



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 2 AUGUST 2006

AT 4.00 PM

IN THE BOARDROOM, PAPANUI SERVICE CENTRE,
CNR LANGDONS ROAD AND RESTELL STREET

Community Board: Yvonne Palmer (Chairperson), Myra Barry (Deputy Chairperson), Ngaire Button, Bill Bush, Graham Condon, Megan Evans, Norm Withers.

Community Board Principal Adviser

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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1. APOLOGIES

An apology for absence has been received from Bill Bush.

2. CONFIRMATION OF MEETING REPORT – 19 JULY 2006

The report of the meeting of 19 July 2006 has been circulated to the Board under separate cover (see attached).

CHAIRPERSON'S RECOMMENDATION

That the report to Council of 19 July 2006 be confirmed as a true and accurate record of that meeting.

3. DEPUTATIONS BY APPOINTMENT

3.1 Santa Claus Workshop Charitable Trust

Malcolm Westgarth will speak to the Board regarding the Trust's need for alternative premises.

3.2 Mr Kinzett

4. MAIREHAU RESEARCH

Sue Milligan and Mike Jillings (from Presbyterian Support, Upper South Island) will present the findings of research undertaken on behalf of the Board, previously distributed.

5. BELFAST COMMUNITY NETWORK

General Manager responsible:	General Manager, Community Services
Officer responsible:	Community Support Unit Manager
Author:	Bruce Meder, DDI 941-5408

PURPOSE OF REPORT

1. The purpose of this report is to present a request for funding from the Belfast Community Network for research costs (\$3,000).

EXECUTIVE SUMMARY

2. Belfast Community Network Inc. has been an integral and important organisation in Belfast since 2001. It arose out of a desire by a variety of community groups in Belfast to provide better co-ordination of community services, activities and programmes.
3. The Belfast Community Trust has offered the Belfast Community Network the opportunity to determine the best use of funds being raised for community facilities in Belfast.
4. To responsibly undertake this role the Network is employing an independent researcher to research the community facility needs of Belfast.

FINANCIAL CONSIDERATIONS

5. The budget for the proposed research is \$8,943.75 (GST inclusive) which includes 120 hours research fees, mileage and consultation costs. Belfast Community Network is seeking a contribution of \$3,000 towards this cost from the Community Board. The Network presently has a contribution of \$1,000 from Belfast School and hopes to raise a further \$4,000 from sponsorship plus committing \$1,000 of its own funds to the project.

5. Cont'd

6. The Belfast Community Network has an operating budget of \$133,000 and in the year to March 2005 had a surplus of \$10,000. The balance sheet shows net assets of almost \$29,000 with almost \$17,000 of this being fixed assets.
7. The Network has recently obtained funding from the Community Board of \$1,200 towards the replacement costs of a heat pump.
8. In the latest three financial years, the Belfast Network has received the following grants from the Board via Project funding:

2003/04	\$15,000	towards salary costs
	\$15,000	towards costs of OSCAR
2004/05	\$20,000	towards salary costs (Community Worker and Youth Worker)
	\$10,000	towards costs of OSCAR
2005/06	\$8,000	towards salary costs
	\$5,000	towards costs of OSCAR

9. In the last three financial years the Network has had the following grants from the Community Development Scheme:

2003/04	\$2,000	for power and telephone costs
2004/05	\$2,880	for venue overhead costs
2005/06	\$1,000	for operating costs of community van
	\$1,000	for Administration and overhead costs

10. The Belfast Trust has been established to raise funds for community services and facilities in the Belfast area. A large developer in the area has offered to contribute towards the fundraising. The Belfast Trust intends raising funds for the establishment and ongoing maintenance of a community facility.
11. There are no legal considerations.

STAFF RECOMMENDATION

It is recommended that the Board agree to allocate \$3,000 to the funding of the research for the Belfast Community Network.

CHAIRPERSON'S RECOMMENDATION

For discussion.

