

**BURWOOD/PEGASUS COMMUNITY BOARD
AGENDA**

MONDAY 15 FEBRUARY 2010

AT 5PM

**IN THE BOARDROOM,
CORNER BERESFORD AND UNION STREET,
NEW BRIGHTON**

Community Board: David East (Chairman), Nigel Dixon, Tina Lomax, Gail Sheriff, Tim Sintes, Linda Stewart and Chrissie Williams.

Community Board Adviser
Peter Dow
Phone 941 5305 DDI
Email: peter.dow@ccc.govt.nz

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

INDEX

- PART C 1. APOLOGIES**
- PART C 2. CONFIRMATION OF MEETING MINUTES – 1 FEBRUARY 2010**
- PART B 3. DEPUTATIONS BY APPOINTMENT**
- PART B 4. PRESENTATION OF PETITIONS**
- PART B 5. NOTICES OF MOTION**
- PART B 6. CORRESPONDENCE**
- PART B 7. BRIEFINGS**
 - 7.1 Customer Services Unit Manager**
 - 7.2 Mairehau Road – Request for Pedestrian Refuge Island**
 - 7.3 New Aranui Library - Update**
- PART B 8. INFORMATION ON INSTALLING A BUS SHELTER AT 26 NEW BRIGHTON ROAD**
- PART A 9. WINDSOR SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT**
- PART B 10. WAITIKIRI DRIVE AND BOTTLE LAKE FOREST PARK ENTRANCE**
- PART B 11. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME - APPLICATION – EMMA GIN**

15. 2. 2010

- 2 -

- PART B 12. RESIDENTS' ASSOCIATIONS/COMMUNITY ORGANISATIONS**
- PART B 13. COMMUNITY BOARD ADVISER'S UPDATE**
 - 13.1 Upcoming Board Activity**
 - 13.2 Draft Board Objectives 2010**
 - 13.3 Chief Executive's January Council Update**
 - 13.4 Customer Service Requests - 1 December 2009 to 31 January 2010**
- PART B 14. BOARD MEMBERS' QUESTIONS**
- PART C 15. RESOLUTION TO EXCLUDE THE PUBLIC**

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 1 FEBRUARY 2010**

The minutes of the Board's ordinary meeting of 1 February 2010, are **attached**.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

7.1 **CUSTOMER SERVICES UNIT MANAGER**

David Dally, Customer Services Unit Manager will brief the Board on the role and work of the Customer Services Unit.

7.2 **MAIREHAU ROAD – REQUEST FOR A PEDESTRIAN REFUGE ISLAND**

Staff will brief the Board on the contents of the **attached** memorandum.

7.3 **NEW ARANUI LIBRARY**

Staff will provide the Board with an update on this project.

8. INFORMATION ON INSTALLING A BUS SHELTER AT 26 NEW BRIGHTON ROAD

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Greg Barnard, Public Transport Infrastructure Coordinator

PURPOSE OF REPORT

1. The Burwood/Pegasus Community Board requested a report with information on the installation of a bus shelter at 26 New Brighton Rd and to provide the criteria used to prioritise the placement of shelters.

EXECUTIVE SUMMARY

2. The bus stop at 26 New Brighton Road is situated near the rear of The Palms Shopping Centre and approximately 216 metres from the entrance to The Palms (refer **attachment 1**). It does not directly service any entrance to The Palms.
3. There are six other bus stops that are situated closer to the entrance to The Palms that adequately service all bus routes through the area.
4. Of the six bus stops five of them have bus shelters in place and all routes operating through the area are catered for.
5. The stop is situated between two very long driveways and is backed by heavy foliage on private land. There is very little passive surveillance due to heavy foliage and its location facing the rear service area of The Palms. It currently has a seat in place which is constantly vandalised. There is a history of anti-social behaviour occurring at this stop due to its situation.
6. It is felt that any shelter placed there would be subject to constant and costly vandalism and graffiti and require a large amount of maintenance and cleaning.
7. The criteria used to allocate priority is detailed in **attachment 2**.

FINANCIAL IMPLICATIONS

8. Nil.

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

9. Not applicable.

LEGAL CONSIDERATIONS

10. Nil.

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

11. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Not applicable.

