



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD AGENDA

TUESDAY 9 MAY 2006

AT 4.00 PM

**IN THE BOARD ROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Community Board: Mike Wall (Chairman), Sally Buck, Faimeh Burke, Val Carter, Cheryl Colley, Pat Harrow, Andrew Yoon

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1. APOLOGIES

Faimeh Burke and Pat Harrow.

2. CONFIRMATION OF MINUTES – BOARD MEETING OF 11 & 26 APRIL 2006

The report of the ordinary meeting of the Board held on 11 April 2006 and the extraordinary meeting held on 26 April 2006 has been circulated to Board members.

3. DEPUTATIONS BY APPOINTMENT**3.1 SAMANTHA NICHOLSON AND ANDRE DE JOUX**

Samantha Nicholson and Andre de Joux will be in attendance to report on their participation at the Latin/Ballroom Dance Camp held in Sydney in February 2006. The Board helped to fund their trip through the Youth Development Fund in November 2005.

4. PRESENTATION OF PETITIONS**5. CORRESPONDENCE**

The following correspondence was received (refer attached):

- Memorandum from Ken Howat, Community Recreation Adviser – Event Feedback.

6. BREENS INTERMEDIATE SCHOOL CROSSING - SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Transport & City Streets Unit Manager
Author:	Melissa Renganathan, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Breens Intermediate School Kea crossing to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The project is located on Breens Road, a collector road, at the Breens Intermediate School. The surrounding area is residential. Breens Road is bounded by Wairakei Road, also a collector road, and Harewood Road, a major arterial.
3. There is a school crossing across Breens Road outside Breens Intermediate School, immediately south of Bonita Place. There is a kerb build-out at the crossing which narrows the road to approximately 12m from the eastern side. Due to the width of Breens Road, a kerb build out could only be constructed on one side, to retain sufficient road width for cyclists and vehicles to pass. There is no information available on why the eastern side was chosen for the build out. There is, however, still a significant issue on the western side as pedestrians have limited visibility due to the number of cars and buses which park around the crossing.
4. The principal aim of the safety improvement project is to investigate and where possible implement improvements to road safety for school children and other users of the school crossing at Breen Intermediate School. Feedback from the School, local Community Constable and the Cycle Bubble survey undertaken in May 2005, highlighted visibility issues at the existing crossing. Pedestrians and students had difficulty in seeing oncoming traffic due to the number of vehicles parked around the crossing.
5. This issue was taken into consideration in the development of a Concept Plan (refer to ment 1) and it was proposed to increase the kerb extension on the School (i.e. west) side which will increase visibility for pedestrians using the crossing.

6 Cont'd

6. The Community Board was advised through a seminar (14 March 2006) of the background to the project and the proposed consultation to be undertaken in relation to the Concept Plan.
7. The Concept Plan was then distributed for consultation in April 2005. Council proposes to create a kerb extension on the School side. The kerb will be grassed and will extend approximately 1.6m away from its current position which will increase visibility for pedestrians using the crossing. The full length of the kerb will be approximately 33m. At the crossing the carriageway will narrow to approximately 9m to allow for sufficient space for vehicles and cyclists. The remaining carriageway width will remain approximately at 12.5m. The school crossing point will remain in its current position and it is proposed to move the centreline to sit centrally between the future kerb lines. No stopping lines will be placed along the full length of the kerb. It is also proposed to install yellow no stopping lines outside the property on the north-east corner of the Bonita/Breens intersection to improve visibility to and from the pedestrian crossing point across Bonita Place. This Concept Plan was distributed to approximately 400 stakeholders for consultation, and feedback was received from 32 people. Of these, 27 expressed support for the proposal, 4 objected to the proposal. A few also provided some suggestions regarding various aspects of the proposal.
8. Following the project team's consideration of this feedback no changes were made as the majority of respondents were in favour of the kerb extension as shown in the concept plan in Attachment 1.
9. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team's responses (refer to Attachment 2). Specific queries/comments were dealt with individually.
10. The Plan included here as Attachment 1 has been identified as the preferred option for the school crossing as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the Plan detailed in Attachment 1 proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The estimated total costs for this project is \$41,100 inclusive of all consultation, design, and project management.
12. The Breens School Crossing is part of the Safety Improvement Programme and is programmed for construction in the 2005/2006 financial year.
13. Aside from the resolutions relating to new traffic restrictions set out below, there are no legal implications from this project.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the safety improvement for Breens School Crossing, as detailed in Attachment 1, to proceed to final design, tender and construction.
- (b) Approve the following new traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Bonita Place commencing at its intersection with Breens Rd and extending 9 metres in a easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the east side of Breens Rd commencing at its intersection with Bonita Place and extending 15 metres in a northerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the west side of Breens Rd commencing 28 metres south of its intersection with Bonita Place and extending 38 metres in a northerly direction.
- (c) The new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

