

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 15 OCTOBER 2014

AT 3.30PM

**IN THE BOARD ROOM,
180 SMITH STREET, LINWOOD, CHRISTCHURCH**

Community Board: Sara Templeton (Chairperson), Alexandra Davids, Joe Davies, Yani Johanson, Paul Lonsdale, Brenda Lowe-Johnson and Islay McLeod.

Community Board Adviser:

Jo Daly
Phone: 941 6601 DDI
Email: jo.daly@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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1. APOLOGIES

Joe Davies.

2. DECLARATION OF INTEREST

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3. CONFIRMATION OF MEETING MINUTES – 1 OCTOBER 2014

The minutes of the Board's ordinary meeting of 1 October 2014 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting be confirmed.

4. DEPUTATIONS BY APPOINTMENT

4.1 ESTUARY TRUST

Bill Simpson, Chair of the Estuary Trust will present a deputation to the Board regarding the estuary edge and seeking support from the Board for the finalisation of the Estuary Edge Master Plan.

5. PRESENTATION OF PETITIONS

6. NOTICES OF MOTION

7. CORRESPONDENCE

7.1 CHRISTCHURCH CITY COUNCIL CHIEF EXECUTIVE

Correspondence has been received from the Chief Executive on decision making re Hagley Oval (separately circulated to Board Members).

7.2 CANTERBURY CIVIL DEFENCE EMERGENCY MANAGEMENT GROUP JOINT COMMITTEE

Correspondence has been received from Mayor Kelvin Coe, Chairperson of the Canterbury Civil Defence and Emergency Management Group Joint Committee regarding the Board's submission to the Draft Canterbury Civil Defence Emergency Management Group Plan (separately circulated to Board Members).

8. BRIEFINGS

8.1 FACILITIES REBUILD: SUMNER COMMUNITY FACILITY

Lincoln Blair, Project Manager, will provide a status update on the Sumner Community Facility rebuild.

15. 10. 2014

- 4 -

ATTACHMENT 1 TO CLAUSE 3

**HAGLEY/FERRYMEAD COMMUNITY BOARD
1 OCTOBER 2014**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 1 October 2014 at 4pm in the Boardroom,
180 Smith Street, Linwood, Christchurch.**

PRESENT: Sara Templeton (Chairperson), Alexandra Davids, Yani Johanson,
Paul Lonsdale and Islay McLeod.

APOLOGIES: Apologies for absence were received and accepted from Joe Davies and
Brenda Lowe-Johnson.

An apology for early departure was received and accepted from
Alexandra Davids who departed at 5pm and was absent for clauses 1, 6, 8, 9
and 13.

The Board meeting adjourned from 5.08pm and resumed at 5.14pm.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. ELECTED MEMBERS' INFORMATION EXCHANGE

1.1 SUMNER LIBRARY, COMMUNITY FACILITY AND MUSEUM

The Board discussed the rebuild of the Sumner Library, Community Facility and Museum and recorded its thanks to the Council for the allocation of funding of up to \$10 million for the rebuild.

The Board discussed that the recommendations to the Council from the May 2014 joint meeting of the Community Committee and the Hagley/Ferrymead Community Board included the establishment of a Joint Working Group and decided to seek delegation from the Council for this to be established.

The Board recorded its support that the rebuild process must maximise community involvement and staff present provided advice regarding this.

BOARD RECOMMENDATION

The Board decided to urgently request that the Council, at its meeting on 9 October 2014, delegate authority to the Board to establish a Joint Working Group for the Sumner Library, Community Facility and Museum rebuild.

(Note: This item was presented to the 9 October 2014 Council Meeting by way of a Chairperson's Report.)

PART B - REPORTS FOR INFORMATION

2. DECLARATION OF INTEREST

There were no declarations of interest.

3. DEPUTATIONS BY APPOINTMENT

3.1 ACTING INSPECTOR PHIL DEAN, NEW ZEALAND POLICE

The Board received a deputation from Acting Inspector Phil Dean, New Zealand Police, who informed the Board on activity and strategic planning underway in the Linwood Avenue, Ensors Road and Aldwins Road area.

Acting Inspector Phil Dean informed the Board that an operation with an increased police presence will commence in October in the Linwood area to address behavioural problems across a range of activity. Acting Inspector Dean advised the Board the police are working with Council staff and invited the Board to work with the Police on this project.

The Board **decided** to endorse the work the Police are doing in the area and appoint Islay McLeod as the Board liaison.

Acting Inspector Dean expressed interest in updating the Board again in early or mid November 2014.

The Board Chairperson thanked Acting Inspector Phil Dean for the deputation.

3.2 INNER CITY EAST NEIGHBOURHOOD GROUP

Raylee Kane, representing the Inner City East Neighbourhood Group made a deputation to the Board meeting regarding the Environment Canterbury (ECan) changes to bus routes in the area, installation of new bus stops and concerns with consultation.

Raylee Kane detailed the group's submission history to ECan and advised of community concerns to changes to bus route 60 including potential loss of access to community facilities. The Board was advised residents received notification letters regarding the placement of bus stops before notification of any changes to the bus routes and a resident of Hereford Street raised concerns regarding the proposed locations of bus stops. The Board was asked to support opportunities for the community to receive improved consultation on transportation proposals which affect local residents.

Board members advised that the Board has expressed concerns at changes to bus routes, roading and cycleways.

The Board **decided** to support a workshop being held between Council staff, the Board, Inner City East Neighbourhood Group and representatives of Environment Canterbury and the Christchurch Central Development Unit to discuss bus services in this area as soon as practical.

The Board Chairperson thanked Raylee Kane for the deputation.

4. PRESENTATION OF PETITIONS

Nil.

ATTACHMENT 1 TO CLAUSE 3 CONT'D

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

6.1 MT PLEASANT MEMORIAL COMMUNITY CENTRE & RESIDENTS ASSOCIATION INC

The Board received correspondence from the Mt Pleasant Memorial Community Centre & Residents Association Inc regarding the bio filter and pump lift station constructed in McCormacks Bay Reserve.

The Board received written advice on the matters raised and **decided** to request that the advice be provided to the Association.

7. BRIEFINGS

7.1 SCARBOROUGH WATER PLAYGROUND

The Board received a briefing and presentation from Nadine Higgins and David Lees, Project Managers, Community Facilities Rebuild providing an update on the design and progress of the Scarborough Water Playground project.

Staff advised of involvement and appreciation to involved community members and ongoing discussions on the design and opportunities for fundraising towards additional elements. The Board were advised it is anticipated construction will be completed in time for an opening prior to Christmas, with the date to be confirmed in November 2014. A naming survey is underway for the community to suggest names for the facility with the final decision to be made by the Board.

The Board Chairperson thanked Nadine Higgins and David Lees for the briefing.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board received information from the Community Board Adviser on Board-related activities, including the following:

- Correspondence from Nic Wilson, a recipient of a Youth Development Fund grant, thanking the Board for the grant and advising of his success at the International Geography Olympiad.
- Advice that it is intended a joint meeting of the Infrastructure, Transport and Environmental Committee and the Spreydon/Heathcote and Hagley/Ferrymead Community Boards will be held in late October 2014 to consider the An Accessible City Hagley/Moorhouse and Hospital Corner projects.
- Clause 8 Continued (Part C) records the Board's decisions regarding an application for Leave of Absence from Joe Davies, the Board's submission on the Proposed Christchurch Replacement District Plan and clarification of the Board's support for the liquor licence renewal application from Caliente Kitchens Limited.

9. QUESTIONS UNDER STANDING ORDERS

Nil.

ATTACHMENT 1 TO CLAUSE 3 CONT'D

1. ELECTED MEMBERS' INFORMATION EXCHANGE CONTINUED

- The Board were advised that the Council have agreed to a Cumnor Terrace Landscape Amenity Plan, that a first meeting has been held to progress this and related matters.
- The Board Chairperson advised of her attendance at the Local Government Training, Making Community Governance Work For You And Your Community on 26 September and that she will prepare a summary of the training for circulation.
- The Board were advised of a meeting and discussions regarding the opportunity to seek funding from the New Zealand Transport Agency to match the Christchurch City Council funding towards the Christchurch Coastal Pathway and the need for this to be underway with urgency.

The Board **decided** to request that Council staff working on the Christchurch Coastal Pathway Project urgently work with the Coastal Pathway Group in preparation and submission of an application by the Council to the New Zealand Transport Agency for funding fifty percent of the Coastal Pathway costs, to enable it to be submitted in time to meet the deadline for applications.

- Clause 1 (Part A) records the Board's discussion and recommendation regarding the Sumner Library, Community Facility and Museum.

10. ST JOHNS STREET, WOBURN STREET AND KIDBROOKE STREETS – PROPOSED HEAVY VEHICLE RESTRICTION

The Board **resolved** to defer consideration of this report to the Board meeting of 15 October 2014.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. COMMUNITY BOARD ADVISER'S UPDATE CONTINUED

8.1 APPLICATION FOR LEAVE OF ABSENCE – JOE DAVIES

The Board was advised that Joe Davies has submitted an application for a Leave of Absence, without pay, for the period of 1 October 2014 to 1 January 2015.