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

13. As per above.

8. Cont'd

ALIGNMENT WITH STRATEGIES

14. Not applicable.

Do the recommendations align with the Council's strategies?

15. Not applicable.

CONSULTATION FULFILMENT

16. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board resolves to take no further action on this matter.

9. WINDSOR SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jennie Hamilton, Capital Development Unit, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to request that the Burwood/Pegasus Community Board endorses the installation of a new variable speed limit (40 kilometre per hour school zone) on Burwood Road, and that the Board recommends to the Council the approval of a new variable speed limit and its inclusion in the Christchurch City Speed Limits Register.

EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 kilometre per hour variable speed limits (known as 'school zones') outside schools according to a prioritisation process (see paragraph 18). To date, 31 schools have benefited from this treatment. Windsor School is now ranked number two on the prioritisation list for a school speed zone after Linwood North School. The 40 kilometre per hour speed limit will operate on school days between 8.30am and 9am and between 2.55pm and 3.15pm.
3. Since adopting the Christchurch City Council Speed Limits Bylaw 2010 which became operative on 1 January 2010, the Council can resolve to make new variable speed limits. Accordingly, infrastructure for these school speed zones cannot be commissioned until the variable speed limits have been formally resolved by the Council.

FINANCIAL IMPLICATIONS

4. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
5. There is sufficient funding in the budget to purchase the control box and signage for the Burwood Road school speed zone outside Windsor School this financial year and install the equipment in the 2010/11 financial year.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, number 3459, page 2051) approving a variable speed limit of 40 kilometres per hour in school zones and setting out conditions for those speed limits. A Council resolution is required to implement the speed limit restrictions.
7. The variable speed limit also complies with Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP (School Speed Zone Signs page 245).

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

10. A memorandum advised the Burwood/Pegasus Community Board of plans to install the proposed school speed zone in Burwood Road, outside Windsor School (**see Attachment 1**), on 24 November 2009.

9. Cont'd

11. When the project's consultation leader subsequently attended a Board meeting on 30 November 2009, Board members were supportive but a comment was made about the proximity to the Burwood Road/Queen Elizabeth II Drive/Travis Road intersection where there are plans to install traffic lights. The project's traffic engineer has since reviewed the proposed start of the school zone and confirmed that it meets legal and safety requirements.
12. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons that must be consulted before the Council sets a speed limit are:
 - (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed;
 - (b) a territorial authority that is affected by the existing or proposed speed limit;
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit;
 - (d) the Commissioner of Police;
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated;
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand;
 - (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and
 - (h) The Director of Land Transport New Zealand.
13. Section 7.1(3) of the Rule provides:

A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.
14. Representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, the Secretary of the Taxi Federation and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered affected by the proposed speed limits. No neighbouring road controlling authority is affected. No issues were identified.
15. The consultation plan was circulated to 75 residents and property owners on 27 November 2009, and the school community. Three responses were received. One resident wanted the Council to stop drivers parking over his driveway entrance. This is an enforcement issue and outside the scope of the project. Another resident requested undergrounding. This too is outside the scope of the project and the 2009-2019 Long Term Council Community Plan has no funding for this purpose. A Clarevale Street resident expressed concern about the location of static back-to-back signs outside her property. The project's traffic engineer met the resident and her two neighbours and agreed that the signs could be located on a power pole near the Burwood Road intersection.
16. Windsor School administrators support the installation of a variable speed limit on Burwood Road outside their school and are prepared to operate it. Information about the proposed speed zone was posted out with newsletters to all the families of children attending the school.

9. Cont'd

17. The three respondents were sent a letter outlining the project team's responses to their suggestions and concerns. They were also advised of the Community Board meeting dates and that they should contact the Board Adviser if they wished to seek speaking rights.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board recommends that the Council approves:

- (a) The installation of a variable speed limit of 40 kilometres per hour (school speed zone) on Burwood Road (school zone) in accordance with the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.
- (b) That pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, a variable speed limit of 40 kilometres per hour apply on Burwood Road, commencing at a point 107 metres south-east of Helmsdale Street, and extending in a south-easterly direction along Burwood Road for a distance of 370 metres. The variable speed limit of 40 kilometres per hour is to apply on school days between 8.30am and 9am and between 2.55pm and 3.15pm.
- (c) That the abovementioned variable speed limit shall come into force on the date of adoption of the Council's resolution and will be enforceable following the installation of the variable speed limit signage as per the Land Transport Rule: Traffic Control Devices 2004 and New Zealand Transport Agency Traffic Note 37: 40 kilometres per hour variable speed limits in school zones – Guidelines.