6. Cont'd

BACKGROUND ON SAFETY IMPROVEMENT AT BREENS INTERMEDIATE SCHOOL

14. The project is located on Breens Road, a collector road, at the Breens Intermediate School. The surrounding area is residential. Breens Road is bounded by Wairakei Road, also a collector road, and Harewood Road, a major arterial. There is a kea crossing across Breens Road outside Breens Intermediate School, immediately south of Bonita Place. Breens Road is approximately 12m wide either side of the crossing. There is a kerb build-out at the crossing which narrows the road to approximately 12m from the eastern side.
15. Council has allocated \$41,100 to carry out an investigation into the position of the Kea crossing on Breens Road opposite Breen Intermediate School. The current position of the crossing is believed to have problems with visibility, as pedestrians have difficulty in seeing on coming traffic when standing on the western side. Due to the width of Breens Road, a Kea crossing kerb build out could only be constructed on one side, to retain sufficient road width for cyclists and vehicles to pass.
16. There is no information available on why the eastern side was chosen for the build out. However there is still a significant issue on the western side as pedestrians have limited visibility due to the number of cars and buses which park around the crossing. The issues has been identified by the school community and the community constable for this area.
17. This area was also identified in the recent Breens Intermediate Cycle Bubble survey conducted in May 2005. Students were concerned with the general busy-ness and number of cars manoeuvring in this area.
18. The principal aim of the project is to improve pedestrian and cyclist safety at the Breens Road entrance to Breens Intermediate School. The objectives for the project are as follows:
 - Provide a safe Kea crossing point for pedestrians and cyclist on Breens Road;
 - Maintain or improve the existing level of service for all modes of transport;
 - Provide for on-road cyclists at the crossing facility; and
 - Ensure adequate street lighting is provided.

OPTIONS

19. Four options were assessed as part of the safety improvement at Breens School. Other than the first option (re status quo), all other options intend to extend the kerb build out.
 - (a) Option 1: Maintenance of the status quo.

This option is not recommended, as it does not achieve the principal aim of the project of creating a safe Kea crossing at the School and does not address the other objectives of the project. Maintaining the status quo is also not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.
 - (b) Option 2: Kerb extension on the School (west) side.

This option has a kerb extension on the School side. The width of the carriageway at the kerb extension is proposed to be 9m. The kerb will be extended 1.6m away from its current location and will be approximately 26m in length. The school crossing point will remain in the same position as before.

It is proposed to relocate the existing centreline to sit centrally between the kerb lines.

It is also proposed to install yellow "no stopping" lines outside the property on the north-east corner of the Bonita Place/Breens Road intersection to improve intervisibility to and from the pedestrian crossing point across Bonita Place.
 - (c) Option 3: Raised platform at kerb build out.

This option is identical to option 2, but in addition has a raised platform at the kerb build out.

6. Cont'd

- (d) Option 4: Longer kerb extension to the south of the crossing.

This option is similar to option 2, but has a longer kerb extension on the south approach to the Kea crossing. The full length of the kerb will be 33m. It is not proposed to install a raised platform.

PREFERRED OPTION

20. The preferred option for the safety improvement at Breens Intermediate School is Option 4 illustrated in Attachment 1. This option will improve visibility for pedestrians using the Kea crossing with the installation of a kerb build out, by extending the length of the kerb.
21. This option has a kerb extension on the School side of Breens Road. The kerb will be extended 1.6m away from the existing kerb, to maintain a 9m wide carriageway at the crossing. The width of the carriage way at the crossing is sufficient for vehicles and cyclists. The length of the kerb is proposed to be 33m. The remaining carriageway width is 12.5m. The school crossing point will remain in the same position as before.
22. It is proposed to relocate the existing centreline to sit centrally between the future kerb lines. The increased length of the kerb will allow for improved visibility even with cars parked up to 2.4m out from the kerb face.
23. It is proposed to install yellow no stopping lines outside the property on the north-east corner of the Bonita / Breens intersection to improve intervisibility to and from the pedestrian crossing point across Bonita Place.
24. It is also proposed to improve street lighting at the Kea crossing.

ASSESSMENT OF OPTIONS

Option 2

25. This option will satisfy the aims and objectives of the project by providing a safe Kea crossing point for pedestrians and cyclists, maintain the existing level of service for all modes of transport, provide for on-road cyclists and ensure that adequate street lighting is provided.
26. Although this option will improve visibility for pedestrians, improved line of sight from the crossing will depend on having vehicles parked hard against the face of the kerb.