5. Cont'd

BACKGROUND

12. The Belfast Community Network was incorporated in 2001 after a series of meetings of local community groups, schools, doctors and members of the Shirley/Papanui Community Board. The Community Network employs a Community Co-ordinator to promote co-ordination amongst the Network's membership and to undertake programmes and activities in the Belfast area that enhance the well-being of Belfast residents and the community.
13. Some of the activities of the Network include:
 - A youth café and associated youth programmes
 - Information and resources
 - Shopping trips for the elderly
 - OSCAR programme
 - Craft group
 - Community Newsletter
 - Running a community facility
 - Community events (including the highly successful Waitangi Day festival in conjunction with Willowbank and Ko Tane).

Research Request

14. The Belfast Trust has been established to raise funds for community services and facilities in the Belfast area. A developer in the area has offered to contribute towards this fundraising. The Belfast Trust intends raising funds for the establishment and ongoing maintenance of a community facility.
15. The Belfast Community Network Inc. has been given the opportunity to provide input to the Belfast Trust on how these funds might best meet the needs of the Belfast community. The Belfast Network's Chairperson is also a member of the Belfast Trust.
16. In order to determine this in a responsible way, the Belfast Network Inc. has contracted an independent researcher to undertake research into the community facility needs of Belfast. The outcomes of this research have the potential to provide the Belfast community with a significant local facility with only a small financial input from the Council and Community Board.

Previous Research

17. The Shirley/Papanui Community Board commissioned a Needs Analysis for the Belfast area in 1996. In terms of community facilities in Belfast, this research made the following observations:
 - (a) Many parents would like a crèche/childcare facility.
 - (b) Noted the possibility of investigating the viability and need for a community cottage.
 - (c) A community centre located on Main North Road would improve Belfast.

However, no detail regarding community facilities was obtained in this research.

18. In 2003 Anglican Care undertook a limited survey of residents in three parts of Belfast. This research was primarily aimed at discovering the role that churches could play in the future of Belfast. The research did show that a community centre would enhance life in the area, although the response was small (4/128 respondents).
19. The draft Belfast Area Plan (November 2004) includes a technical paper on community facilities. This paper notes that "Belfast is...socially fragmented, has little to offer the youth of the area, and does not contain a strong community heart." It also reiterates the "fundamental importance to a community's well-being" of community facilities.

5. Cont'd

20. The technical paper outlines short (0-5 years), medium (5-10 years) and long-term (over 10 years) actions on the part of Christchurch City Council in relation to community facilities (including schools, places of worship, halls, meeting places, library, visitor centre, museum etc). The short-term actions revolve around the Council communicating with affected groups and agencies to ensure co-ordination of planning and to develop strategies that arise from an ageing population and the deficit of youth activities in the area. Medium-term actions look at library services in the area and providing for a strong community focal point (Sheldon Park and the Supa Centa being core to this approach). The long-term actions investigate a public transport interchange (rail and bus) and the potential of removing heavy traffic from central Belfast.
21. The 1996 research is now ten years old and many of the recommendations from that research have been implemented. The 2003 Anglican Care research is too limited in scope and response to provide any significant information relating to community facilities in the area. The draft Belfast Area Plan community facilities technical paper provides significant information relating to demographics, gaps and the existence of present facilities in the Belfast area. It does not, however, provide detail relating to possible use, type of facility, location and management structure. The research undertaken by Belfast Community Network will supplement the Council's own work. It will play a significant and useful part in the short and medium-term actions described above.

OPTIONS

22. The Community Board has four options available:
- (a) To allocate a grant of the full amount requested (i.e. \$3,000).
 - (b) To allocate a partial grant.
 - (c) To decline the application for funding.

6. SAWYERS ARMS ROAD - PEDESTRIAN ROAD CROSSING FACILITY NEAR COTSWOLD AVENUE

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Michael Thomson, DDI 941-8950

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board in response to a request from a deputation of local residents for a pedestrian crossing island to be installed on Sawyers Arms Road adjacent to Cotswold Avenue.