9. Cont'd

BACKGROUND

18. Windsor School is currently No. 2 on the Council's prioritisation list for the installation of new school speed zones in Christchurch. This process ranks each road fronting a school by scoring the following 10 factors: road classification (i.e. local, major arterial etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, children crossing roadway, cyclist volume, percentage of trucks, and whether a school patrol exists. There are 293 frontage roads at the 162 schools in the Christchurch city area.
19. Two options were considered by the project team. The first and preferred option is to install a temporary 40 kilometre per hour speed limit using electronic and static signage that operates outside Windsor School from 8.30am to 9am and 2.55pm to 3.15pm. The other option is to maintain the status quo. The school supports the installation of a variable speed limit in Burwood Road to improve safety for pupils.

10. WAITIKIRI DRIVE AND BOTTLE LAKE FOREST PARK ENTRANCE

General Manager responsible:	General Manager City Environment , DDI 941 8608
Officer responsible:	Asset and Network Planning Unit Manager
Authors:	Kelly Hansen, Recreation Planner and Michael Thomson, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of the report is to seek a Board decision not to proceed with road markings on Waitikiri Drive, and Board support for a new entrance to Bottle Lake Forest Park to be put forward for consideration in the 2012-22 LTCCP.
2. This report responds to the Board's decision at its meeting on 16 November 2009:
 - (a) To request that a further traffic count be carried out in Waitikiri Drive over the summer period including weekends.
 - (b) To request that staff report to the Board on:
 - (i) The installation of a painted centre line in Waitikiri Drive and for yellow no stopping lines on the bend in the vicinity of number 79 Waitikiri Drive;
 - (ii) Details of the intended new entrance to the park proposed in the Bottle Lake Forest Park Management Plan before the next Annual Plan process.
 - (c) That staff be requested to meet onsite with affected residents to discuss the traffic management measures in (b) above.

EXECUTIVE SUMMARY**Traffic count**

3. Traffic volume on Waitikiri Drive, beyond Bluestone Drive, was measured during August 2009 and the results were discussed in a memorandum to Board members. The Board requested that further traffic counts be performed to measure traffic volumes over summer. This traffic count is planned to occur in February to measure the total volume of traffic on Waitikiri Drive and identify the proportion attributable to Bottle Lake Forest Park.

Painted centre line and yellow no stopping lines

4. Traffic calming measures were discussed in a memorandum to Board members and will be considered in the 2012-22 LTCCP process. The Board requested a further report on a painted centre line and yellow no-stopping lines.
5. It is very common for residents to request traffic calming/road narrowing measures on local roads where the operating road width is wide. Typically older roads constructed with dish channel were 14 metres wide (kerb to kerb) and the standard local residential road width is now nine metres wide. Reconstruction to the new, standard, narrower roadway width has the effect of reducing vehicle speeds, which usually addresses the residents' concerns about speeding.

Centre line

6. In contrast to narrowing roads, increased guidance by way of additional road markings will increase traffic speeds. This is due to creating the assumed certainty that, so long as the motorists feel they are on their side of the centreline, they will not conflict with oncoming traffic. This situation has proven to increase operating speeds, compared to roads where road markings do not exist, and may well apply to Waitikiri Drive. Additionally, Road Law actually allows motorists to travel faster around a bend, if the road is marked in lanes, i.e. with a centreline. Refer section 5.9 of the Land Transport Rule: Road User: 2004 below.

10 Cont'd

"5.9 Stopping and following distances:

- (1) *A driver must not drive a vehicle in a lane marked on a road at such a speed that the driver is unable to stop in the length of the lane that is visible to the driver.*
- (2) *A driver must not drive a vehicle on a road that is not marked in lanes at such a speed that the driver is unable to stop in half the length of roadway that is visible to the driver."*

No-stopping lines

7. There are numerous local roads in Christchurch City, which have curved alignments similar to this situation in Waitikiri Drive. The Land Transport Rule: Road User: 2004, section 6.3 below prescribes that vehicles can not be parked on a bend, regardless of the presence of broken yellow lines.

