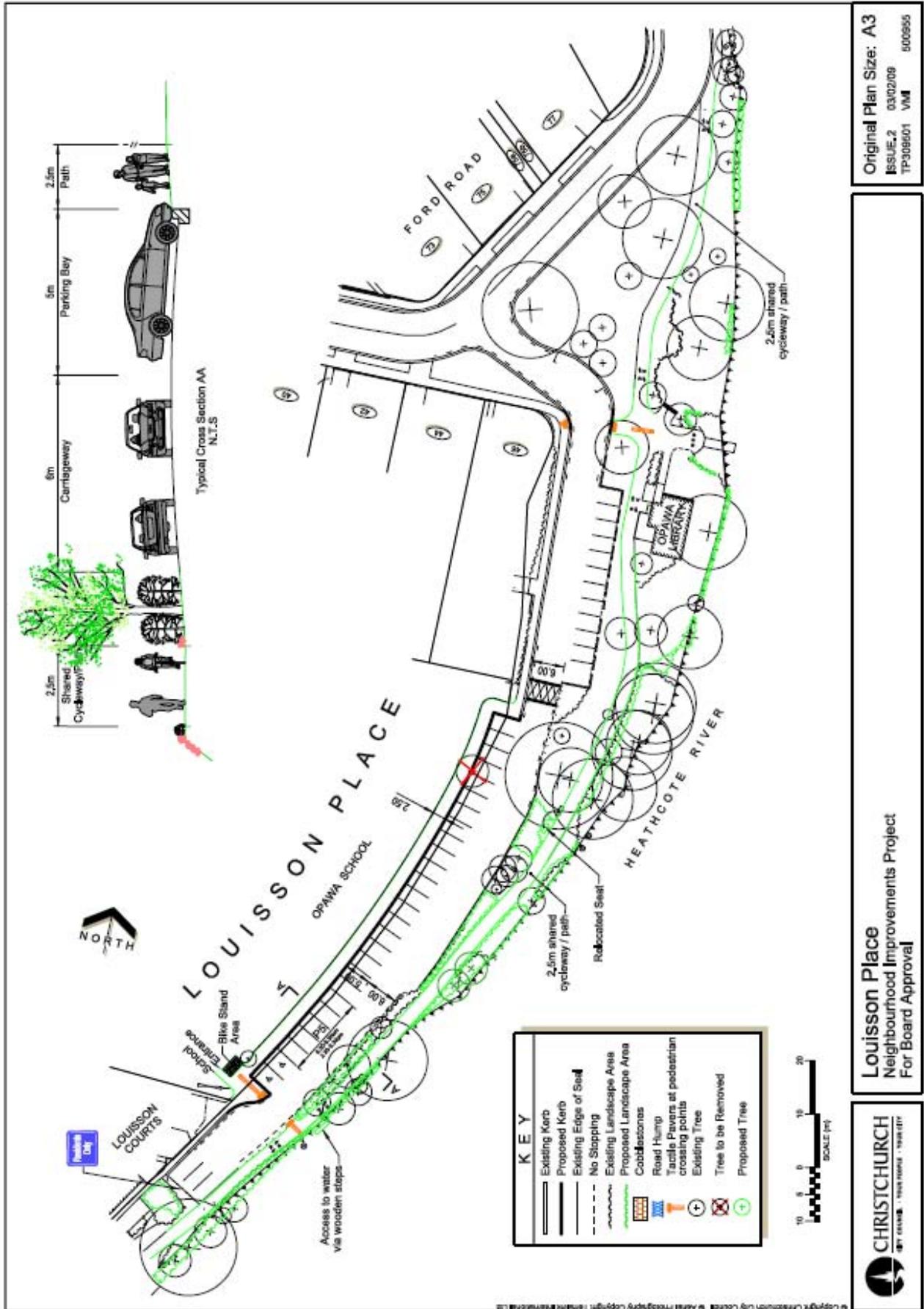
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Louisson Place commencing at its intersection with Ford Road and extending 38 metres in a south-west direction and six metres west into Ford Road.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Louisson Place commencing at its intersection with Ford Road and extending 12 metres in a south-west direction and six metres north into Ford Road.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Louisson Place commencing at a point 22 metres south of its intersection with Ford Road and extending 18 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Louisson Place commencing at a point 65 metres from its intersection with Ford Road and extending 15 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Louisson Place commencing at a point 75 metres from its intersection with Ford Road and extending 31 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Louisson Place commencing at a point seven metres from the end of Louisson Place and extending 17 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Louisson Place commencing at a point 11 metres from the end of Louisson Place and extending 43 metres in a northerly direction.