EXECUTIVE SUMMARY

2. The local community has raised concerns about the safety and convenience for pedestrians, particularly school children, when crossing Sawyers Arms Road in the vicinity of Cotswold Avenue.
3. Pedestrian activity at this location is principally due to two primary schools (Emmanuel Christian and Cotswold Primary), bus stops, the Workingman's Club and residential development on the north east side of Sawyers Arms Road in particular, the Glasnevin subdivision.
4. Traffic volumes on Sawyers Arms Road have tripled from 1988 to 2006. From the latest traffic count the week day average traffic volume is 9,250 vehicles per day. This is due to the underlying increase in traffic growth, changes to the Johns Road/Sawyers Arms Road intersection control and traffic generated from the Northwood/Styx Mill etc subdivisions. Over the past five years there have been four reported crashes in this vicinity, two involving injuries. No reported crashes involved pedestrians or cyclists. Three of the four crashes occurred at night or at a weekend.

6. Cont'd

5. Pedestrian surveys reveal that pedestrian activity outside school travel time is relatively light at this location. The maximum activity rate recorded was one pedestrian crossing every five minutes with some 15 minute periods having no pedestrian activity. However, this location is clearly a crossing point for school related pedestrians and the bus stop located at the Workingman's Club. This indicates a very uneven crossing demand. For this reason, it is considered that the most appropriate crossing facility is a central pedestrian island as requested by residents.
6. From a traffic engineering perspective, the appropriate position for an island is considered to be on the south east side of the Cotswold intersection. This would not affect right turning traffic into Cotswold Avenue and avoids the potential conflict with left turning traffic out of Cotswold Avenue with the crossing pedestrian. Coincidentally, this is the position requested by residents and is the location with the highest pedestrian crossing activity. An indicative location plan for clarification purposes only, is shown on the attached diagram.
7. While the initial traffic engineering assessment coincides with the current peak crossing activity and the deputation of residents' wishes, further detailed analysis is needed to determine the optimum remedial solution for this road crossing issue that takes into account all road user requirements and directly affected property owner's feedback, through community consultation.

FINANCIAL AND LEGAL CONSIDERATIONS

8. There is currently no budget to implement any proposals to address this matter. Subject to a proposal being developed, it would then need to be prioritised into the appropriate budget categories.
9. Any proposals would be subject to the usual project development considerations including consultation, and to compliance with the Road User and Traffic Control Devices Rules.

STAFF RECOMMENDATION

That the Board receives the information and notes the proposed development and introduction of this project into the Capital Programme.

CHAIRPERSON'S RECOMMENDATION

For discussion.

7. HAREWOOD ROAD – PEDESTRIAN ROAD CROSSING FACILITIES

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Michael Thomson, DDI 941-8950

PURPOSE OF REPORT

1. The purpose of this report is to:
 - Respond to concerns raised by Community Board members about the safety and convenience for pedestrians wishing to cross Harewood Road in the vicinity of Chapel Street and Sails Street.
 - Respond to a submission by the Aratupu Preschool and Nursery (in terms of the Chapel Street kerb and channel renewal project).
 - Advise the Board on the process to conduct a thorough investigation to address these, and associated matters.