Option 3

27. This option will also satisfy the aims and objectives of the project. The raised platform, however, will exceed the budget allocated.
28. Option 4 illustrated in Attachment 1, with a longer kerb extension was therefore chosen as the preferred option to go out to consultation.

CONSULTATION

29. The Concept Plan was distributed to approximately 400 stakeholders (of which the School requested 200 copies for distribution) for consultation in April 2006. Feedback was received from 32 people. Of these, 28 expressed support for the proposal and 4 objected to the proposal. There were a few suggestions regarding various aspects of the proposal. An overview of the key issues raised is included in Attachment 2.
30. The feedback received on the Consultation Plan was given consideration by the project team. No changes were made to the concept plan.
31. Attachment 2 also includes an explanation of why suggested changes were not proposed. Letters summarising the feedback and informing of the removal of the P120 parking restrictions were mailed to those who responded in May 2006.

6. Cont'd

32. The plan included here as Attachment 1 has been identified as the preferred option for the safety improvement at Breens Intermediate School, as it satisfies the aim and objectives of the project and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the Plan detailed in Attachment 1 proceed to final design, tender and construction.

7. STREET TREE REMOVAL – 57 ROSSALL STREET

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Greenspace Manager
Author:	Rod Whearty, Parks and Waterways Advocate & Graham Clark, Arborist,

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for the removal of a two street trees situated on the grass berm outside number 57 Rossall Street, for the purposes of sub-division re-development including constructing a new vehicle access to supply the proposed new dwellings. The report also contains a recommendation seeking compensation for the removal of the two trees.

EXECUTIVE SUMMARY

2. Sub-division consents (RMA/20022015) have been granted for the sub-division at 57 Rossall Street. Information supplied by the applicant did not indicate that there would be issues in relation to street trees at the time of lodging the consent.
3. Building Consent BA5 Project No 10062658 for removal of dwelling has been granted. Information supplied by the applicant did not indicate that there would be issues in relation to street trees at the time of lodging the consent.
4. Approval is now sought for the removal the two birch trees located in the berm outside the property, to allow for the removal of the existing building and the construction of the new vehicle access. It must be noted that in the Highets application for sub-division it was stated that "There will be very minimal extra effects on the plants and animals or their habitats in the vicinity of this site as a result of this proposal, over and above the potential effects of permitted residential activities that could be carried out without this sub-division going ahead" and as these proposals involve the removal of a minimum of three medium to large trees (Two trees being the property of Christchurch City Council, with the other tree(s) being the Highets property) this is clearly not the case.
5. The property owner has submitted a letter dated 7th March 2006 to Council which clearly states that they assumed they would be able to remove all trees concerned at the outset of this planning process (copy attached) based on an unconfirmed assumption that this had occurred at a neighbouring address.
6. The two Christchurch City Council trees in question are both *Betula pendula* planted in 1980 and are identified as trees No 19297 & 19298 on Christchurch City Council asset register. They can presently be described as follows:
- Tree No 19297 is the poorer of the two trees with its form having been affected by the large *Liquidambar styraciflua* located in the gardens of 57 Rossall Street, the tree is growing out towards the carriageway. This tree is very healthy with an approximate height of 4.3 metres, crown spread of 2.3 metres and a diameter at 1.4 metres height above ground level of approximately 19cm. This tree has been crown lifted in the past to allow for pedestrian and vehicular traffic under the canopy.
 - Tree No 19298 is the more open grown of the two berm trees and has good vigorous growth characteristics although its form is slightly affected by the neighbouring *Betula pendula* growing in the private residence of 57 Rossall Street. The tree is approximately 4.75 metres in height, crown spread of 2.5 metres and has a diameter of approximately 24 cm at 1.4 metres above ground level. This tree has been crown lifted in the past to allow for pedestrian and vehicular traffic under the canopy.

7 Cont'd

7. Failing any major events (storms, vehicle damage etc), a future life expectancy of fifteen plus years would not have been unreasonable for these particular trees. The removal of both trees will create a significant gap in the *Betula pendula* plantings in this section of Rossall Street.
8. The relocation of the existing driveway as detailed in the sub-division plan will result in the removal of tree No 19298. Driveway construction will destroy and/or compromised many of the trees feeding roots and potentially some of the structural and anchorage roots within that part of the trees root zone to such an extent that the stability of this tree will become unpredictable. If the driveway is to be constructed in the location detailed in the sub-division plan the tree must be removed.
9. At time of sub-division consent the large *Liquidambar styraciflua* located towards the roadside of the sub-division was placed under protection via sub-division. Although this tree is of a significant size and stature in the local area, the tree contains several structural flaws in the form of poor branch union through out the canopy and is a marginal case for protection.