**New Parking Restriction**

- (x) That the parking of vehicles be restricted to disabled parking on the west side of Louisson Place commencing at a point 20.8 metres from the end of Louisson Place and extending in a northerly direction for a distance of 7.2 metres.
- (xi) That the parking of vehicles be restricted to a maximum period of five minutes on the west side of Louisson Place commencing at a point 28 metres from the end of Louisson Place and extending in a northerly direction for a distance of 15 metres.

**CHAIRPERSONS' RECOMMENDATION**

That the staff recommendation be supported.



**10. HOLLISS AVENUE STREET RENEWAL**

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Anne Cosson, Consultation Leader Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board to proceed to detailed design, tender and construction including associated traffic restrictions for the Holliss Avenue Street Renewal Plan.

**EXECUTIVE SUMMARY**

2. Holliss Avenue existing kerb and dish channel is programmed for new kerb and flat channel in the 2008/2009 financial year from 3 Holliss Avenue to 20 Holliss Avenue.
3. The objectives of the project are as follows:
  - (a) Renew the existing kerb and dish channel with kerb and flat channel;
  - (b) Upgrade street lighting;
  - (c) Ensure adequate drainage within the street;
  - (d) Improve safety for pedestrians, cyclists and vehicles where practicable;
  - (e) Ensure the design meets the demand for on street parking;
  - (f) Provide landscape enhancement where possible.

**FINANCIAL IMPLICATIONS**

4. The proposed kerb and channel renewal works for the Holliss Avenue project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.
5. The cost estimate for this project is \$461,900. This is less than the allocated budget of \$468,533.

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

6. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-20016 LTCCP.

**LEGAL CONSIDERATIONS**

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

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS****Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

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

**ALIGNMENT WITH STRATEGIES**

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

**10 Cont'd.**

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

10. As above.

**CONSULTATION FULFILMENT**

11. An initial survey of Holliss Avenue residents was carried out in March 2007. Forty nine responses were received which identified street drainage, street trees, traffic speed and lighting as the key issues of concern for this area.
12. The Board was informed by memorandum of the project consultation programme in July 2008. Public consultation, including a Public Information Evening was held in July and August 2008. A total of 280 pamphlets were distributed in Holliss Avenue, Glamis Place, Gunns Terrace plus other interest groups, and a public meeting was held. Forty two responses were received. The majority of respondents (thirty) were in general support of the proposal. Ten respondents didn't indicate their support or non support, six of the ten submissions were received at the public meeting. Two respondents indicated support and non support.
13. Key issues raised included drainage. There is on going silt build up in the dish channel affecting residents at 14, 16, 18, 20, 22 Holliss Avenue. Other issues were: street trees and berms sizes; narrowing of the road from 11 metres to nine metres; cyclist and pedestrian safety; the intersection at Holliss Avenue and Gunns Crescent and the on going problem of traffic taking the corner at speed and cutting the corner; use of raised platforms and positioning of platform; and lighting issues. A full summary of the feedback received in the consultation phase and the project team's responses is available on request.
14. Changes made as a result of community consultation are as follows:
- (a) The extent of the kerb and gutter replacement and carriageway narrowing from 11 metres to nine metres will be reduced to the portion of carriageway between the two proposed kerb build-outs.
  - (b) Traffic islands will be added on Holliss Avenue at the intersection with Centaurus Road and Gunns Crescent.
  - (c) Gunns Crescent will be controlled by a Give Way sign and road marking at the intersection with Holliss Avenue.
  - (d) The proposed trees in front of Nos. 7, 29 and 30 are no longer included in the plan.
  - (e) The "no stopping" lines on Holliss Avenue at the Centaurus Road intersection will be extended by one car-length along Holliss Avenue.
  - (f) The proposed raised platform and narrowing has been relocated from 20 Holliss Avenue to outside 18 Holliss Avenue.
  - (g) The two street raised platforms will be changed from brick pavers to asphaltic concrete platforms.