The Board **resolved** to receive the application and grant a leave of absence, without pay, to Joe Davies for the period 1 October 2014 to 1 January 2015.

(Note: Islay McLeod abstained from voting on this item.)

8.2 PROPOSED CHRISTCHURCH REPLACEMENT DISTRICT PLAN – BOARD SUBMISSION

A draft Board submission to the Proposed Christchurch Replacement District Plan and a copy of the Statement of Expectation document were tabled at the meeting. The Board were asked to consider the tabled draft submission and to delegate the approval of the final submission to enable it to be submitted by 8 October 2014.

The Board **resolved** to delegate the Board Chairperson and Deputy Chairperson, following circulation of the final draft, to approve the Board's submission to the Proposed Christchurch Replacement District Plan to enable it to be submitted by 8 October 2014.

8 Part C Cont'd

8.3 **LIQUOR LICENCE RENEWAL APPLICATION – COMMUNITY BOARD SUPPORT OF COMMUNITY OPPOSITION TO APPLICATION FROM CALIENTE KITCHENS LIMITED – 98 VICTORIA STREET**

The Board were asked to consider further clarification of the Board's support of the community opposition to this renewal application and as necessary resolve to appoint a Board member to

attend the hearing on 4 November 2014. Board members discussed the concerns relating to noise and behaviour in the Victoria Street area and the need for a Local Alcohol Policy.

The Board **resolved** to:

1. Clarify that its support of the community opposition to the Liquor Licence Renewal Application for Caliente Kitchens trading as Tequila Mockingbird at 98 Victoria Street related to the requested hours of operation, and the Board supports the community in requesting a 1am closing time.
2. Appoint Sara Templeton to represent the Board at the District Licensing Committee hearing on 4 November 2014.
3. To support Paul Lonsdale working with the residential community and hospitality and entertainment businesses to address issues in the area.

11. **CONFIRMATION OF MEETING MINUTES – 17 SEPTEMBER 2014**

It was **resolved**, that the minutes of the Hagley/Ferrymead Community Board ordinary meeting of 17 September 2014 be confirmed.

12. **FERRY ROAD BUS STOPS – BARBADOES STREET TO NURSERY ROAD**

The Board considered a report seeking the Hagley/Ferrymead Community Board's approval to install two new bus stops along Ferry Road close to the Lancaster Street intersection and also alter an existing time restricted bus stop outside 99 Ferry Road to become a regular 24-hour bus stop.

The Board **resolved** to:

- 12.1 Revoke any existing parking restrictions on the north eastern side of Ferry Road commencing at a point 71 metres north west of its intersection with Fitzgerald Avenue and extending in a north westerly direction for a distance of 71 metres.
- 12.2 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Ferry Road commencing at a point 71 metres north west of its intersection with Fitzgerald Avenue and extending in a north westerly direction for a distance of four metres.
- 12.3 Approve that a marked bus stop be installed on the north eastern side of Ferry Road commencing at a point 75 metres north west of its intersection with Fitzgerald Avenue and extending in a north westerly direction for a distance of 18 metres.
- 12.4 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Ferry Road commencing at a point 93 metres north west of its intersection with Fitzgerald Avenue and extending in a north westerly direction for a distance of eight metres.
- 12.5 Approve that the parking of vehicles on the north eastern side of Ferry Road be restricted to a maximum period of 30 minutes commencing at a point 101 metres north west of its intersection with Fitzgerald Avenue and extending in a north westerly direction for a distance of 41 metres.

ATTACHMENT 1 TO CLAUSE 3 CONT'D

12 Cont'd

- 12.6 Revoke any existing parking restrictions on the north eastern side of Ferry Road commencing at a point 70 metres south east of its intersection with Phillips Street and extending in a south easterly direction for a distance of 26 metres.
- 12.7 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Ferry Road commencing at a point 70 metres south east of its intersection with Phillips Street and extending in a south easterly direction for a distance of eight metres.
- 12.8 Approve that a marked bus stop be installed on the north eastern side of Ferry Road commencing at a point 78 metres south east of its intersection with Phillips Street and extending in a south easterly direction for a distance of 14 metres.
- 12.9 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Ferry Road commencing at a point 92 metres south east of its intersection with Phillips Street and extending in a south easterly direction for a distance of four metres.
- 12.10 Revoke any existing parking restrictions on the south western side of Ferry Road commencing at a point 36 metres north west of its intersection with Lancaster Street and extending in a north westerly direction for a distance of 26 metres.
- 12.11 Approve that the stopping of vehicles be prohibited at any time on the south western side of Ferry Road commencing at a point 36 metres north west of its intersection with Lancaster Street and extending in a north westerly direction for a distance of eight metres.
- 12.12 Approve that a marked bus stop be installed on the south western side of Ferry Road commencing at a point 44 metres north west of its intersection with Lancaster Street and extending in a north westerly direction for a distance of 14 metres.
- 12.13 Approve that the stopping of vehicles be prohibited at any time on the south western side of Ferry Road commencing at a point 58 metres north west of its intersection with Lancaster Street and extending in a north westerly direction for a distance of four metres.

13. CONSIDERATION OF APPLICATIONS FOR NEIGHBOURHOOD WEEK FUNDING

The Board considered a report presenting applications for the Hagley/Ferrymead Neighbourhood Week funding and to set in place a process should any late applications need to be considered.

The Board **resolved** to:

- 13.1 Adopt the staff recommendations to allocate Neighbourhood Week funds as below.

Item No.	Contact Name	Organisation	Proposed Activity	No. of People Attending	Amount
1	Jennie Steele	Flinders Rd, Neighbourhood Watch	BBQ	30	\$121
2	Ann Griffiths	Wakatu Ave Redcliffs Neighbourhood	Street Party	60	\$100
3	Robin Arnold	N/A	Street BBQ	40	\$150
4	Jill Boanas	N/A	BBQ, Update contacts list + Neighbourhood Support	25	\$100

ATTACHMENT 1 TO CLAUSE 3 CONT'D

13 Cont'd

Item No	Contact Name	Organisation	Proposed Activity	No. of People Attending	Amount
5	Maryann Bell	Phillipstown Community Centre	Combined BBQ gathering for Neighbourhood Support Groups	125	\$200
6	Annie Smith	Christchurch Methodist Mission	Fun, Family day for the Neighbours at our Hagley Ave, Social housing unit	30	\$100
7	Max Lucas	N/A	BBQ	25	\$107
8	Adrienne Scott	N/A	Street Party & afternoon tea	50	\$120
9	Bernice Craig	Neighbourhood Watch Ollivers Rd	BBQ	16	\$100
10	Margaret Jenkin		Neighbourhood Meal	25	\$100
11	Alan Warburton	Jura Place Neighbourhood Watch	BBQ and afternoon gathering	20	\$75
12	Helen Rev Roud	Anglican Parish of Linwood - St Chads	Celebratory BBQ all ages party	100	\$200
13	Melanda Slemint		Bbq for 45 extended families	100	\$200
14	Marjorie Orwin	Linwood Ave Community Corner Trust	Neighbourhood Week BBQ	80	\$200
15	Fiona Miller	Beachville Rd Neighbourhood Support	Morning Tea/Picnic	120	\$160
16	David Thornley	ICON inner city west neighbourhood inc		30	\$200
17	Katy Brett		Bar-b-que	100	\$140
18	Mona Contractor	Linwood Resource Centre & Community Gardens	Movie Evening for Young Parents with Child Care Provision	0	\$0
19	Rachel Wells		BBQ and gathering at the reserve in Morgans Valley. A fun activity for children to do.	30	\$150
20	Margaret Jenkin	Heathcote Valley Residents Assn	Neighbourhood Get Together by the Residents Assn as a way to acknowledge the stress that the flooding created on them & say where	40	\$100
21	Linda Rutland	Mt Pleasant Memorial Community Centre & Residents Association Inc	A Neighbourhood weeding & planting event to tidy an overgrown piece of road reserve	20	\$0
22	Rebecca Keegan	Woolston Community Association	Community Sausage Sizzle	30	\$80
23	Trevor Walker		BBQ	32	\$127

ATTACHMENT 1 TO CLAUSE 3 CONT'D

13 Cont'd

Item No	Contact Name	Organisation	Proposed Activity	No. of People Attending	Amount
24	Lena Buck	Clifton Neighbourhood Committee		150	\$200
25	Steven Muir	ICEcycles (Te Whare Roimata)	Neighbourhood BBQ and free bike fix up	100	\$150
26	Mary Morrison	Neighbourhood Support Group	BBQ	20	\$50
27	Gary Charmley		BBQ	22	\$70
28	Fletcher Stanton	Redcliffs Residents Association	Community Barbeque	300	\$200

13.2 Delegate authority to the Community Board Chairperson, or the Chairperson's delegate, to decide on funding approval of any late applications received from any remaining funds set aside for Neighbourhood Week funding.