"6.3 Parking close to corners, bends, etc:

- (1) *A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority."*
8. It has not been Council practice to install no stopping restrictions on all local roads with bends for the following reasons:
 - (a) Can further increase motorists' speeds for the reasons stated above, i.e. removal of parked cars effectively widens the available road space and reduces "side friction" thereby speeding traffic up;
 - (b) Potentially affects other residents who may need the roadside to park. Note: the adopted Council Parking Strategy provides a higher priority for parking on local residential roads, compared to busier arterial roads etc;
 - (c) Removing kerbside parking means that motorists will travel closer to the kerbside increasing the difficulty of exiting driveways for residents.
 9. A centre line and yellow no-stopping lines are likely to increase the speed of traffic in Waitikiri Drive and are therefore not recommended.

New entrance to Bottle Lake Forest Park

10. Bottle Lake Forest Park offers diverse recreational experiences and benefits in a unique forest setting. A key value of the park is the feeling of wilderness and remoteness it renders, so easily accessible from the central city. It is a highly valued asset of regional significance.
11. The Bottle Lake Forest Park Management Plan (1999) promotes multiple use of the park centring on forestry and recreation. The plan sets out the following management goal for the park:

"To provide for the harmonious management of timber production, special purpose activities, the development of diverse recreation and education experiences and the protection of scenic, ecological and scientific values (page 9)."
12. The management plan provides objectives, policies, and development proposals to facilitate management and development of the park to attain this goal. It includes a proposed new entrance to Bottle Lake Forest Park in recognition of raised volumes of traffic on Waitikiri Drive from the increasing use of the park. Relevant policies and proposals from the plan are reproduced below.

10. Cont'd

Management Plan Policies

“11.1 Road Development:

1. *A new road (Forest Park Drive) shall be created off Landfill Road to provide the primary entry area to Bottle Lake Forest Park (page 49).*

11.2 Park Entry Areas and Access Points:

1. *A hierarchy of park entry and access points will define key focal areas for visitor activity and recreation within the Forest Park.*

Explanation: Each park entry area will also be developed and promoted with a theme to assist in easier user identification, for example, family amenity area within the Rothesay Recreation Corridor.

3. *Secondary park entry areas shall be developed at Spencer Park, the end of Bower Ave and off Landfill Road.*

Explanation: These areas will be developed in conjunction with substantial car parking provisions, major track junctions and specific recreation use areas (page 50).

4. *Minor points of access shall be developed off Queenspark Drive, Regalwood Close, Flaxgrove Terrace and Aston Drive.*

Explanation: Development will be oriented around pedestrian and cycle requirements of the immediate residential area with small scale parking at some locations (page 50).

5. *Barrier mechanisms, vegetative or constructed, to prevent unauthorised vehicle and motorcycle access within the Forest Park and onto Waimairi Beach shall be provided at all entry and access points (page 50).*

6. *Well located and maintained pedestrian accessways shall be established at regular intervals and where access is in demand.*

Explanation: Provision of these accessways will cater for pedestrians and cyclists primarily from immediate residential surrounds, for example Flaxgrove Terrace (page 50).

8. *Consideration shall be given to fencing either side of accessways to prevent diversions. Signs shall be installed advising of obligations (page 50).*

9. *Horse access will be provided for and permitted only at the following locations:*

*Main park entrance
Bower Avenue/Beach Road
Spencer Park/Heyders Road
Spencer Park beach area (page 50)*

11.3 Vehicle Parking:

1. *Vehicle parking areas shall be provided at identified park entry points as outlined below:*

Main Forest Park entrance:

Forest Park Drive (Provision for 70 cars)

Secondary Park Entry Areas:

*Spencer Park (Provision for 60 vehicles)
Bower Avenue (Provision for 60 vehicles)*

10. Cont'd

Minor Forest Park Access Points:

*Queenspark Drive (Provision for 15 vehicles)
Regalwood Close (Provision for 10 vehicles)
Aston Drive (Provision for 10 vehicles)
Flaxgrove Tce (No parking available, local pedestrian access only)*

Any increase in formed carpark provision shall be subject to survey information of park use and vehicle numbers over a relatively extended time frame (page 52).