FINANCIAL AND LEGAL CONSIDERATIONS

10. At the time of seeking building consent and resource consent the developer did not indicate the presence of the street trees or any proposal to prune or remove these street trees. Now with the Demolition (Removal) and Sub-division consents being approved it is apparent that this work will affect these trees and also tree(s) on the property of 57 Rossall Street. It must be noted that there was no requirement at time of application to state that the proposed Sub-division and Demolition Consents would affect the street trees which belong to Christchurch City Council in an adverse manor.
11. The applicant has already, post receiving approval for the relocation of the existing dwelling sold this building to a third party who is expecting delivery of the relocated building by 21st May 2006. This information was received verbally from the applicant (Mrs Joanne Hight) on Friday 28th April 2006 at the site meeting held to discuss associated issues, Rod Whearty, PaWAA, C.C.C. also in attendance.
12. This particular case does highlight a problem in the building / resource consent process in that the position of street trees, whether these trees are protected or not under Council / Statute Law, or are those protected under the City Plan Special Purpose (Road) Zone rules etc., are not always considered in relation to the building layout on the site and in particular the alignment of the garage and driveway crossing that is likely to affect them. Consent for buildings and driveway crossings may therefore be granted without having regard to the tree. The ability of community boards to make decisions under their delegated authority on the removal/retention of street trees is therefore pre-empted and/or compromised by these initial consents. This is also the case when it comes to Demolition (House Removal/Relocation) Consents where the approval does not take into consideration the street trees which, will be directly affected by the property removal operations.
13. The whole process is however currently being investigated by the Units concerned with a view to establishing a procedure that ensures that the preservation of existing street trees is considered from an early planning stage. It is proposed that the accurate position of street trees will be shown by any applicant developer on all consent applications and plans. At this early stage, every reasonable effort will be made by the Council, in consultation with the developer, to position a driveway sufficiently clear of an affected tree and to construct it in a manner that ensures the tree's preservation in a safe and healthy condition. If this is not possible for some reason, any proposal to remove a street tree will still be subject to "Council" approval along with any conditions under the appropriate delegation.
14. Costs in relation to the tree removal and replacement planting will be the applicants responsibility as part of the new vehicle crossing construction / Demolition (Removal) Consent. The potential loss of these particular trees may have been avoidable had the Council been given correct and accurate information at the time of lodging the consent. There is also an issue of environmental compensation to recognise the loss of the street tree that needs to be considered.
15. In relation to Demolition (Removal) Consents the costs must also be born by the applicant as per paragraph 12 above.

7 Cont'd

16. One of these conditions is proposed to be monetary compensation for the loss of a tree. A valuation system has now been devised to determine the amount of compensation to be paid for the loss of a Council tree and is intended to be applied henceforth. The Greenspace Arborist has recently completed an evaluation of these particular trees to assess the trees value and this is contained in Attachment 1.
17. Part 1 Sections 16.3 and 16.4 of the Christchurch City Council Civil Engineering Construction Standard Specifications contains stringent specifications for ground works in the vicinity of street trees, whether protected or not, and if adhered to, should provide sufficient protection for all affected trees.
18. Irrespective of the proposed procedures above, any healthy street tree can only be removed post approval from the appropriate Community Board and any protected street tree can only be removed by a successful application under the Resource Management Act.

OPTIONS

19. Removal of both Christchurch City Council trees located on the berm to facilitate the development of the site as per submitted plans with the applicant paying for both the removal costs of the trees and the costs for two replacement plantings. Applicant to also contribute to take account of the loss in amenity/environmental value from the removal of the trees in question. Liquidambar styraciflua recently protected remains on section.
20. Applicant redesigns their proposals to ensure the longevity and well being of the C.C.C. and protected trees concerned. No further action required by Christchurch City Council.
21. House is removed to the north of the section, Liquidambar styraciflua and Betula pendula (CCC Tree No 19298) are removed. Applicants plans are redesigned to ensure driveway is not relocated and therefore C.C.C. tree ID 19298 remains intact on site and potentially large Betula pendula on private residence also remains intact.
22. Removal of both Christchurch City Council trees located on the berm to facilitate the development of the site as per submitted plans with the applicant paying for the removal costs of the trees and the costs for two large tree transplants to replace "like with like" in regards to the trees removed. Liquidambar styraciflua recently protected remains on section. This is a narrow berm and therefore a difficult and expensive option on a very busy road.

Note. All options presume that Christchurch City Council will carry out all required arboricultural operations in respect to the trees which are the property of Christchurch City Council.