**STAFF RECOMMENDATION**

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

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

**10 Cont'd.**

**REMOVE NO STOPPING**

- (i) That all existing no stopping resolutions on the western side of Holliss Avenue from Centaurus Road to the southern boundary of 41 Rossmore Terrace be revoked.
- (ii) That all existing no stopping resolutions on the eastern side of Holliss Avenue from Centaurus Road to the southern boundary of 35A / 35B Gunns Crescent be revoked.
- (iii) That all existing no stopping resolutions on the northern side of Gunns Crescent from Holliss Avenue to the eastern boundary of 31 Holliss Avenue be revoked.
- (iv) That all existing no stopping resolutions on the southern side of Gunns Crescent from Holliss Avenue to the eastern boundary of 35A / 35B Holliss Avenue be revoked.

**NEW NO STOPPING**

- (i) That the stopping of vehicles be prohibited at any time on the eastern side of Holliss Avenue commencing at its intersection with Gunns Crescent and extending 19 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Holliss Avenue commencing at its intersection with Gunns Crescent and extending 14 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the western side of Holliss Avenue commencing 22 metres north of the northern side of Gunns Crescent and extending 59 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the northern side of Gunns Crescent commencing at its intersection with Holliss Avenue and extending 17 metres in a easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the southern side of Gunns Crescent commencing at its intersection with Holliss Avenue and extending nine metres in a easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Holliss Avenue commencing 76 metres south of Glamis Place and extending 20 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Holliss Avenue commencing 76 metres south of Glamis Place and extending 19 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Holliss Avenue commencing 43 metres south of Centaurus Road and extending 13 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Holliss Avenue commencing 40 metres south of Centaurus Road and extending 23 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Holliss Avenue commencing at its intersection with Centaurus Road and extending 18 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the eastern side of Holliss Avenue commencing at its intersection with Centaurus Road and extending 18 metres in a southerly direction.

**10 Cont'd.**

**NEW GIVE WAY**

- (i) That a Give Way sign be placed against Gunns Crescent at its intersection with Holliss Avenue.

**CHAIRPERSONS' RECOMMENDATION**

For discussion.

10 Cont'd.

**BACKGROUND (THE ISSUES)**

16. The project was initiated by the asset renewal team and involves the replacement of the existing kerb and dish channel between 3 Holliss Avenue and 20 Holliss Avenue. Holliss Avenue has a 11 metre wide carriageway that allows two way traffic and parking on both sides of the road. It is a straight down hill run from Gunns Crescent to Centaurus Road. Holliss Reserve is located in this area and is a popular with children and families. The surrounding area is mainly residential and is zoned L1 (Living 1).
17. In 1999 the Spreydon/Heathcote Board received a petition from residents in Holliss Avenue requesting judder bars be installed in front of Holliss Reserve to address the problem of speeding motorists in the street. The Board resolved to trial a behaviour modification programme in the neighbourhood. In 2003 consultation commenced to address the 1999 petition. The consultation resulted in a concept plan being distributed to residents. The results of this consultation went to the Community Board in July 2003. The Board resolved that the proposed work for Holliss Avenue not proceed at this time. This was due to the fact the community was divided and no agreement could be reached.
18. A traffic volume and speed count was carried out in Holliss Avenue in March 2007 for a seven day period. A total of 3,961 vehicles were recorded over seven days which is an average of 559 traffic movements a day. The posted speed limit is 50km/hour. The 85 percentile is 58km/hour, 95 percentile 62.6 km/hour and a maximum speed of 96.4 km/hour. This count was taken outside 22 Holliss Avenue. The higher speeds were recorded throughout the day not just in the evening. There are no recorded crashes recorded for five year period between 2001 and 2006 along Holliss Avenue.