4. *Access to the main forest car park entrance area will be restricted to daylight hours as determined by the park rangers for reasons of security (page 52).*
6. *Parking areas suitable for buses (turning circle and load bays), will be provided at the forest park headquarters area (page 52)."*

Management Plan Development Proposals

13. The landscape development plan on page 42a illustrates a new entrance (Forest Park Drive) which enters the park from Landfill Road.

"An entry realignment branching off the landfill road provides easy and legible access to the forest park. Waitikiri Drive itself could be closed in the future with the proposed Forest Park Drive providing access to the Windsor and Waitikiri golf courses (page 42).

... The road terminates at the existing car park area where recreational users of the forest can access tracks into the forest area. Provided also is a bus turn around and drop off area for visitors and tourists arriving at the visitors centre (page 42)."

Management Plan Appendix 3: Tracks and Access Map:

14. The map in Appendix 3 (p 66) indicates a new road from the intersection of Putake Drive and Landfill Road across the park and linking into Waitikiri Drive at the bend beside 75 Waitikiri Drive.
15. In addition to the policies and proposals listed above, Board members should keep in mind that the management plan contains a policy requiring the land around the park headquarters to become reserve classified as Local Purpose (Plantation). It is currently held in fee simple, zoned as Rural 1 in the City Plan and is not yet reserve land.

"2.2 Reserve Classification:

Policy: So that the future land uses of recreation and plantation forestry are protected, forest park land held in fee-simple shall be classified under section 14 of the Reserves Act as 'Local Purpose' (Plantation) (page 10)."

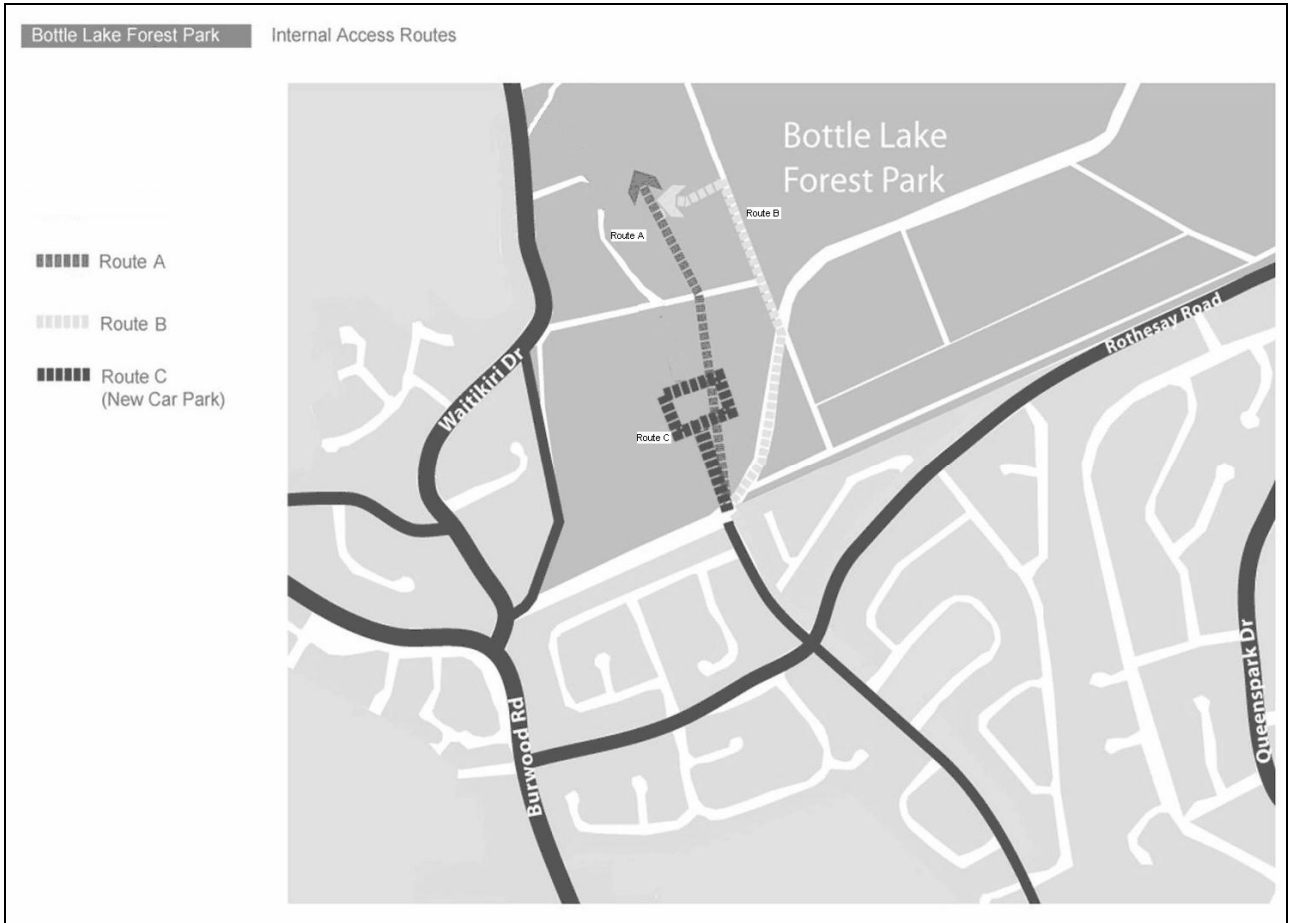
16. From a park management point of view, a new entrance to Bottle Lake Forest Park is of low priority. It would make access to the park a little bit more convenient for some park users but will not improve the park itself. There is presently no park management need to change the present layout or entrance provision. However, it is recognised that a new entrance may help reduce traffic volumes on Waitikiri Drive.
17. There are numerous other entry points to the park which are also well used. In recent years the construction of Aston Drive has opened up access along the south east boundary of the park. An extension to the car park at the northern end of Bower Avenue is programmed for 2012/13. Numbers of people using the various entrances is not known. Further investigation is required to determine how best to treat each entrance.