The Board Chairperson declared the meeting closed at 6.19pm.

CONFIRMED THIS 15TH DAY OF OCTOBER 2014

**SARA TEMPLETON
CHAIRPERSON**

9. ST JOHNS STREET, WOBURN STREET AND KIDBROOKE STREETS – PROPOSED HEAVY VEHICLE RESTRICTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, City Infrastructure Group	N	
Officer responsible:	Unit Manager, Transport and Greenspace	N	
Author:	Stephen Hughes, Traffic Engineer	Y	DDI 941 8092

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is obtain the Hagley/Ferrymead Community Board's approval to install a heavy vehicle entry restriction on St Johns Street between Maces Road and Linwood Avenue, and on Woburn Street and Kidbrooke Street.
- 1.2 This staff initiated report resulted from requests from local residents.

2. EXECUTIVE SUMMARY

- 2.1 Heavy vehicles are bypassing freight routes intended for heavy traffic and are using residential streets in Bromley.
- 2.2 The local streets being used are not intended or designed to carry large numbers of heavy vehicles.
- 2.3 To ensure that heavy vehicles use the strategic freight routes and not residential streets in accordance with the Christchurch Transport Strategic Plan. It is proposed that heavy vehicles be restricted from entering the above streets unless they are making deliveries, or there is no other reasonable alternative.

3. BACKGROUND

- 3.1 Complaints have been received from residents of St Johns Street (North), Woburn Street, Kidbrooke Street and other nearby streets about the increasing number of heavy vehicles using these residential streets.
- 3.2 These streets are south of Maces Road, which forms the southern boundary of the Bromley Industrial Area, and west and north of the Strategic Freight Routes of Dyers Road (State Highway 74) and Linwood Avenue respectively (refer **Attachment 1**).
- 3.3 In the Christchurch Transport Strategic Plan 2012 – 2042 it states that freight transport should maximise use of the strategic road network and minimise use of unsuitable local roads. Maces Road and Dyers Road are roads designed and intended as heavy freight routes, the residential streets of St Johns, Woburn and Kidbrooke Streets are not.
- 3.4 However, many heavy vehicles are using the narrower and lighter constructed residential streets mentioned above to bypass Dyers Road. Vehicle counts taken in 2010 showed that over 100 heavy vehicles a day used St Johns Street during the working week.
- 3.5 To reduce conflict and minimise the effects of heavy freight traffic on the residential street it is proposed to restrict the entry of heavy vehicles into St Johns Street between Maces Road and Linwood Avenue and into Woburn Street and Kidbrooke Street, unless deliveries are specifically being made to properties in those or adjacent streets.

10 Cont'd

4. COMMENT

- 4.1 Numerous complaints have been received of the increasing number of heavy vehicles using the residential streets of St Johns Street (north of Linwood Avenue), Woburn Street, Kidbrooke Street and Bayswater Crescent to travel between Maces Road and Linwood Avenue.
- 4.2 Maces Road is a collector road and forms the southern boundary of the Bromley Industrial Area. The residential local streets of St Johns Street (North), Woburn Street and Kidbrooke Street are located between Maces Road and Linwood Avenue.
- 4.3 To enter or exit from the Bromley Industrial Area, a number of roads have been designated as collector roads. These are intended for the movement of heavy vehicles. These roads are Maces, Ruru and Cuthberts Roads. To access Linwood Avenue, the intended collector road route is via the Maces Road Give Way controlled intersection with Dyers Road. Dyers Road is part of State Highway 74 and part of the Strategic Road Network intended for the movement of heavy freight vehicles.
- 4.4 Due to difficulties in finding gaps in traffic flows when exiting from Maces Road onto Dyers Road, an increasing number of heavy vehicles are bypassing the intersection and using the residential streets to access Linwood Avenue.
- 4.5 There have been four crashes recorded in the New Zealand Transport Agency (NZTA) Crash Analysis System over the last five years at the intersection of Maces Road and Dyers Road. Two involved vehicles turning right from Maces Road not giving way to vehicles on Dyers Road. One involved a truck failing to notice another vehicle turning right into Maces Road.
- 4.6 The movement and vibrations caused by these heavy vehicles are also reported to be damaging roads and houses.
- 4.7 A vehicle count taken in 2010 in St Johns Street showed that over 100 heavy vehicles per day used the street during the week. Residents report the numbers have increased considerably since then. There are no figures available for Woburn Street or Kidbrooke Street.
- 4.8 Bayswater Crescent and a number of other residential streets can only be reached via St Johns, Woburn or Kidbrooke Streets. Therefore it is only necessary to restrict entry of the heavy vehicles into these three streets, except for when they are making deliveries.
- 4.9 Approximately 1,000 consultation documents were distributed to affected residents, businesses and property owners in March 2014 outlining the proposed heavy vehicle restrictions.
 - 90 (9%) responses were received.
 - 74 (82%) of these supported the proposal.
 - 10 (11%) were against.
 - 6 (7%) made no decision.
- 4.10 While the proposed restrictions are likely to add to the number of vehicles using the intended collector road routes of Maces, Ruru and Cuthberts Roads, it is considered that these are better able to handle the heavy traffic than the residential streets of St Johns, Woburn and Kidbrooke Streets. Similar restrictions have been installed in Hornby, Hei Hei, Fendalton and Hornby.
- 4.11 Many respondents while supporting the proposed restrictions raised the difficulty of turning right from Maces Road onto Dyers Road (State Highway 74). Suggestions were to install either traffic signals, a roundabout, or to widen the approaches. A list of the comments and responses to them can be seen in **Attachment 2**.

10 Cont'd

- 4.12 The intersection of Maces Road and Dyers Road comes under NZTA jurisdiction. Changes to the traffic control devices at the intersection are outside the scope of this project, and would have to be initiated by the NZTA.
- 4.13 The New Zealand Transport Agency has been involved in this process from the beginning, and has been advised of the proposed restrictions. They are aware of possible impacts the restriction could have on their roading network. They have been provided with the comments relating to the difficulties with accessing Dyers Road. They advise that they have no concerns with the proposed restriction and will monitor its effects.
- 4.14 Each person who gave contact details received the result of the consultation and a summary of the comments. They were advised that a report would be presented to the Hagley/Ferrymead Community Board for approval. Contact details of the Board Advisor were provided so that interested parties could attend and/or address the Board prior to a decision being made.

5. LEGAL CONSIDERATIONS

- 5.1 Section 16A (Restriction of heavy traffic on roads) of the Land Transport Act 1998 states:
- (1) The Agency (in relation to a State highway, the control of which has not been delegated to a territorial authority under Part 4 of the Government Roding Powers Act 1989) or another road controlling authority (in relation to any road under its control) may, by public notice, direct that any heavy traffic, or any specified kind of heavy traffic defined in the notice, may not proceed between any 2 places by way of any road or roads specified in the notice.
 - (2) A copy of every notice under this section must be displayed in at least one prominent position on every road to which the notice applies.
 - (3) Every person commits an offence, and is liable on conviction to a fine not exceeding \$1,000, who contravenes the requirements of any notice under this section unless the person proves that there was no other way reasonably available for the traffic concerned to proceed.
- 5.2 The Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install restrictions by resolution. The Christchurch City Council, as the road controlling authority for these streets, has delegated the authority to control heavy vehicles in these streets to the Hagley/Ferrymead Community Board.
- 5.3 If approval is given, the restriction will be publicly notified and signs advising of the restriction will be installed on the approaches to and in St Johns, Woburn and Kidbrooke Streets in accordance with legislation.
- 5.4 The installation of signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 5.5 Note: If a heavy vehicle has "no other way" that can be used to make deliveries to any of the above or nearby streets, they have a statutory defence as set out in the legislation shown in subsection (3) above to use them to do so. They cannot however use the streets as a through route without making deliveries.

6. FINANCIAL IMPLICATIONS

- 6.1 The cost of publicly notifying the restriction in public notices and erecting signs is estimated to be \$1,500. This will be covered by operational expenses.

10 Cont'd

7. STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- 7.1 Approve a heavy vehicle entry restriction on St Johns Street between Maces Road and Linwood Avenue, except in circumstances outlined in subsection (3) of Section 16A of the Land Transport Act 1998. (see 5.1 above)
- 7.2 Approve a heavy vehicle entry restriction on Woburn Street, except in circumstances outlined in subsection (3) of Section 16A of the Land Transport Act 1998.
- 7.3 Approve a heavy vehicle entry restriction on Kidbrooke Street, except in circumstances outlined in subsection (3) of Section 16A of the Land Transport Act 1998.



BROMLEY RESIDENTIAL STREETS
Heavy Vehicle Restriction
For Board Approval

Original Plan Size: A4
ISSUE.1 25/07/2014
TG127301 MJR

ATTACHMENT 2 TO CLAUSE 9

Attachment 2: Consultation Comments and responses to them.