7. Cont'd

EXECUTIVE SUMMARY

2. Board members have raised concerns about the safety and convenience of pedestrians crossing Harewood Road near Chapel Street as a result of a report submitted about the reconstruction of that street. That report initially proposed a central pedestrian island located within the central painted median on Harewood Road, adjacent to and north-west of the Chapel Street/Harewood Road intersection in response to initial consultation feedback on issues related to Chapel Street. The island would complement the nearby island located at the nearby Harewood Road/Sails Street intersection.
3. In a separate meeting, the Aratupu Preschool and Nursery presented by way of a delegation to the Community Board, a range of concerns regarding the parking outside the Preschool and Nursery (located at 97 Harewood Road) and issues related to pedestrian crossing demand created by the local parking arrangements. The delegation sought a pedestrian crossing measure to be provided at their site to improve (perceived) safety for the families that regularly cross at that point, due to insufficient parking provided on their site or adjoining kerb space on Harewood Road. The delegation also highlighted the number of elderly people walking along and crossing Harewood Road in this vicinity. There is a pedestrian refuge island at this location, but the delegation considered its use and safety to be an issue for the users.
4. In addition to the pedestrian crossing request, the Aratupu Preschool and Nursery delegation raised concerns about the parking management adjacent to their site, requesting that P10 parking be introduced along their frontage. More recently a report on parking management near the rail crossing of Harewood Road generated a Board resolution that requested a review of parking management in that area.
5. The Board has acknowledged from this background, the concerns about the safety and convenience for pedestrians wishing to cross Harewood Road, and also concern about what is the most appropriate type of pedestrian crossing facility for Harewood Road.
6. When appraising the pedestrian road crossing issues in this section of Harewood Road (generally between Chapel Street and Sails Street), it is inappropriate to evaluate the individual issues in isolation from each other, or from other traffic management issues. For example, there are four elderly person residential institutions and the Preschool and Nursery along this section of road-way. Bus stops are located in this area and sufficient room is required for left and right turn manoeuvres at the intersections. Harewood Road is a minor arterial in this area, indicating that it has a significant traffic carrying function. It is also currently identified for future cycle facilities. Parking requirements should be considered, as requested by the Preschool and Nursery delegation, and the resultant effect that parking has on visibility at pedestrian crossing points must be assessed.
7. Initial review by Transport and Greenspace staff have concluded that the issues raised by the community (through the Chapel Street consultation) and the Preschool and Nursery have merit and should be addressed. As a consequence, this matter has been passed to the Network Operations team to be fully investigated as a comprehensive traffic management study for this short section of Harewood Road. A report back on this investigation to the Board could be available in three months. It should, however, be noted that there is currently no budgeted funding for this work, and once identified any proposed measures will have to be prioritised against other projects for funding in the next LTCCP or Annual Plan.

CONCLUSION

8. A number of issues related to pedestrian crossing demand on Harewood Road near Chapel and Sails Streets have been identified. An initial review of these issues has concluded that the best way forward is that a comprehensive traffic management report be prepared for Harewood Road, between the rail crossing and the Greers Road intersection. This should ensure that any proposed traffic management changes, including pedestrian road crossing facilities, do not compromise the safe and efficient use of this road-way for all road users. The findings of this report and subsequent recommendations will be reported back to the Board.

7. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

9. There is currently no budget to implement any proposals to address this matter and subject to proposals being developed, they would then need to be prioritised into the appropriate budget categories.
10. Any proposals would be subject to the usual project development considerations, including consultation and compliance with the Road User and Traffic Control Devices Rules.

STAFF RECOMMENDATION

That the information be received.

CHAIRPERSON'S RECOMMENDATION

That the Board request a report to be presented within three months (in line with the undertaking given) and that the brief for the review include the Board's preference for a series of pedestrian crossings along this route for the purpose of addressing the pedestrian crossing safety issues as a matter of urgency.

CHAIRPERSON'S COMMENT:

That a forum be held for all elected members, as well as representatives from the Police, Road Safety Co-ordinating Committee, Land Transport New Zealand and Transit New Zealand, regarding the application of pedestrian crossing facilities throughout the city.

8. CHAPEL STREET - KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Melissa Renganathan, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to change the loading zone on the eastern side of Chapel Street to a P5 parking restriction.

BACKGROUND

2. The Board approved the Chapel Street kerb and channel renewal project to proceed to final design, tender and construction on 17 May 2006.
3. At the same time, the Board approved a number of parking restrictions which included a loading zone outside the Church on the east side.
4. The loading zone was to provide the Church and those using its facilities a place for short term parking, as well as to unload people and goods.
5. This has caused some confusion as most people assume that a loading zone is meant only for unloading goods and that they are not able to park there to load/unload people.
6. A P5 parking restriction will allow short term parking without causing confusion.