**THE OBJECTIVES**

19. Based on the identified areas of concern from initial surveys with internal Council and external stakeholders as well as the community, the objectives for the project were expanded to:
  - (a) Renew the existing kerb and dished channel with kerb and flat channel.
  - (b) Upgrade street lighting.
  - (c) Ensure adequate drainage is provided.
  - (d) Ensure the design meets the demand for on street parking. To improve or maintain safety for pedestrians, cyclists and vehicles.
  - (e) Provide landscape enhancement where possible.

**THE OPTIONS**

20. Four options were considered for Holliss Avenue. All options included a pedestrian island at Gunns Crescent intersection, which is to channel and slow vehicles turning right onto Holliss Avenue and reduce the speed of vehicles at the top end of Holliss Avenue. Option Four has been selected as the preferred option and was the option taken to the community for consultation.

**OPTION ONE**

21. Option One involved kerb build outs on both sides of Holliss Avenue at two locations along the avenue. One location is outside house 20 and the reserve, the other location is outside house numbers 5A and 6, to provide a secondary point before Centaurus Road to slow vehicles down. The existing carriageway width of 11 metres to remains. The carriageway width between the kerbs at the build outs will be 5.5 metres. A total of eight parking spaces will be lost. Three of these are recreational spaces adjacent to the reserve. The other five are residential, with one space lost outside house number 20, two outside house number 20, two outside number 6, and two lost outside no 5A.
22. Option One was not chosen as the preferred option as it only partially meet the project objectives.

**10 Cont'd.**

**OPTION TWO**

23. Option Two involves 75 mm x 3.7 metre wide speed humps and a west side kerb build out at two locations along the avenue. One location is outside house numbers 24, 26 and the reserve, the other location is outside house numbers 5A and 6, to provide a secondary point before Centaurus Road to slow vehicles down. The existing carriageway width of 11 metres remains. A total of three parking spaces will be lost.
24. Option Two was not chosen as the preferred option as it only partially meets the project objectives.

**OPTION THREE**

25. Option Three involves 75 mm raised platforms at two locations along the avenue. One location is outside house number 20 and the reserve, the other location is at the intersection of Glamis Place. Kerb build outs will come out to meet the raised platform from the west side of Holliss Avenue. The existing carriageway width of 11 metres remains.
26. Option Three was not chosen as the preferred option as it only partially meets the project objectives.

**OPTION FOUR**

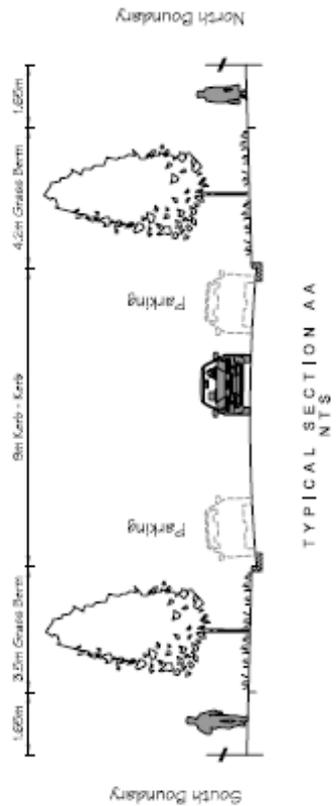
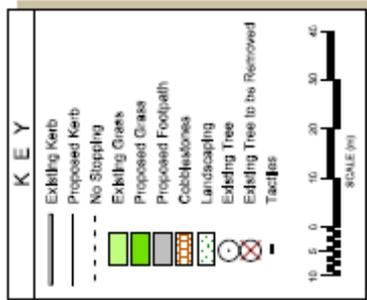
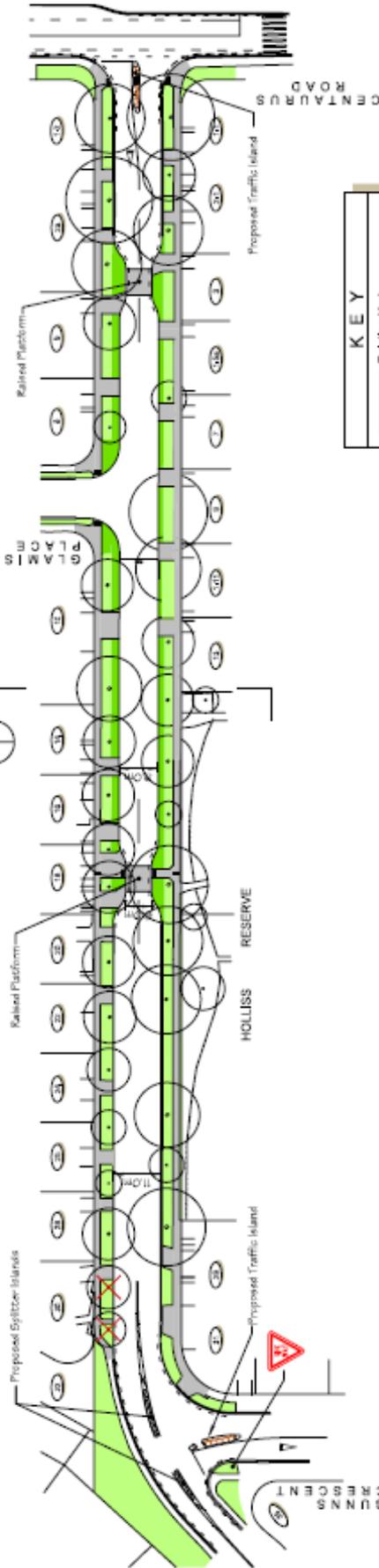
27. Option Four involves two kerb build outs and raised platforms along Holliss Avenue, one outside 20 and one outside 3 Holliss Avenue. The carriageway width along the total length of Holliss Avenue will be reduced from 11 metres down to nine metres. The extend berm area would enhance the health of the trees.