The publicity leaflet, with consultation plan was distributed to the community and stakeholders for consultation on the 27 March 2014. The feedback period was from 27 March until 14 April 2014. Approximately 1000 pamphlets were distributed to businesses, residents, and property owners. Ninety submissions were received. Seventy-four submissions were in support of the proposal; six made no comment and ten were generally against the proposed heavy traffic ban.

<u>Comments</u>	<u>Response</u>
1. Thank you, the sooner the better.	No response needed
2. Either way will not affect us.	As above.
3. The Christchurch City Council is to be congratulated on taking this positive and proactive approach with this proposal to ban heavy vehicle traffic on the residential roads outlined in the plan.	As above.
4. We totally support the Heavy Vehicle Ban in St Johns Street. The trucks shake our house, I do night shift, and it is hard to sleep with trucks driving past all day.	Legitimate heavy vehicle use can still occur as outlined in the statutory defence.
5. Main roads should be used by heavy vehicles, not residential streets.	As above
6. We fully support this. The streets are too narrow to manage the trucks that regularly go up and down.	As above.
7. The noise being created by trucks is an absolute nightmare for residents at 5.00 a.m.	As above.
8. The house shakes & creaks every time the trucks thunder past.	As above.
9. This needs to happen for safety of cyclists and to reduce the noise and vibrations that can only be matched by the earthquakes. People should not worry about truck and trailers using their street for a short cut just to save themselves a couple of minutes.	As above.
10. Every time a large truck goes down St Johns Street, it creates a large rumble and our windows shake.	As above.

ATTACHMENT 2 TO CLAUSE 9 CONT'D

<u>Comments</u>	<u>Response</u>
11. These big trucks can in time break up a residential road's surface and they frequently cause delay for drivers turning into Linwood Avenue, especially in the morning.	There should be a reduction in the number of heavy vehicles using the streets and a reduction in the delays mentioned.
12. The Maces/Dyers Road intersection during peak hours is horrendous. This intersection is dangerous and we advise our drivers not to use it. We require full use of St Johns Road during business hours for the safe transport of our merchandise.	The NZTA, under whose jurisdiction this intersection comes, are aware of the difficulty that vehicles have when turning onto Dyers Road from the Bromley Industrial Area. Any changes to the intersection will be initiated by the NZTA.
13. This ban will affect trucks accessing industries off Maces Road causing issues to those businesses (lots of concrete trucks go to depot in Tanya/Wickham streets). Entry into Dyers road would require better access or you will have chaos, perhaps put lights on Maces/Dyers intersection.	As above
14. We don't support this proposed ban. The reason we use St John Street is because it is too difficult to turn right off Maces Rd onto Dyers Rd from 8:00 am to 4:00 pm.	As above
15. The congestion at the Maces/Dyers intersection will only get worse as traffic volume increases along the Strategic Freight Network Routes unless something is done for right turning traffic here.	As above
16. In the last 14 yrs it seems to have got worse. Some truckies have told me it's too hard to get out of Maces Road onto Dyers Road at present. If traffic signals were installed it could make it a lot easier to turn right.	As above

ATTACHMENT 2 TO CLAUSE 9 CONT'D

<u>Comments</u>	<u>Response</u>
17. We support no heavy vehicles in Woburn, Bayswater and Kidbrooke streets but do not support including St Johns Street until improvements are made to the Maces Road/Dyers Road intersection to make it easier for heavy vehicles to turn right from Maces Road into Dyers Road.	As above
18. We oppose the closure of heavy vehicle access along St John Street to Linwood Avenue as it will cause major congestion for Maces Road traffic turning onto Dyers Road. Currently it is difficult to get across this intersection due to traffic, and heavy vehicles attempting to cross this intersection increase the risk of accidents. The safer option is for vehicles to use St John Street, turning left onto Linwood Ave. If the proposed ban goes ahead the Dyers Road/Maces Road intersection will need to be widened to allow left turning traffic through while heavy vehicles are waiting to turn right.	As above
19. Traffic lights on the Dyers/Wickham intersection would make it better for trucks heading to town or Lyttelton. They use St John St to get to the lights at Linwood Ave by making a left turn. New turning rules have increased truck usage of residential streets.	As above.
20. Traffic lights are needed at the Maces Road/Dyers Road (SH 74) intersection to enable truck drivers to right turn from Maces Road to Dyers Road.	As above
21. Something needs to be done to fix the traffic congestion caused by right turning traffic from Maces Road to Dyers Road.	As above
22. Since the earthquakes Firth has moved to the end of Newtown Street (and their plant is not at full production yet) with Manheim car auctions meaning increased heavy vehicle use. Is there going to be intersection improvements done at Maces/Dyers?	As above

ATTACHMENT 2 TO CLAUSE 9 CONT'D

<u>Comments</u>	<u>Response</u>
23. Improvements need to be made to the Maces Road/Dyers Road intersection to make it easier for all vehicles to turn right from Maces Road (and Wickham Street) onto Dyers Road. That is the reason heavy vehicles are using the residential streets.	As above
24. Access needs to be improved from Maces Road onto Dyers Road. This proposal will only force more trucks to go down Bromley Road to Keighleys Road onto Linwood Ave. Residents on these roads will also want to stop trucks.	As above
25. Will signs be enough to stop heavy vehicles? Would pinch point/calming points of the entry to St. Johns Street be a better option to deter heavy vehicles?	Signs and Police enforcement has the best chance of stopping heavy vehicles from using these roads as a short cut. Access for legitimate heavy vehicle access has to be maintained.
26. Some trucks need to use these streets because they have high loads that cannot be taken on other routes that have overhead wires. I would support the idea if all streets had underground wiring & services.	<p>The lowest overhead wires along Maces Road are 5.4 metres high.</p> <p>Any loads between 4.25 & 5 metres high require the written approval of the owner of overhead obstruction that the vehicle can't clear safely. In this case Orion New Zealand Limited.</p> <p>Any load over 5 metres high requires the written permission mentioned above, AND a permit from the Overdimension Permit Issuing Agency of NZTA.</p> <p>Therefore any loads up to 5.3 metres high could go by Maces Road. For a higher load, if there are no reasonable alternative routes, a permit could be issued to use the residential streets.</p>
27. We like the layout of the streets as they are and don't want judder bars, or changes made to street layout to inhibit larger vehicles.	Speed humps (judder bars) are not proposed, and entry for legitimate heavy vehicle access will be maintained.
28. Bayswater Crescent is far too skinny for large trucks, at any speed.	Heavy vehicles can still use the street if they have a legitimate reason. Traffic safety is the responsibility of everybody regardless of whether a pedestrian, cyclist, or the size of the vehicle they are operating

ATTACHMENT 2 TO CLAUSE 9 CONT'D

<u>Comments</u>	<u>Response</u>
29. This is a 'watershed' area for Bromley School with children walking/cycling to school. Bayswater Crescent is too narrow with poor visibility due to the curve - parked cars bring it down to a single lane only and with many residents backing out of driveways, heavy vehicles just increase safety risks.	As above.
30. There is heavy pedestrian use of Kidbrooke Street to Gormer Dairy and All Seasons Holiday Park. Bayswater Crescent has Bayswater Reserve and play area, plus sports activities for families to enjoy; we don't need heavy vehicle traffic safety issues.	As above.
31. Heavy traffic is a danger to the little-ones using the park!!!	As above.
32. We have noticed an increase in heavy vehicles on Bayswater Crescent. Particularly trucks carrying heavy loads at speeds unsafe for residential streets with children around.	As above
33. It will make a difference for residential traffic turning onto Linwood Avenue from St Johns and Kidbrooke Streets. Vision is restricted when a large vehicle is alongside you.	As above.
34. Bayswater Crescent residents have very large vehicles turn off Maces Road thru Woburn Street and on to Bayswater Crescent carrying (upright) large concrete slabs.	As above.
35. Several large trucks with concrete slabs on their decks are using Bayswater Crescent early in the morning (6:30-7 a.m.) as a shortcut. It would be good to see this stopped.	As above
36. I have taken to turning right into Linwood Ave via Kidbrooke St because it had been so stressful waiting behind trucks using St Johns Street. It can be dangerous trying to get across Linwood Ave and especially turning right to get to the mall.	There are alternative routes that can be used that have traffic signal at the intersections, e.g. Keighleys Road/ Linwood Avenue.