STAFF RECOMMENDATIONS

- (a) That the Fendalton/Waimairi Community Board approve the removal of the Betula pendula trees outside number 57 Rossall Street and that the applicant be responsible for all costs as per option 1.
- (b) That the Fendalton/Waimairi Community Board request the Environmental Services Manager to implement procedures that will identify potential conflicts between street trees and new vehicle entrances at the point when a Building Consent or Resource Consent is lodged.
- (c) That the applicant be charged \$1782.34 for Tree ID 19297 and \$1920.88 for Tree ID 19298 as detailed in Attachment 1, in recognition of environmental / amenity compensation for loss of the mature trees and removal of the existing trees which includes the cost of replacement trees as per option No1.

8. WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE – REPORT OF 24 APRIL 2006

General Manager responsible:	General Manager Regulation and Democracy Services, DDI: 941-8549
Officer responsible:	Secretariat Manager
Author:	Prebashni Naidoo, Community Secretary

The purpose of this report is to submit the following outcomes of the Committee's 24 April 2006 meeting.

8 Cont'd

**Report of a meeting of the Works, Traffic and Environment Committee
held on Monday 24 April 2006 at 8.00 am
in Boardroom, CCC Fendalton.**

PRESENT: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Mike Wall and Andrew Yoon.

1. APOLOGIES

An apology was received and accepted from Pat Harrow.

2. OFFICE ROAD (OUTSIDE NUMBERS 29, 100, 108, 124 AND 126) – PROPOSED ROAD STOPPING

The Board considered a report seeking its approval to declare small parcels of road land as surplus to the Council's requirements and to commence road stopping procedures.

Committee Recommendations to Council:

- (a) That approval be granted to declare the parcels of road land outside numbers 29, 100, 108, 124 and 126 Office Road as shown in attachment 1 of the agenda as surplus to the Council's requirements.
- (b) That approval be granted to commence road stopping procedures for their disposal when requests are received from the adjoining property owners.

It was noted that the traffic management plan for Merivale mall was still outstanding. The Board requested a report on this plan.

3. DEPUTATIONS BY APPOINTMENT

3.1 Wairakei Road Stage 1 – (Pitcairn to Manor) Street Renewal

Mr David Secker of No. 78 A Aorangi Road spoke on behalf of local residents and tabled a petition of 100 signatures from residents, objecting to the proposed plan that would prevent the through traffic movement along Aorangi Road and the right turn onto Wairakei Road from Aorangi Road. He commented on a number of issues that this proposed change would have on residents. It would hinder residents from accessing a more direct route to the airport, schools, and the city depending on which side of Aorangi road the resident lived. Mr Secker informed the Committee that the resident's strongly supported traffic signals at the intersection.

Mr Ron Wright of Papanui Road addressed the Committee and reiterated the residents support of traffic signals at the Aorangi Road intersection.

Mr Warren Moore of No. 52A Aorangi Road spoke to the Committee about street flooding and storm water pipes outside his property, he also reiterated the residents support of traffic signals at the intersection.

Members asked various questions of the representatives.

The Chairperson thanked the representatives for their submissions and the Committee then proceeded to consider the staff report on the matter.

Clause 4 of this report records the outcomes of the Committee's considerations of the resident's submissions and the accompanying staff report on this matter.

4. WAIRAKEI ROAD STAGE I – (PITCAIRN TO MANOR) STREET RENEWAL.

Further to clause 2 above, the Committee considered a report from the Transport and City Streets Unit seeking endorsement from the Board of the street renewal plan for Wairakei Road Stage 1 (Pitcairn to Manor Road), including associated traffic, parking and bus stop measures as part of the submitted plan.

8 Cont'd

Members asked unit staff in attendance various questions including the option of traffic signals for the Aorangi intersection.

Committee Recommendations to Council:

- (a) That option 2 – traffic signals for the Aorangi Road intersection be the preferred option.
- (b) That the Transport and City Streets unit reconsider the narrowing of all streets contained in the submitted plan.
- (c) That the Transport and City Streets unit review the bus stop locations.
- (d) That the approval be granted for the installation of the following traffic restrictions:

Removal of existing No Stopping

- (i) That the existing no stopping be revoked from the north side of Wairakei Road between Jennifer Street and Pitcairn Crescent.
- (ii) That the existing no stopping be revoked from the south side of Wairakei Road between Aorangi Road and Pitcairn Crescent.

New no stopping: Wairakei Road – North Side, Manor to Pitcairn

- (iii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Manor Place and extending 55 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road (between its intersection with Manor Place and Torquay Place) commencing at its intersection with Manor Place and extending 112m in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road (between its intersection with Torquay Place and Jennifer Street) commencing at its intersection with Torquay Street and extending 77m in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Jennifer Street and extending 25 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 71 metres east of its intersection with Jennifer Street and extending 29 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 71 metres west of its intersection with Aorangi Road and extending 37 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 33 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 27 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 81 metres west of its intersection with Pitcairn Crescent and extending 22 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending 18 metres in a westerly direction.