10. Cont'd

18. While a new park entrance is prescribed by the management plan, the descriptions and diagrams in the plan vary and details of the new entrance have not been determined. Numerous options exist and require investigation and planning before detailed design and costing can occur.
19. A new entrance is likely to be routed from either Landfill Road or Putake Drive, or both. Landfill Road is currently closed to the public and has a locked gate near the entrance. It is used by heavy vehicles capping the Burwood Landfill, which is expected to continue for at least two more years. For safety reasons and to prevent public vehicle access in to the park, public use of the road is not currently allowed. A new entrance to the park can not proceed until capping of the Burwood Landfill is complete and the road becomes safe for public use. Landfill Road is also used at particular times of the year by logging trucks and other forestry machinery, which will continue.
20. Work has begun on various concepts for a new park entrance. These concepts need to be further developed and assessed on the following criteria before progressing to further design detail:
 - (a) Impact on park and park users;
 - (b) Impact on surrounding roads and residents, e.g. shifting the high traffic volumes from Waitikiri Drive to Putake Drive and feeder roads;
 - (c) Safety audits;
 - (d) Volume of traffic to be catered for;
 - (e) Anti-social driving behaviour;
 - (f) Ability to control access to the park and close the park at night;
 - (g) Effectiveness at reducing traffic on Waitikiri Drive;
 - (h) Effectiveness and appropriateness of diverting golf traffic as well as park traffic from Waitikiri Drive;
 - (i) Cost;
 - (j) Need for and impact of stopping part of Waitikiri Drive;
 - (k) Impact on forestry practices and licence;
 - (l) Legal implications;
 - (m) Consistency with management plan, Council policy, strategies and practices;
 - (n) Future development of the park headquarters area;
 - (o) Consultation outcome.

10. Cont'd

21. For the purpose of this report, carriageway construction costs have been estimated for three different concepts. The three concepts are illustrated on the diagram below.