ATTACHMENT 2 TO CLAUSE 9 CONT'D

<u>Comments</u>	<u>Response</u>
37. Large haulage trucks (with containers) sometimes park on Bayswater Crescent, city side of Kidbrooke, all weekend. Driving from St John Street past these trucks means crossing the white line.	The parking of heavy vehicles on these streets may not constitute legitimate use. The vehicles may have to be parked elsewhere.
38. The Holiday Park at 5 Kidbrooke Street has drivers with heavy trucks stay over and would not like to see them banned from parking on Kidbrooke Street or Bayswater Crescent; but fully support the ban on heavy and large vehicles using these roads as a shortcut.	As above
39. Truck drivers stop to purchase goods from the convenience store situated on the Kidbrooke/Linwood Avenue corner, blocking neighbouring driveways.	It is an offence to park on or within 1 metre of a vehicle entrance. Offending vehicles can be reported to the Council Parking Enforcement Team. Heavy vehicles can park in Linwood Avenue where there are no vehicle entrances.
40. Heavy traffic shakes my home negating EQC repairs with the cracks re-appearing.	A reduction in the movement of heavy vehicles may reduce the cracking.
41. The scope of the plan does not extend far enough and will cause trucks to divert from Dyers Road, northward along Linwood Avenue into St Johns Street to obtain access to Ferry Road.	Heavy vehicles on Dyers Road can access Ferry Road via the signalized intersection at Palinurus Road or at the Tunnel Road Roundabout.
42. Can speed barriers be installed in Bayswater Crescent due to the amount of boy racers in the evenings using St Johns, Woburn and Bayswater streets as a racing circuit?	Speeding vehicles are primarily a Police issue.
43. At times it is virtually impossible to make a right hand turn from St John Street into Linwood Avenue due to traffic volumes.	There are other routes that can be used to access Linwood Avenue at intersections with traffic signals.
44. The bush by the corner of St John Street and Linwood Avenue needs to be removed as it causes a blind spot for drivers, causing them to come too far forward to see traffic.	Passed to the appropriate person to have bush trimmed.
45. Is there any chance of fixing the bumps and dips in Maces Road? As the trucks that travel down the road - some that are not doing the speed limit "shake the crap out of houses". Mainly when they hit the main drain covers, as we can feel the house shake from three covers away and possibly get truck weights checked.	SCIRT are currently doing this along Maces Road.

10. RICHMOND VILLAGE GREEN PLAYGROUND REDEVELOPMENT

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Transport and City Streets	N	
Author:	Kim Swarbrick, Consultation Leader	Y	DDI 941 5176

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report has been generated as the project is currently listed in the 2014-15 Annual Plan.
- 1.2 The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the concept plan of Richmond Village Green Playground Renewal and to proceed with detailed design and construction.

2. EXECUTIVE SUMMARY

- 2.1 Richmond Village Green is a local community park in Richmond servicing a large community. The existing fort playground no longer complies with current New Zealand standards and is due for replacement. Public consultation regarding this project has been well supported by the community.

3. BACKGROUND

- 3.1 Richmond Village Green is located in the suburb of Richmond. It is made up of one land parcel at 295 Stanmore Road with an area of 9747 square metres. The green is an important community facility which services a high density housing area. During the mid 1800s the green formed part of the grounds for Richmond Public School. The current playground site is believed to be the former site of the schoolmasters' house. Council purchased this land in 1928.
- 3.2 The existing playground is an old fort structure which is slowly degenerating and has nearly reached the end of its lifespan. The fort structure no longer complies with New Zealand playground standards and funding is available this financial year to upgrade this play equipment. Additionally, the playground will be relocated further west to be closer to Pavitt Street. The relocation, which is further from busy Stanmore Road, is to make the play area safer in accordance with Crime Prevention through Environmental Design (CPTED) principles. The proposed location will have improved visibility and more open surveillance than the old fort location. Plus the new site is sunnier and warmer.

4. COMMENT

- 4.1 A preliminary concept plan was circulated to key stakeholders in August 2014 to obtain feedback on its design. The proposal is for a seesaw, rodeo board spring item, timber stepping rounds, a two bay mega swing and single bay disc swing. Playground equipment includes the fabulous Mt Aspiring rope activity centre with double slide, suspension bridge and scramble net. Residents were asked to indicate their support/non support for the concept plan and were given the option to comment. In total 35 responses were received with 33 (94 per cent) indicating their support and positive comments.
- 4.2 A number of suggestions and comments were made that have been considered by the project team. In this instance no changes have been made to the plan due to the very positive response from submitters. The Richmond Village Green Playground Concept Plan can be viewed as **Attachment 1**.
- 4.3 All proposed play equipment complies with the New Zealand Playground Safety Standards.

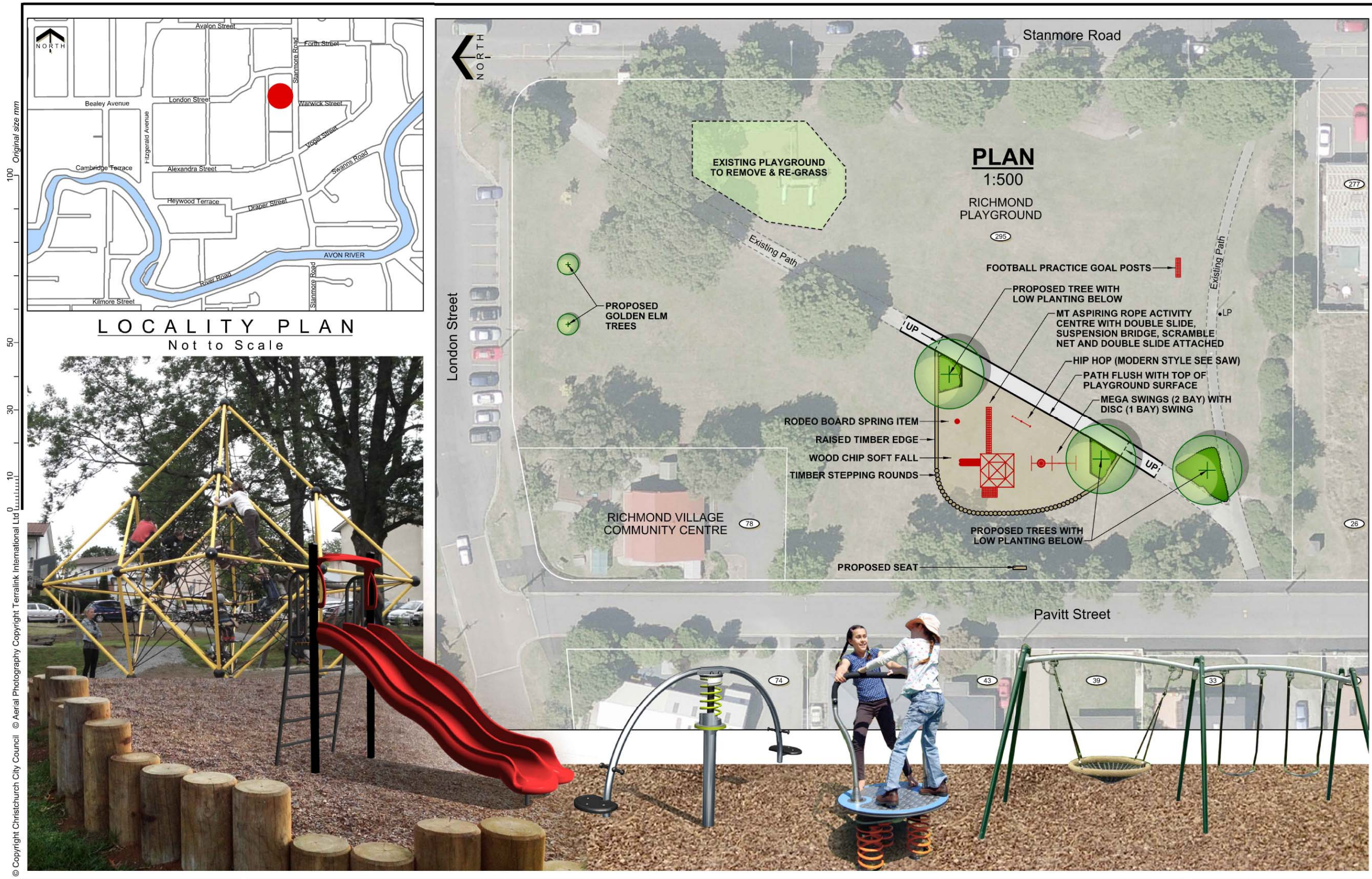
5. FINANCIAL IMPLICATIONS

- 5.1 Funding is available this financial year for the proposed playground renewal.
- 5.2 The playground will continue to be maintained by a Council maintenance contractor. Therefore, the playground and park can be expected to receive regular maintenance management. Any ongoing maintenance costs will be absorbed by the maintenance budget.

6. STAFF RECOMMENDATION

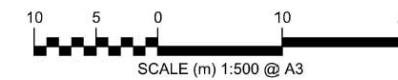
It is recommended that the Hagley/Ferrymead Community Board:

- 6.1 Approve the concept plan (refer **Attachment 1**) for the redevelopment of Richmond Village Green Playground and proceed to detailed design and construction.



Christchurch City Council

RICHMOND PLAYGROUND
Neighbourhood Improvements Project
For Board Approval



Original Plan Size: A3
ISSUE. 1 September 2014
LP357801.DGN

**11. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15
DISCRETIONARY RESPONSE FUND – FRIENDS OF EDMONDS FACTORY GARDEN**

		Contact	Contact Details
Executive Leadership Team Responsible:	Director, Office of the Chief Executive	N	
Officer Responsible:	Community Support Transitional Manager	N	
Author	Shupayi Mpunga, Strengthening Communities Adviser	Y	DDI 941 6605

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is for the Hagley/Ferrymead Community Board to consider the application from Friends of Edmonds Factory Garden for Entertainment at Edmonds – Community Events for the amount of \$1,100 for funding from its 2014/15 Discretionary Response Fund.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable.