8 Cont'd

- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending 12 metres in an easterly direction.

New no stopping: Wairakei Road – South Side, Murdoch to Aorangi

- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending 55 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending 33 metres in an easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 65 metres east of its intersection with Murdoch Street and extending 41 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 149 metres east of its intersection with Murdoch Street and extending 47 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 131 metres west of its intersection with Aorangi Road and extending 50 metres in a westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 48 metres west of its intersection with Aorangi Road and extending 40 metres in a westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 17 metres in a westerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 38 metres in an easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 83 metres east of its intersection with Aorangi Road and extending 9 metres in an easterly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 102 metres east of its intersection with Aorangi Road and extending 17 metres in an easterly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 142 metres east of its intersection with Aorangi Road and extending 12 metres in an easterly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 168 metres east of its intersection with Aorangi Road and extending 7 metres in an easterly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 188 metres east of its intersection with Aorangi Road and extending 19 metres in an easterly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 212 metres east of its intersection with Aorangi Road and extending 43 metres in an easterly direction.

8 Cont'd

New no stopping: Manor Place

(xxviii) That the stopping of vehicles be prohibited at any time on the western side of Manor Place commencing at its intersection with Wairakei Road and extending 30 metres in a northerly direction.

(xxix) That the stopping of vehicles be prohibited at any time on the eastern side of Manor Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New no stopping: Torquay Place

(xxx) That the stopping of vehicles be prohibited at any time on the western side of Torquay Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

(xxxi) That the stopping of vehicles be prohibited at any time on the eastern side of Torquay Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New no stopping: Jennifer Street

(xxxii) That the stopping of vehicles be prohibited at any time on the western side of Jennifer Street commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

(xxxiii) That the stopping of vehicles be prohibited at any time on the eastern side of Jennifer Street commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New no stopping: Pitcairn Crescent

(xxxiv) That the stopping of vehicles be prohibited at any time on the western side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending 13 metres in a northerly direction.

(xxxv) That the stopping of vehicles be prohibited at any time on the eastern side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New no stopping: Murdoch Street

(xxxvi) That the stopping of vehicles be prohibited at any time on the western side of Murdoch Street commencing at its intersection with Wairakei Road and extending 13 metres in a southerly direction.

(xxxvii) That the stopping of vehicles be prohibited at any time on the eastern side of Murdoch Street commencing at its intersection with Wairakei Road and extending 13 metres in a southerly direction.

New Time Limit parking restriction

(xxxviii) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Wairakei Road commencing at a point 39 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 6 metres. That any previous parking restrictions in the above mentioned areas be revoked.

(xxxix) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Wairakei Road commencing at a point 59 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 24 metres. That any previous parking restrictions in the above mentioned areas be revoked.

8 Cont'd

- (xl) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Wairakei Road commencing at a point 34 metres west of its intersection with Aorangi Road and extending in a westerly direction for a distance of 30 metres.
- (xli) That any previous parking restrictions in the above mentioned areas be revoked.

Move existing bus stop to new location

- (xlii) That the existing bus stop be revoked from the north side of Wairakei Road at its present position commencing 18 metres west of the intersection with Jennifer Street and extending 14 metres in a westerly direction, and reinstated on the north side of Wairakei Road commencing 21 metres east of the intersection with Jennifer Street and extending 20 metres in an easterly direction.
- (xliii) That the existing bus stop be revoked from the south side of Wairakei Road at its present position commencing 2 metres west of the intersection with Jennifer Street and extending 12 metres in a westerly direction, and reinstated on the south side of Wairakei Road commencing 24 metres west of the intersection with Jennifer Street and extending 12 metres in a westerly direction.
- (xliv) That the existing bus stop be revoked from the north side of Wairakei Road at its present position commencing 49 metres east of the intersection with Aorangi Road and extending 13 metres in an easterly direction, and reinstated on the north side of Wairakei Road commencing 45 metres east of the intersection with Aorangi Road and extending 22 metres in an easterly direction.
- (xlv) That the existing bus stop be revoked from the south side of Wairakei Road at its present position commencing 5.5 metres east of the intersection with Pitcairn Crescent and extending 14 metres in an easterly direction, and reinstated on the south side of Wairakei Road commencing 19 metres east of the intersection with Pitcairn Crescent and extending 22 metres in an easterly direction.

“GIVE WAY” Signs

- (xlvi) That a “Give Way” sign be placed against:
 - (i) Manor Place at its intersection with Wairakei Road.
 - (ii) Torquay Place at its intersection with Wairakei Road.
 - (iii) Aorangi Road at its intersection with Wairakei Road.
 - (iv) Pitcairn Crescent at its intersection with Wairakei Road.
 - (v) Murdoch Street at its intersection with Wairakei Road.