FINANCIAL AND LEGAL CONSIDERATIONS

7. There are no additional costs as the signs will be installed as part of the Chapel Street kerb and channel renewal project yet to be constructed.

8. Cont'd

8. The Board has the delegated authority to change parking restrictions.

STAFF RECOMMENDATIONS

The Community Board approve:

- (a) That the loading zone on the eastern side of Chapel Street, commencing at a point 34m north at its intersection with Harewood Road and extending in a northerly direction from a distance at 28m, be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 5 minutes on the eastern side of Chapel Street, commencing at a point 34m north of its intersection with Harewood Road and extending in a northerly direction for a distance of 28 metres.
- (c) The new traffic restrictions described in (b) above to take effect upon completion of the works described in the report presented at the Board meeting on 17 May 2006.

CHAIRPERSON'S RECOMMENDATION

For discussion.

9. NORTH PAPANUI –TRAFFIC MANAGEMENT REVIEW

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Barry Cook, DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to both inform the Board of the outcome of the consultation process concerning the management of on-street parking in North Papanui (or more specifically, Sawyers Arms Road, Nyoli Street and Sawtell Place) and seek agreement on the recommendations.

EXECUTIVE SUMMARY

- 2. Current car parking on Sawyers Arms Road and Nyoli Street is directly attributed to overflow staff parking predominantly from the Northlands Mall. The recent installation of parking restrictions and the removal of parking for traffic management purposes, has contributed to a migration of parking further along Sawyers Arms Road and into Nyoli Street. The implementation of further parking restrictions was recommended in the North Papanui Traffic Management Review, but only on one side of Sawyers Arms Road, Nyoli Street and Sawtell Place. The Shirley/Papanui Community Board requested that consultation take place concerning the installation of these two hour parking restrictions.
- 3. This consultation was conducted in January this year. A public meeting was subsequently held on 15 May 2006. It was decided at this meeting that further consultation be conducted offering two options for consideration. The options were based on the two predominant views emerging from the meeting and are detailed below. Plans showing the options are attached. Option 1 is the option that was proposed to residents in January this year and Option 2 resulted from discussions at the public meeting held in May 2006.

Option 1

- 4. (a) That a 120 minute (Mon–Sun) parking restriction be installed in the following locations:
 - (i) On the north east side of Sawyers Arms Road, from the end of the existing broken yellow “no stopping” line through to the railway line.
 - (ii) On the north west side of Nyoli Street, from the Sawyers Arms Road intersection to the Sawtell Place intersection.

9. Cont'd

- (iii) On the south east side of Nyoli Street, from Sawtell Place (outside 9 Nyoli Street) to the Vagues Road intersection.
 - (iv) On the north east side of Sawtell Place, from outside 22 Sawtell Place to the Nyoli Street intersection.
5. (b) That a broken yellow “no stopping” line be installed in the following locations:
- (i) On the corners of Sawyers Arms Road and Nyoli Street.
 - (ii) On the corners of Nyoli Street and Sawtell Place.
 - (iii) On the corners of Nyoli Street and Vagues Road.
6. (c) That the following existing bus stop be marked:
- (i) Outside number 68 Sawyers Arms Road.