3. BACKGROUND

- 3.1 The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
- 3.2 At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
- 3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
- 3.3.1 Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
- 3.3.2 Projects or initiatives that change the scope of a Council project; and
- 3.3.3 Projects or initiatives that will lead to ongoing operational costs to the Council.
- Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (3.3.2) and (3.3.3)."*

4. COMMENT

- 4.1 In 2014/15, the total budget available for allocation in the Hagley/Ferrymead Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
- 4.2 Based on the above criteria, the application from Friends of Edmonds Factory Garden is eligible for funding.
- 4.3 Detailed information on the application and staff comments are included in the Decision Matrix (refer **Attachment 1**).

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently a balance of \$36,547 in the Board's 2014/15 Discretionary Response Fund.
- 5.2 Current recommendations align with the 2013-16 Three Year Plan page 227 regarding community grants schemes including Board funding.

6. **STAFF RECOMMENDATION**

6.1 It is recommended that the Hagley/Ferrymead Community Board:

Approve a grant of \$1,000 from its 2014/15 Discretionary Response Fund to Friends of Edmonds Factory Garden for Entertainment at Edmonds – Community Events.

2014/15 DRF HAGLEY-FERRYMEAD DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00052698	Organisation Name	Project Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Friends of Edmonds Factory Garden Incorporated	<p>Entertainment at Edmonds - Community Events</p> <p>The Friends of Edmonds Factory Garden organise events during the year including Carols at Edmonds and Garden Party at Edmonds to promote the garden, and provide free entertainment in a low socio economic area.</p> <p>Contribution is sought towards the cost of entertainment.</p>	<p>\$ 1,600</p> <p>Requested</p> <p>\$ 1,100</p> <p>(69% requested)</p>	Entertainment - \$1,100	<p>\$ 1,000</p> <p>That the Hagley/Ferrymead Community Board makes a grant of \$1,000 to the Friends of Edmonds Factory Garden towards the cost of Entertainment at Edmonds - Community Events.</p>	2

<p>ORGANISATION DETAILS</p> <p>Service Base: Friends of Edmonds Factory Garden Legal Status: Incorporated Society Established: 1/01/1990 Target Groups: Community Annual Volunteer Hours: 1,500 Project Participants: 600</p> <p>ALIGNMENT WITH COUNCIL STRATEGIES</p> <ul style="list-style-type: none"> Strengthening Communities Strategy Older Persons' Policy <p>CCC Funding History</p> <p>2013/14 - \$4,255 (Purchase of Sunrise Seat) DRF 2013/14 - \$1,000 (Community Events) DRF 2012/13 - \$1,000 (Community Events) SGF 2010/11 - \$1,200 (Community Events) SGF 2010/11 - \$3,924 (Purchase and Install Security Cameras) DRF</p>	<p>Other Sources of Funding (This Project Only)</p> <p>Funds on Hand - \$500</p> <p>Staff Assessment</p> <p>The Friends of Edmonds Factory Garden are a voluntary group who promote, support and protect Edmonds Factory Garden to encourage interest and appreciation for its historic features. They also organise activities consistent with its purpose to raise awareness of it and to conserve it for people of the city both now and for the future.</p> <p>The Friends of Edmonds Factory Garden are planning two events - One on November 23, 2014 and the other on February 22, 2015. Participants are entertained with live music and enjoyable activities within pleasant surroundings. Afternoon tea is provided for a nominal cost at the Garden Party. Overall the events attract over 500 people of all ages, abilities and ethnicities. Each year there are new people and also those who have attended the event in the past.</p> <p>The Friends of Edmonds Factory Garden are enthusiastic, dedicated, hard working volunteers who manage highly valued, enjoyable events for the wider community. Edmonds Factory Garden and associated events such as Festival of Flowers are enhanced by The Friends of Edmonds Factory Garden efforts to meet their objectives to a consistently high standard.</p>
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12. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – TAMATI CHRISTIE

		Contact	Contact Details
General Manager responsible:	Director, Office of the Chief Executive	N	
Officer responsible:	Unit Manager, Community Support	N	
Author:	Shupayi Mpunga, Strengthening Communities Adviser	Y	DDI 941 6605

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek approval for an application from Tamati Christie for funding from the Hagley/Ferrymead Community Board 2014/15 Youth Development Fund.

2. BACKGROUND

- 2.1 The purpose of the Youth Development Fund is to celebrate and support young people living in the Hagley/Ferrymead ward by providing financial assistance for their development. The Hagley/Ferrymead Community Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.
- 2.2 On 2 July 2014, the Hagley/Ferrymead Community Board allocated \$10,000 from its 2014/15 Discretionary Response Fund to establish the Hagley/Ferrymead Youth Development Fund.

3. COMMENT

- 3.1 The applicant Tamati Christie is a 12 year old resident of Charleston who attends Te Kura Whakapumau. Tamati is seeking financial assistance towards representing Canterbury Rugby League. He has been selected along with other 12 year olds to represent Canterbury at the Regional and National Tournaments. The two tournaments are in Greymouth on 20 September and in Wellington on 3 October 2014.
- 3.2 Tamati has played rugby league for Linwood since he was six years old. Tamati trains regularly with the Linwood Rugby League and would like to continue playing rugby league professionally when he is older. Already Tamati has represented Canterbury Rugby League in 2011, 2013 and this year. It is important for him to be representing Canterbury and setting an example for other children at the Kura he attends.
- 3.3 The application fits with the Board's Youth Development criteria of 'Representation at Events'.

4. FINANCIAL IMPLICATIONS

- 4.1 The total cost for Tamati to compete in the regional and national tournaments is \$360.
- 4.2 There is currently \$9,000 remaining in this fund.

5. STAFF RECOMMENDATION

- 5.1 It is recommended that the Hagley/Ferrymead Community Board make a grant of \$150 from the Hagley/Ferrymead Community Board 2014/15 Youth Development Scheme to Tamati Christie towards financial assistance to represent Canterbury Rugby League and compete at the regional and national tournaments.

13. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – TE WHARE TAONGA O NGA IWI KATO A LINWOOD RESOURCE CENTRE TRUST

		Contact	Contact Details
Executive Leadership Team Responsible:	Director, Office of the Chief Executive	N	
Officer Responsible:	Community Support Transitional Manager	N	
Author	Diana Saxton, Community Recreation Adviser	Y	DDI 941 6628

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is for the Hagley/Ferrymead Community Board to consider the application from Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust for Fun Times at Linwood Avenue School Pool for the amount of \$45,000 for funding from its 2014/15 Discretionary Response Fund.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable.

3. BACKGROUND

- 3.1 The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
- 3.2 At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
- 3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
- 3.3.1 Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
- 3.3.2 Projects or initiatives that change the scope of a Council project; and
- 3.3.3 Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (3.3.2) and (3.3.3)."*

4. COMMENT

- 4.1 In 2014/15, the total budget available for allocation in the Hagley/Ferrymead Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
- 4.2 Based on the above criteria, the application from Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust is eligible for funding.
- 4.3 Detailed information on the application and staff comments are included in the Decision Matrix (refer **Attachment 1**).

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently a balance of \$36,547 in the Board's 2014/15 Discretionary Response Fund.
- 5.2 Current recommendations align with the 2013-16 Three Year Plan page 227 regarding community grants schemes including Board funding.

6. **STAFF RECOMMENDATION**

6.1 It is recommended that the Hagley/Ferrymead Community Board:

Approve a grant of \$20,000 from its 2014/15 Discretionary Response Fund to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust towards the Lifeguard wages for Fun Times at Linwood Avenue School Pool.

2014/15 DRF HAGLEY-FERRYMEAD DECISION MATRIX

ATTACHMENT1 TO CLAUSE 13

Priority Rating	Description
One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00052901	Organisation Name	Project Name and Description	Project Details	Project Funding	Total Cost	Amount Requested	Staff Recommendation	Priority
	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust	Fun Times at Linwood Avenue School Pool To enable culturally diverse, low income families in the greater Linwood area to access Linwood Avenue School Pool outside school hours, over Summer.	Staff: 2 Volunteers: 0 Participants: 4,000 User Fees: \$1	CCC Funding History (This Project Only) Nil Other Sources of Funding (This Project Only) Health Promotion Agency - \$5,000 (Pending) Youthtown - \$10,000 (Pending) Rotary - \$5,000 (Pending) Red Cross - \$5,000 (Pending)	\$45,000	\$45,000 100% percentage requested Contribution Sought Towards: Lifeguard Wages - \$20,000	\$20,000 That the Hagley/Ferrymead Community Board makes a grant of \$20,000 to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust towards Lifeguard wages for Fun Times at Linwood Avenue School Pool	1

ORGANISATION DETAILS

Service Base:	332 Linwood Ave, Linwood
Council Facility:	Yes
Legal Status:	Charitable Trust
Established:	1/02/1997
Staff – Paid:	3
Staff – Unpaid:	33
Target Groups:	People on Low Incomes, General Community, People with Mental Health, Young People
Annual Volunteer hours:	2,130
Networks:	Council of Social Services and Volunteer Canterbury
Audited accounts:	30/06/2013

ORGANISATION DESCRIPTION/OBJECTIVES:

The Linwood Resource Centre was set up as a Community Development project to provide a welcoming, stimulating and safe environment for local people to build an inclusive community. It seeks to empower local people to take action on issues of importance to them. In addition the organisation seeks to work bi-culturally, collectively and collaboratively with the community and various agencies that work in the Linwood area to bring about positive changes.