“STOP” Control

- (xlvii) That the existing “Stop” control on Aorangi Road be revoked.

The Transport and City Streets Liaison Officer advised that a further report will be submitted to the Committee regarding option 2.

The meeting concluded at 9.45 am.

5. TRANSPORT AND CITY STREETS QUARTERLY UPDATE

The Board **received** the Transport and City Streets Quarterly update.

9. FINANCE AND PLANNING COMMITTEE – REPORT OF 18 APRIL 2006

General Manager responsible:	General Manager Regulation and Democracy Services, DDI: 941-8549
Officer responsible:	Secretariat Manager
Author:	Prebashni Naidoo, Community Secretary

The purpose of this report is to submit the following outcomes of the Committee's 18 April 2006 meeting.

**Report of a meeting of the Finance and Planning Committee
held on Tuesday 18 April 2006 at 8.00 am in
Meeting Room 1 CCC, Fendalton**

PRESENT: Mike Wall (Chairman), Faimeh Burke, Val Carter, Cheryl Colley and Andrew Yoon.

1. APOLOGIES

Apologies were received and accepted from Sally Buck and Pat Harrow.

2. BOARD SUBMISSION TO DRAFT LTCCP – OUR COMMUNITY PLAN 2006-16

The Committee reviewed the contents of the draft LTCCP along with a number of issues highlighted in an accompanying report from support staff.

Staff advised that as the submission period for a number of the documents occurred before the Board's next meeting on 7 June 2005, it would be necessary to finalise and forward the submissions to meet the relevant deadlines.

COMMITTEE RECOMMENDATIONS

- (a) That the Board be heard in support of its submission before the Council and be represented by the Chairman and Deputy Chairperson.
- (b) That the final draft submission to be tabled at the Boards Finance and Planning Committee meeting on 27 April 2006 for approval.

3. BOARD SUBMISSION TO ENVIRONMENT CANTERBURY DRAFT LTCCP 2006-16

The Committee reviewed the contents of Environment Canterbury's Draft LTCCP.

The meeting concluded at 10.00 am.

10. FINANCE AND PLANNING COMMITTEE – REPORT OF 19 APRIL 2006

General Manager responsible:	General Manager Regulation and Democracy Services, DDI: 941-8549
Officer responsible:	Secretariat Manager
Author:	Prebashni Naidoo, Community Secretary

The purpose of this report is to submit the following outcomes of the Committee's 19 April 2006 meeting.

**Report of a meeting of the Finance and Planning Committee
held on Wednesday 19 April 2006 at 8.00 am in
Meeting Room 1 CCC, Fendalton**

PRESENT: Mike Wall (Chairman), Sally Buck, Faimeh Burke, Val Carter, Cheryl Colley and Andrew Yoon.

1. APOLOGIES

Apologies were received and accepted from Pat Harrow.

10 Cont'd**2. RESOURCE MANAGEMENT ACT SEMINAR – BOARD MEMBER'S ATTENDANCE**

The Committee considered a report seeking the Committee's approval for the attendance of Faimeh Burke to attend the forthcoming Resource Management Act seminar to be held in Christchurch on 1 June 2006.

COMMITTEE RECOMMENDATIONS:

- (a) That approval be granted for Faimeh Burke to attend the Resource Management Act Seminar to be held in Christchurch on 1 June 2006.
- (b) That the registration cost of \$198 be met from the Board's 2005/06 conference budget.

(Note: Faimeh Burke declared an interest in this item and took no part in the discussion and voting thereon.)

3. 2006/07 PROJECT FUND ALLOCATIONS

The Committee expressed concern that the matrix contained no project bids from the Board members and reports regarding the previous years project bids were still outstanding.

Due to insufficient information the Committee resolved that the meeting be adjourned and reconvened on Thursday, 27 April 2006 at 4pm.

The meeting adjourned at 8.35 am.

11. FINANCE AND PLANNING COMMITTEE (RECONVENED) – REPORT OF 27 APRIL 2006

General Manager responsible:	General Manager Regulation and Democracy Services, DDI: 941 8549
Officer responsible:	Secretariat Manager
Author:	Prebashni Naidoo, Community Secretary

The purpose of this report is to submit the following outcomes of the Committee's reconvened meeting of 27 April 2006.

**Report of a meeting of the Finance and Planning Committee
held on Thursday 27 April 2006 at 4.00 pm in
the Board room CCC, Fendalton**

PRESENT: Mike Wall (Chairman), Sally Buck, Faimeh Burke, Val Carter, Cheryl Colley, Pat Harrow and Andrew Yoon.