Option 2

7. (a) That a 120 minute (Mon–Sun) parking restriction be installed in the following locations:
- (i) On the north east side of Sawyers Arms Road, from the end of the existing broken yellow “no stopping” lines to the Nyoli Street intersection.
 - (ii) On the south east side of Nyoli Street, from the Sawyers Arms Road intersection to the Vagues Road intersection.
8. (b) That a broken yellow “no stopping” line be installed in the following locations:
- (i) On the north west side of Nyoli Street, from the Sawyers Arms Road intersection to the Vagues Road intersection.
 - (ii) On the corners of Sawyers Arms Road and Nyoli Street.
 - (iii) On the corners of Nyoli Street and Sawtell Place.
 - (iv) On the corners of Nyoli Street and Vagues Road.
9. (c) That the following existing bus stop be marked:
- (i) Outside number 68 Sawyers Arms Road.
10. Consultation documents were delivered to households in the affected areas. A total of 97 forms were delivered and 66 responses were received with the following results:
- (a) 23 supported Option 1.
 - (b) 40 supported Option 2.
 - (c) Three supported neither of the options.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The installation of road markings and signage is within existing budgets.
12. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATIONS

As stated at the public meeting, it is likely that removing parking from one side of Nyoli Street will increase vehicle speeds and create a migration of car parking further into the residential areas surrounding the Mall. For these reasons, despite Option 2 being favoured, this option is not supported. Option 1 is still the preferred option. However, should the Community Board wish to proceed with the majority view from the feedback from residents (Option 2) then the following resolutions are required to formalise the installation of the restrictions.

9. Cont'd

- (a) That the parking of vehicles be limited to 120 minutes in the following locations:
- i) The north eastern side of Sawyers Arms Road, commencing at a point 15 metres south east of the Nyoli Street intersection and extending in a south easterly direction of a distance of 148 metres.
 - ii) The south eastern side of Nyoli Street, commencing at the Sawyers Arms Road intersection and extending to the Vagues Road intersection.
- (b) That the stopping of vehicles be prohibited at any time in the following locations:
- i) The north west side of Nyoli Street, commencing at the Sawyers Arms Road intersection and extending in a north easterly direction for a distance of 240 metres (to the Vagues Road intersection).
 - ii) The north east side of Sawyers Arms Road, commencing at the Nyoli Street intersection and extending in a south easterly direction for a distance of 15 metres.
 - iii) The north east side of Sawyers Arms Road, commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 21.5 metres.
 - iv) The south east side of Nyoli Street, commencing at the Sawyers Arms Road intersection and extending in a northerly direction for a distance of 25 metres.
 - v) The south east side of Nyoli Street, commencing at the Vagues Road intersection and extending in a south westerly direction for a distance of 18 metres.
 - vi) The north east side of Sawtell Place, commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 15 metres.
 - vii) The south west side of Sawtell Place, commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 15m.
 - viii) The south west side of Vagues Road, commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 15 metres.
 - ix) The south west side of Vagues Road, commencing at the Nyoli Street intersection and extending in a south easterly direction for a distance of 17 metres.

CHAIRPERSON'S RECOMMENDATION

- (a) That Option 1 be adopted (with urgent implementation) as follows, (with enforcement being undertaken upon completion):

That the parking of vehicles be limited to 120 minutes in the following locations:

- i) The north east side of Sawyers Arms Road commencing at a point 15 metres south east of the Nyoli Street intersection and extending in a south easterly direction of a distance of 148 metres.
- ii) The north east side of Sawyers Arms Road commencing at a point 36 metres north west of the Nyoli Street intersection and extending in a north westerly direction of a distance of 180 metres.
- iii) The north west side of Nyoli Street commencing at a point 25 metres north east of the Sawyers Arms Road intersection and extending to the Sawtell Place intersection.
- iv) The south east side of Nyoli Street commencing at a point 18 metres south west of the Vagues Road intersection and extending in a south westerly direction for a distance of 106 metres.
- v) The north east side of Sawtell Place commencing at a point 15 metres north west of the Nyoli Street intersection and extending in a north westerly direction following the kerb line for a distance of 160 metres.

That the stopping of vehicles be prohibited at any time in the following locations:

- i) The north west side of Nyoli Street commencing at the Sawyers Arms Road intersection and extending in a north easterly direction for a distance of 25 metres.
- ii) The north east side of Sawyers Arms Road commencing at the Nyoli Street intersection and extending in a south easterly direction for a distance of 15 metres.
- iii) The north east side of Sawyers Arms Road commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 21.5 metres.