CCC FUNDING HISTORY

2014/15 - \$1,000 (Volunteer Costs) SGF
 2014/15 - \$3,000 (Community Gardens) SGF
 2014/15 - \$1,000 (Community Programmes) SGF
 2014/15 - \$1,000 (Girls Groups) SGF
 2013/14 - \$1,500 (Volunteer Costs and Recognition) SGF
 2013/14 - \$3,000 (Garden Maintenance) SGF
 2013/14 - \$3,000 (Operational Costs) SGF
 2013/14 - \$1,000 (Girls Group) SGF
 2013/14 - \$17,300 (Linwood Youth Festival Event - LYFE) SCF
 2012/13 - \$3000 (Operational Costs) SGF
 2012/13 - \$3,000 (Garden Maintenance) SGF
 2012/13 - \$1,250 (Men's Action Project) SGF
 2012/13 - \$1,800 (Programme Costs) SGF
 2012/13 - \$1,500 (Volunteer Recognition) SGF
 2012/13 - \$1,000 (Girls' Group) SGF

ALIGNMENT WITH COUNCIL STRATEGIES AND BOARD OBJECTIVES

- Physical Recreation and Sport Strategy
- Strengthening Communities Strategy
- Hagley/Ferrymead Board Objectives: 3, 10, 11

ALIGNMENT WITH COUNCIL FUNDING OUTCOMES

- Foster collaborative responses
- Reduce or overcome barriers
- Provide community based programmes
- Enhance community and neighbourhood safety
- Increase community engagement
- Community participation and awareness
- Support, develop and promote capacity

HOW MUCH WILL THE PROJECT DO? (MEASURES)

Increase physical activity, social and recreational opportunities for culturally diverse, low income families living in the greater Linwood area.

The 13 week pilot programme will operate from Saturday 22 November to Sunday 22 February 2015.

Opening hours during Term time:

Monday to Friday 3pm to 6pm

Saturday and Sunday 12noon to 6pm.

Opening hours during School Holidays and Public Holidays:

Monday to Sunday from 12noon to 6pm.

Closed Xmas Day

HOW WILL PARTICIPANTS BE BETTER OFF?

Affordable recreational activities.

Safe, supervised programme.

Access to swimming for low income families.

Stronger links between participants, Linwood Ave School, local community groups and organisations for health, wellbeing and physical activity.

Social isolation will be reduced.

STAFF ASSESSMENT

This project is recommended as Priority One due to its strong alignment to the Council outcomes and priorities and the reach and depth of the project.

The Linwood Resource Centre is working in partnership with other local organisations to find ways of ensuring that families are engaged in positive activity locally. The initiative to open the Linwood Avenue School pools for use by the local community is something that local community groups and organisations strongly support as this gives families another activity that they can participate in with their families.

A high proportion of families living in the greater Linwood area are on low incomes and cannot afford Aqua Gym, the nearest facility in the area. The opportunity for the community to access the school pools after school hours and during the school holidays fills a recreational gap that the community have needed for a significant length of time. Apart from offering affordable recreational opportunities, this initiative also seeks to provide a smoke-free, sun-smart environment with healthy food choices and for community members to connect with others who live locally and with community groups and organisations that promote health, wellbeing and physical activity.

The programme is based on the highly successful \$1 New Brighton Pool that is managed by Rawhiti Community Sports Incorporation. Rawhiti Community Sports Incorporation will be contracted to deliver this programme to ensure the community has a quality, fun, safe aquatic experience that meets all health, safety and operational standards.

The partnerships into putting this project together have resulted in a well informed project that is based in an area of need where there is no other initiative like it. Currently the Hagley/Ferrymead Community Board has as one of its priorities an aquatic facility for the area. Being able to offer Fun Times at Linwood Avenue School Pool fills this gap until a permanent solution is in place.

14. PROPOSED ROAD NAME – ST ADELA PLACE AND KENTS WAY

		Contact	Contact Details
Executive Leadership Team Member responsible:	Helen Beaumont, Acting Chief Planning Officer	N	
Officer responsible:	John Gibson, Acting Manager Resource Consents	N	
Author: Bob Pritchard	Bob Pritchard, Subdivision Officer	Y	DDI 941 8644

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to obtain the Hagley/Ferrymead Community Board approval for a Right of Way name and a change of Road name.

2. EXECUTIVE SUMMARY

- 2.1 It is proposed to change the road name for a cul de sac in the St Lukes Street subdivision. The subdivision was initially presented to the Board at the meeting held on 16 July 2014 (refer **Attachment 1**). Three names were submitted in order of preference by the Development Company; all three names were "Saints" names in keeping with the surrounding roads.
- 2.2 It is proposed to name an existing right of way running off Wakefield Avenue in Sumner after a long standing resident and businessman, Kent Prier.

3. BACKGROUND

- 3.1 In relation to the proposed road name change for the cul de sac in the St Lukes Street (refer **Attachment 2**) subdivision the applicant's first preference was St Abel Place, the second was St Ariadne Place and the third St Adela Place. The Community Board preferred St Ariadne Place. The new owners and residents were unhappy with St Ariadne Place citing difficulty with pronunciation and spelling. The residents then organised a petition, stating their preference for St Adela Place. The petition was organised and submitted to Council staff.

3.1.1 The proposed change of name is consistent with Council's road naming policy.

- 3.2 With regard to the existing right of way off Wakefield Avenue in Sumner, an application has been received from Craig Prier to name a private right of way (refer **Attachment 3**) after his father, Kent Prier. Kent Prier has had a longstanding involvement in the Sumner and Redcliffs community and occupied 10 Wakefield Avenue as both owner and as a tenant since 1974. Kent's health is failing now, and Craig feels it will mean a lot to his father. As this is a private right of way, Council's policy is to call it Kent's Lane, however it was thought to be far more appropriate as "Kents Way".

3.2.2 The lane is used as a rear entrance for KB's bakery and the Bamboozle restaurant and also connects with the car park adjoining Coffee Culture and the Hollywood Theatre.

3.2.3 The proposed right of way name is consistent with Council's Right of Way Naming Policy

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial costs to the Council from either application. The administration fee for road naming is included as part of the subdivision consent application fee and the cost of the nameplate is charged direct to the developer.

5. **STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- 5.1 Alter its decision of 16 July 2014 to approve the name St Ariadne Place for the small cul-de-sac off St Lukes Street to St Adela Place.
- 5.2 Approve the name Kents Way for the right of way in Wakefield Avenue.

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ATTACHMENT 1 TO CLAUSE 14

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16. PROPOSED ROAD NAMING – 61 DYERS ROAD, HORNCastle HOMES

The Board considered a report seeking approval for one new road name at 68 Lukes Street and discussed the three names proposed by the development company.