**THE PREFERRED OPTION**

28. Option Four is the preferred option. This option meets the objectives. It provides a good level of traffic calming by narrowing the carriageway to nine metres kerb to kerb and provides two raised platform and two midblock narrowing's six metres wide. It provides widened berms to allow for street trees and the greater separation of the roadway from property boundaries. A pedestrian island at Gunns Crescent is included at the intersection, which is to channel and slow vehicles turning right onto Holliss Avenue and reduce the speed of vehicles at the top end of Holliss Avenue.



HOLLISS AVENUE



Original Plan Size: A3  
 ISSUE 8 03/02/09  
 TP160201 MJR

**HOLLISS AVENUE**  
 Kerb & Channel Renewal  
 For Board Approval



## 11. LOCAL GOVERNMENT “KNOW HOW” TRAINING COURSES – FINANCIAL GOVERNANCE 101

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

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s approval for interested members to attend a Local Government New Zealand “Know How” Course – Finance Governance 101, to be held in Christchurch on 7 August 2009.

**EXECUTIVE SUMMARY**

2. The one-day Local Government New Zealand (LGNZ) workshop is designed to provide skills in relation to financial decision-making.
3. The course focuses on enhancing members’ financial planning skills for the long term benefit of the community. It aims to assist elected members to improve their knowledge of financial government issues, know the key questions to ask, and how to influence and make decisions in Government hearings and budgeting processes. LGNZ advises that this course has received favourable feedback from new and highly experienced Councillors who have said they found the course most useful and would recommend it to others. The workshop will deal with the relationship between planning and LTCCP process and financial information, important accounting and asset management concepts, balance sheet management and financial choice and using the lessons learnt in identifying options, considering information and decision making.

**FINANCIAL IMPLICATIONS**

4. The cost of the Local Government workshop is \$300 plus GST per person, for elected members from member Councils. The Board’s 2008/09 conference attendance, training and travel budgets currently have an unallocated budget of \$1,032.

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

5. Yes, provision for elected member training is made in the LTCCP, specifically under the Elected Member Representation activity.

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

6. Yes, there are no legal implications.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS****Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

7. Not applicable.

**ALIGNMENT WITH STRATEGIES**

8. Not applicable.

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

9. Not applicable.

**11 Cont'd.**

**CONSULTATION FULFILMENT**

10. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board give consideration to approving the attendance by interested members at the one day Local Government workshop, Financial Governance 101 to be held on 7 August 2009 in Christchurch.

**CHAIRPERSONS' RECOMMENDATION**

For discussion.

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