22. The estimated carriageway construction costs only have been calculated at a rate of \$285 per metre (for a road width of 6.5 metres), a figure obtained from roading engineers in the capital delivery team. Costs do not include planning, design, consultation, paths/tracks, lighting, resource consent, tree and stump removal, survey, post and cable, landscaping, swales, road closure/stopping, signage etc. More accurate cost estimates that take all the factors into consideration will not be available until more detailed design is completed. Resources are not currently available to do this work.

Route A

23. Route A provides a route into the existing Bottle Lake Forest Park car park winding through the park in an approximate northerly direction from Putake Drive/Landfill Road, linking directly into the existing car park. Route A was illustrated in the Landscape Proposal Plan on page 42 of the management plan. Estimated cost of carriageway construction: \$17,000. Total cost is likely to be significantly higher than this due to the costs of the other factors mentioned above which are yet to be calculated.

Route B

24. Route B provides a route to the east of the other routes through the Forest Park, following the existing Landfill Road to a greater degree, before extending north, and then west, linking back into the existing Park car park. Estimated cost of carriageway construction: \$140,000. Total cost is likely to be significantly higher than this due to the costs of the other factors mentioned above which are yet to be calculated.

10. Cont'd

Route C

25. Route C provides a new entrance and car park near Putake Drive/Landfill Road. Estimated cost of carriageway construction and car park: \$305,250. Total cost is likely to be significantly higher than this due to the costs of the other factors mentioned above which are yet to be calculated and relocation of visitor facilities such as toilets, signs etc.
26. Further work is required on all of the conceptual routes before any recommendations can be made on the preferred route.

Meeting with residents on site

27. Staff met with Mr Ross Harland and four residents on Thursday, 21 January 2010 and discussed possible traffic calming measures in Waitikiri Drive and a new entrance to Bottle Lake Forest Park.
28. It was agreed that traffic calming was complicated and that there was no simple solution to the issues. Problems with centre lines and yellow no stopping lines were explained to and accepted by the residents.
29. The process of including a new entrance to Bottle Lake Forest Park in the 2012-22 LTCCP was explained to the residents, who were encouraged to participate in the process by making a submission.

FINANCIAL IMPLICATIONS

30. No funding is currently available for Waitikiri Drive or a new entrance to Bottle Lake Forest Park. Proposals will need to be developed for consideration in the 2012-22 LTCCP.

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

31. Staff recommendations align with the LTCCP budget as there is no current provision in the LTCCP 2009-19 for a new entrance to Bottle Lake Forest Park.

LEGAL CONSIDERATIONS

32. If any traffic management changes are installed they must comply with the Land Transport Rule: Traffic Control Devices: 2004.
33. Any new entrance to Bottle Lake Forest Park must be consistent with the policies contained in the park management plan, or the management plan may need to be reviewed.

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

34. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

35. Road Network and Regional Parks are activities contained in the 2009-19 LTCCP, on page 80 and page 126 respectively.

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

36. The Council service for the road network is planning, building and maintaining the public road network, including:
 - (a) traffic services and safety programmes;
 - (b) road infrastructure (including bridges, walls, culverts);

10. Cont'd

- (c) road drainage facilities (kerbs and channels);
 - (d) road amenity (including street lighting and landscaping.
37. The Council service for regional parks is to manage a network of parks of regional significance, such as the Port Hills reserves, the Travis Wetland and Bottle Lake Forest.
38. These services are reflected in the activity management plans.

ALIGNMENT WITH STRATEGIES

39. Any future action for Waitikiri Drive or Bottle Lake Forest Park must align with the Road Safety Strategy, Parking Strategy, Cycling Strategy, Pedestrian Strategy and Draft Public Open Space Strategy.

Do the recommendations align with the Council's strategies?

40. Staff recommendations align with the above strategies.

CONSULTATION FULFILMENT

41. No public consultation has occurred.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Does not proceed with road markings on Waitikiri Drive.
- (b) Supports the undertaking of further investigation and planning for a new entrance for Bottle Lake Forest Park to be put forward for consideration in the 2012-22 LTCCP and that detailed design work and consultation be undertaken when funding becomes available.

11. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME - APPLICATION – EMMA GIN

General Manager responsible:	General Manager Community Services DDI 941 8607
Officer responsible:	Unit Manager Community Support
Author:	Natalie Dally, Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present for consideration an application for funding assistance from the Burwood/Pegasus Community Board's 2009/10 Youth Development Funding Scheme.
2. There is currently a balance of \$2,000 available in the 2009/10 Youth Development Scheme Fund.

EXECUTIVE SUMMARY

3. Funding is being sought by Emma Gin, a 20 year old university student from Dallington, to attend the Golden Key Asia-Pacific Conference 2010 in Sydney in January 2010.

FINANCIAL IMPLICATIONS

4. The following table details event expenses and funding requested for the applicant:

EXPENSES	Cost (NZ \$)
Flights	550
Registration	315
Accommodation	160
Total costs	1025
Amount raised	300
Bishopdale/Burnside Rotary - application pending	?
Amount requested from CCC	\$500

5. This is the first time the applicant has applied for Youth Development Scheme Funding.

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

6. Yes, pages 176 and 177, regarding community grants schemes including Board Funding.

LEGAL CONSIDERATIONS

7. There are no legal issues to be considered.

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

8. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes, this application aligns with LTCCP and Activity Management Plans.

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

10. Yes, refer to paragraph 6.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

11. Yes, this application aligns with the Youth Strategy.

11. Cont'd

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board allocate \$300 from its 2009/10 Youth Development Funding Scheme to Emma Gin to attend the Golden Key Conference in Sydney Australia from 28 to 30 January 2010.

11. Cont'd

BACKGROUND OF APPLICANT

Emma Gin

13. Emma attends the University of Canterbury and is in her second year studying towards a BA/BSc in Japanese and Chemistry. Based on her grades in her second year at university she was invited to become a member of the honours programme Golden Key. She is currently the Co-Vice President of the Canterbury chapter of the organisation.
14. Golden Key is an international, academic honours organisation which combines the recognition of academic achievement with the nurturing of a strong community service ethos. The Society is interdisciplinary and unites the talents of the brightest undergraduate and honours students enrolled at a university; establishing professional and social contacts for these students within a network of universities. It brings together students from diverse faculties and degree programs within each university and reinforces students interactions with university staff.
15. Golden Key Canterbury Chapter have supported numerous organisations including SPELD, Cancer Society, Habitat for Humanity, New Zealand Blood Services and Trees for Canterbury to name a few in fundraising events etc. They are also involved in two education outreach programmes being a youth forum for South Island Secondary Students and mentoring gifted students at Ilam Primary.
16. At Avonside High School, Emma was the student representative on the Board of Trustees for three years, a member of the curriculum subcommittee, school council, student executive, and arts council. Emma also held a seat in Youth Parliament in 2007 and attended the Rotary Youth leadership award conference in 2009.
17. Emma hopes that her attendance at the Golden Key Asia-Pacific conference will help her to grow as a leader and increase her knowledge and understanding of other chapters regarding their contributions to their communities to be able to bring this back and apply it to her community.
18. Emma is passionate about community, arts and academic achievement. University studies, being a class representative, involvement in music and the programmes of Golden Key keep Emma pretty busy but she has a part time job from which she sets aside money towards her education. She has also saved \$300 specifically for this trip. Emma and the other three conference attendees have applied to Bishopdale/Burnside rotary for funding assistance to attend the conference but have not heard back yet as to the outcome of this application for funding.

12. RESIDENTS' ASSOCIATIONS/COMMUNITY ORGANISATIONS

Helen Haggitt, Chairman of the Parklands Residents' Association, will update the Board on the activities of the group.

13. COMMUNITY BOARD ADVISER'S UPDATE

- 13.1 UPCOMING BOARD ACTIVITY (TABLED)
- 13.2 DRAFT BOARD OBJECTIVES 2010 (ATTACHED)
- 13.3 CHIEF EXECUTIVE'S JANUARY COUNCIL UPDATE (ATTACHED)
- 13.4 CUSTOMER SERVICE REQUESTS – 1 DECEMBER 2009 TO 31 JANUARY 2010 (ATTACHED)

15. 2. 2010

- 21 -

14. BOARD MEMBERS' QUESTIONS

15. RESOLUTION TO EXCLUDE THE PUBLIC (ATTACHED)