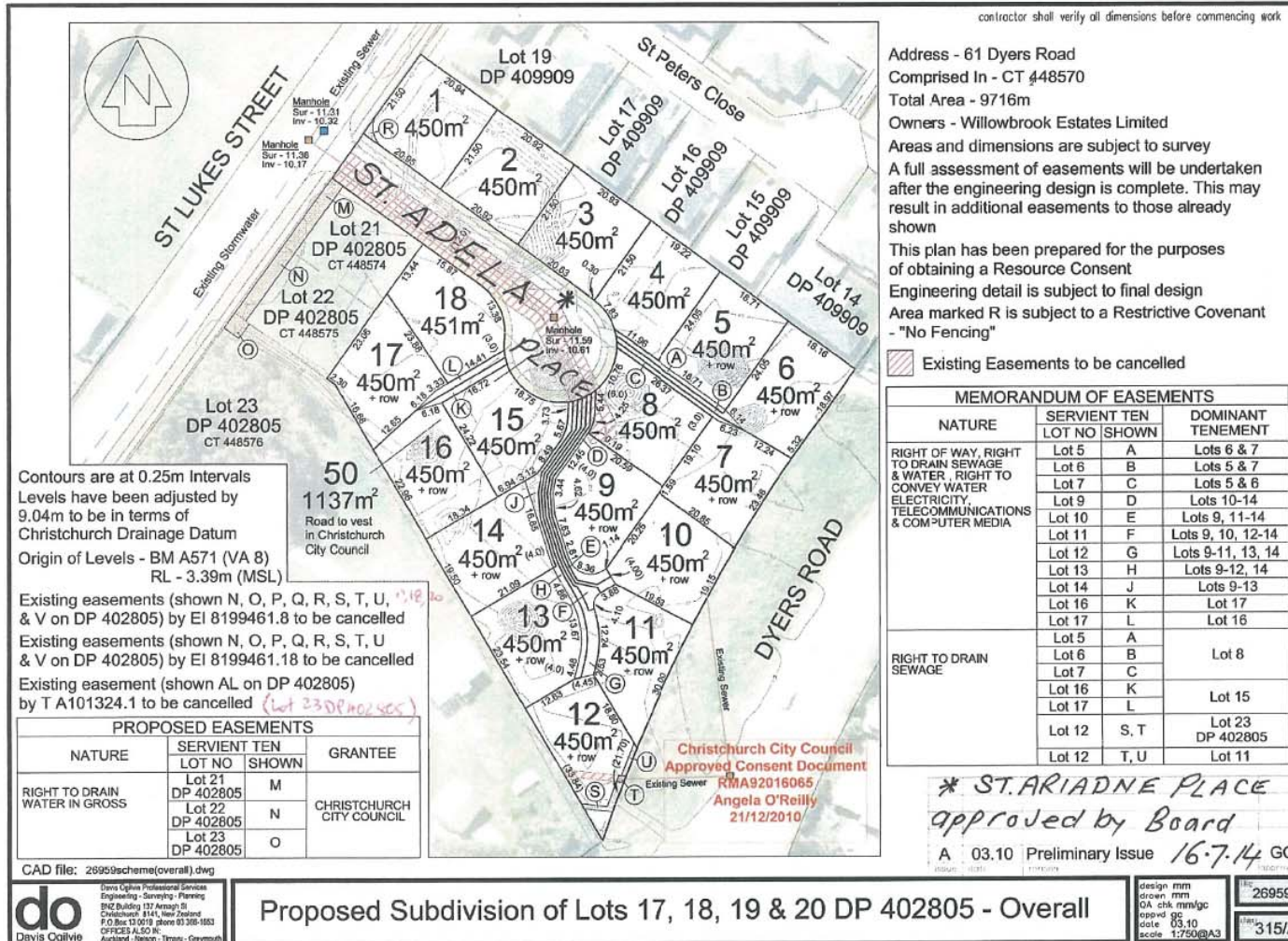
STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the name St Abel Place for the small cul de sac off St Lukes Street.

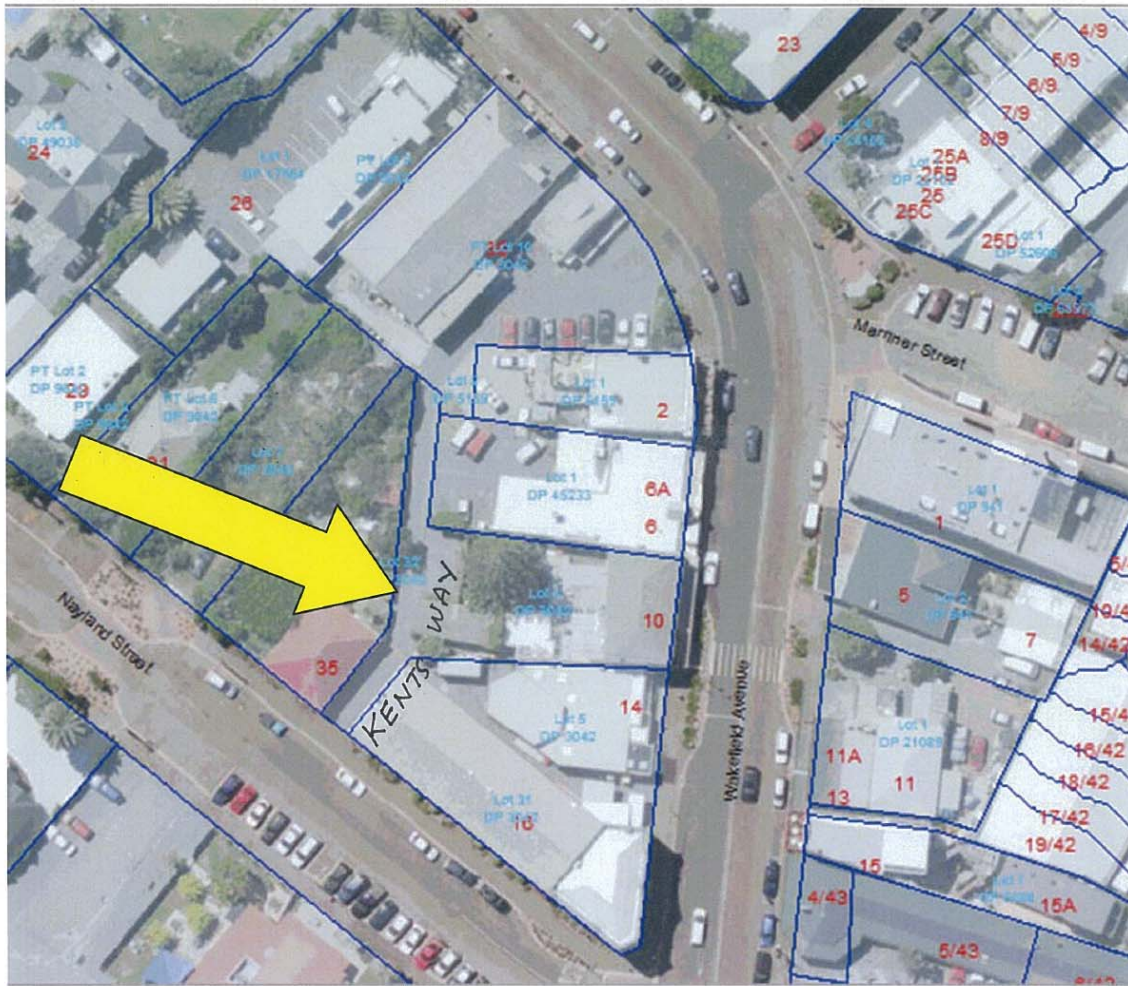
BOARD DECISION

The Board **resolved** to approve the name St Ariadne Place for the small cul de sac off St Lukes Street.

(Note: Brenda Lowe-Johnson and Islay McLeod requested their votes against the decision be recorded.)



PROPOSAL TO CHANGE ARIADNE PLACE TO ST. ADELA PLACE



Proposed name " Kent's Way " for the right of way at the rear Of the premises at 2 – 16 Wakefield Avenue

15. COMMUNITY BOARD ADVISER'S UPDATE

15.1 DISCRETIONARY RESPONSE FUND AND YOUTH DEVELOPMENT FUND 2014/15

The current balances and allocations of the Hagley/Ferrymead Community Board 2014/15 Discretionary Response Fund and Youth Development Fund, as at 1 October 2014, before any decisions at this meeting, are **attached**.

16. QUESTIONS UNDER STANDING ORDERS

17. ELECTED MEMBERS' INFORMATION EXCHANGE

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

ATTACHMENT 1 TO CLAUSE 15.1

Hagley/Ferrymead Discretionary Response Fund	Allocation 2014/15	Board Approval (Updated as at: 1 Oct)
Total DRF Budget for 2014/15	\$51,197.00	
Discretionary Response Fund - Total Allocation	\$41,197.00	
Funds Allocated to Youth Development Fund	\$10,000.00	
Neighbourhood Week for 2014/15 - grant for individuals and groups for local neighbourhood cohesion events	\$3,500.00	06/08/14
Sumner Redcliffs Historical Society Incorporated - towards content insurance	\$450.00	17/09/14
Sumner Community Residents' Association - towards Sumner Resources tools and equipment	\$700.00	17/09/14
<i>Friends of Edmonds Factory Garden - towards Entertainment at Edmonds - Community Events (to be considered 15/10/14 - \$1000)</i>		
<i>Te Whare Taonga O Nga Iwi Kataoa Linwood Resource Centre Trust - towards Lifeguard wages for Fun Times at Linwood Avenue School Pool (to be considered 15/10/14 - \$20,000)</i>		
Discretionary Response Fund Balance	\$36,547.00	
Youth Development Fund - Opening Balance allocation - 2 July 2014	\$10,000.00	02/07/14
<i>Allocations made</i>		
Blaise Turnbull - United Nations Youth Pacific Project	\$400.00	16/07/12
Joshua Cornah - Competing at the World Youth Climbing Championships	\$500.00	03/09/14
Festival	\$100.00	03/09/14
<i>Tamati Christie - Canterbury Rugby League representation (to be considered 15/10/14 - \$150)</i>		
Youth Development Fund Balance - Available for allocation	\$9,000.00	
TOTAL: Hagley/Ferrymead Discretionary Response Fund Unallocated (including YDF)	\$45,547.00	

(Note: Amounts in red denote recommendation in staff report)