1. APOLOGIES

Andrew Yoon.

Sally Buck retired at 5.45 pm and was absent for part of clause 2.

2. 2006/07 PROJECT FUNDING ALLOCATIONS

The Committee considered a report outlining a revised process and matrix format for the allocation of the Board's project funding for the 2006/07 year. Also submitted were a number of potential projects for the allocation of the Board's remaining 2004/05 discretionary, SCAP and general funding votes.

A number of current commitments along with suggested new proposals submitted by the community, by members and staff were set out in the agenda papers.

The following subclauses record the Committee's various recommendations to the 27 April 2006 board meeting.

11 Cont'd

COMMITTEE RECOMMENDATION

(a) That the Board's 2006/07 project funds of \$390,000 be allocated as follows:

Discretionary Funds - held for allocation during the year	60,000
Strengthening Community Action Plans (SCAP) - held for allocation during the year.	40,000
<i>Community Development</i>	
Bryndwr Churches Community Support Society – Salary Youth Worker	22,000
Bishopdale Community Preschool – Landscaping new play area	5,000
In 4 Talk Trust – Operating costs community classes	3,000
Bishopdale Community Trust – Wages Community Worker and Volunteer Co-ordinator	18,250
Kiwanis of Waimairi – Terrific Kids Book awards	720
St Stephen's Community Centre – Salary Family and Community Worker and Centre Community Liaison	12,760
North West Mentoring Trust – Wages Co-ordinator	15,000
Te Ropu Tamariki – Operational costs after school club Bishopdale School	6,000
Youth For Christ – Youth Forever Club	5,000
Youth For Christ – Avonhead Rock Solid	5,000
Christchurch Chinese Church – Salary Youth Worker	10,000
Crossfire Trust – Salary Youth Worker and Admin	8,000
Christchurch Zhonghua Chinese Society – Salary Co-ordinator/Community Worker	15,000
Avonhead Community Trust – Salary Community/Youth Worker	15,000
Community Meetings Facilitation	3,500
Youth Development Scheme	10,000
<i>Recreation & Sport</i>	
Community Events	
• Avice Hill – Arts & Craft Fair	3,500
• Culture Galore	9,000
• Outdoor Movies	7,000
Youth Recreation Programmes	
• Art Beat Holiday Programme	5,000
• Arts Programme	5,000
• Lets Go Programme	5,000
• Youth Events	6,000
Older Adults Recreation	
Fendalton Leisure Club	4,000
Physical Sport and Recreation Fund – Support for minority sport/art groups	33,770
<i>Community Engagement</i>	
Community Service Awards	2,000
Heritage Awards	6,000
Community Garden Pride Awards	2,500
Neighbourhood Activities	2,000

Greenspace Unit	
Ilam Stream Planting	10,000
Waterway Identification Project	20,000
Memorial Avenue/Roydvale Colour Planting	15,000
Total Fendalton/Waimairi Project Funding Allocations	\$390,000

Note: (Pat Harrow requested that his opposition to projects 3 and 13 as shown on the matrix attached to the agenda be noted.)

- (b) That the Greenspace Unit be requested to investigate the need for a children's playground at Avonhead Park as part of the Greenspace Activity Management plan in respect of the provision of children's playgrounds and that the outcome be reported back to the Board.
- (c) That the Greenspace and Community and Recreation unit be requested to investigate the need for recreation facilities targeted at teenagers in the Fendalton/Waimairi ward and the outcome be reported back to the Board.
- (d) That the Transport and City Streets unit report on the likely timeframe for the footpath on Wooldridge road.

5. SUPPLEMENTARY REPORTS

The Board resolved to receive and consider the final draft on the following submissions:

- Board Submission – LTCCP – Our Community Plan 2006-16
- Board Submission to Environment Canterbury's Long Term Council Community Plan

COMMITTEE RECOMMENDATION:

- (a) That the Board's submission on the Draft LTCCP 2006-16 as attached be adopted.
- (b) That the Board's submission on the Draft Environment Canterbury's LTCCP 2006-16 as attached, be adopted.

The meeting concluded at 7.15 pm.

12. UPDATE ON BOARD FUNDS

The Principal Board Adviser will provide an update report re: re-allocation of 2005/06 project funding and allocation of the remaining discretionary fund (refer attached).

13. UPDATE FROM THE COMMUNITY BOARD PRINCIPAL ADVISER

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

14. GOOD NEWS STORIES

Rod Whearty, the Parks and Waterways Area Advocate will brief the Board on the Ilam Stream Restoration project.

15. BOARD MEMBERS' INFORMATION EXCHANGE

Board members will be provided with an opportunity to get an update on community activities/council issues.

16. NOTICES OF MOTION

17. QUESTIONS