9. Cont'd

- iv) The south east side of Nyoli Street commencing at the Sawyers Arms Road intersection and extending in a northerly direction for a distance of 25 metres.
- v) The south east side of Nyoli Street commencing at the Vagues Road intersection and extending in a south westerly direction for a distance of 18 metres.
- vi) The north east side of Sawtell Place commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 15 metres.
- vii) The south west side of Sawtell Place commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 15m.
- viii) The south west side of Vagues Road commencing at the Nyoli Street intersection and extending in a north westerly direction for a distance of 15 metres.
- ix) The south west side of Vagues Road commencing at the Nyoli Street intersection and extending in a south easterly direction for a distance of 17 metres.

(b) That the above parking controls be reviewed in six month's time.

10. TRANSPORT AND CITY STREETS UNIT – CAPITAL WORKS UPDATE

Attached is detailed information on the status and progress of the capital works programme as at the end July 2006.

STAFF RECOMMENDATION

That the information be received.

11. REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND SUB COMMITTEE

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Secretariat Manager
Author:	Elaine Greaves, DDI 941-6726

PURPOSE OF REPORT

1. The purpose of this report is to submit the following account of the Board's Youth Development Fund Sub Committee which met on 12 July 2006:

**Report of a Meeting of the Youth Development Fund Sub Committee
held on Wednesday 12 July 2006 at 10.45 am
in the Meeting House at Rehua Marae, Springfield Road**

PRESENT: Yvonne Palmer (Chairperson), Myra Barry, Ngaire Button and Bill Bush.

APOLOGIES: Megan Evans

IN ATTENDANCE: Elsie Ellison (Community Board Principal Adviser)

Elaine Greaves (Community Board Secretary)
Norm Withers

1. APOLOGIES

An apology for absence was received and accepted from Megan Evans.

11. Cont'd

2. YOUTH DEVELOPMENT FUND APPLICATION

The Committee's approval was sought to an application for funding from the Board's Youth Development Fund.

The Committee **resolved**:

- a) To approve \$500 from its 2006/07 Youth Development Fund to Hamish Murphy to assist with costs associated with his participation in the Oceania Confederation Soccer Tournament being held in Fiji 19-23 July 2006.
- b) To provide Hamish Murphy with a book on Christchurch to present to his host family in Fiji.
- c) To provide "Christchurch" badges and pens to the team to swap with other teams participating in the Tournament.

The meeting concluded at 11.00 am.

STAFF RECOMMENDATION

That the report of the Board's Youth Development Fund Sub Committee meeting of 12 July 2006 be received.

12. UPDATE OF BOARD FUNDS

Attached are schedules detailing the Board's 2006/07 Discretionary, SCAP, Youth Development and Sport and Recreation Fund.

STAFF RECOMMENDATION

That the information be received.

13. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

The Community Board Principal Adviser will update the Board on current issues.

STAFF RECOMMENDATION

That the information be received.

14. NOTICES OF MOTION

15. PRESENTATION OF PETITIONS

16. CORRESPONDENCE

17. CHAIRPERSON'S AND BOARD MEMBERS' INFORMATION EXCHANGE

Board members will be provided with an opportunity to give an update on community activities.

2. 8. 2006

- 15 -

- 18. MEMBERS' QUESTIONS** (If any have been submitted in accordance with Standing Orders 4.1.1 to 4.1.5)

- 19. RESOLUTION TO EXCLUDE THE PUBLIC** – Attached.

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 20.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART A 20. 77 NORTHCOTE ROAD SURPLUS PROPERTY) GOOD REASON TO WITHHOLD EXISTS UNDER SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 20. Commercial activities

Section 7(2)(h)

CHAIRPERSON’S RECOMMENDATION

That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
 - (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”