

**FENDALTON/WAIMAIRI COMMUNITY BOARD  
AGENDA**

**TUESDAY 28 SEPTEMBER 2010**

**AT 4PM**

**IN THE BOARDROOM  
FENDALTON SERVICE CENTRE  
CORNER JEFFREYS AND CLYDE ROADS**

**Community Board:** Val Carter (Chairperson), Cheryl Colley (Deputy Chairperson), Sally Buck, Faimah Burke, Jamie Gough, Mike Wall and Andrew Yoon

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**1. APOLOGIES**

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

The minutes of the Board's ordinary meeting of 1 September 2010 is **attached**.

**CHAIRPERSON'S OR STAFF RECOMMENDATION**

That the minutes of the Board's ordinary meeting held on 1 September 2010 be confirmed.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 MR AND MRS G DENIJS – PARK TREE REMOVAL, MEMORIAL AVENUE**

Mr and Mrs Denijs will be in attendance to speak to the Board regarding their concerns about the trees near their Memorial Avenue property. (refer clause 12 of this agenda).

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**6.1 MR A HUNTER - BROOKSIDE TERRACE**

Correspondence from Mr Allan Hunter a resident of Brookside Terrace regarding his concerns over speeding is **attached** (refer clause 11 of this agenda).

**7. BRIEFINGS**

## 8. HEATON STREET/ALLISTER AVENUE /CIRCUIT STREET– PROPOSED PARKING RESTRICTIONS

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Peter Barnes, Consultation Leader, Capital programme

### PURPOSE OF REPORT

1. The purpose of this report is to:
  - (a) Seek the Community Board approval of the proposed parking management of Heaton Street (Papanui Road to Allister Avenue), Allister Avenue and Circuit Street as illustrated on **Attachment 1**.
  - (b) Recommend to Council that further improvements to this section of the network be considered in the 2012-22 LTCCP.

### EXECUTIVE SUMMARY

2. Proposed parking restrictions in the area of Heaton Street, Allister Avenue and Circuit Street are to address the high level of 'all day' parking in these Streets. This proposal includes school drop off /pick up areas and new bus stop locations.
3. Parking management in this area has been the subject of significant discussion between the Council and the community over the past three years. More recently, an initial survey (August 2009), workshop (June 2010) and formal submission period (July 2010) have provided the project team with a good understanding of residents' and other stakeholders' perspectives on parking issues in this area. The attached plan (**Attachment 1**) shows the proposed parking restrictions, school drop off/pick up areas and bus stop locations.
4. In addition to recent consultation and feedback, the project builds upon previous work. This includes:
  - (a) **September 2004**  
The Council commissioned a parking occupancy survey together with a resident and motorist perception survey of the Streets surrounding Merivale Mall. This was in response to local residents and retailers concerned about parking availability. In April 2005 Abley Transportation Consultants produced a report addressing the issues raised by this survey.
  - (b) **February 2009**  
The Fendalton/Waimairi Community Board approved the Merivale Parking Plan. In doing so the Board resolved:
 

*“That a separate detailed study be undertaken on Heaton Street between Allister Avenue and Papanui Road, to include Allister Avenue and Circuit Street. This study should consider changes to parking restrictions and general traffic management including possible introduction of cycle lanes and changes to nearby bus stop locations. The study should focus on school safety, parking demand and changing parking demands due to surrounding activities, support of the Proposed Merivale Parking Plan, and any changing parking demands on Allister Avenue and Circuit Street.”*
  - (c) **October 2009**  
Following an initial issues survey of residents (August 2009), Abley Transportation Consultants analysed the results and assessed and scored based on meeting technical and community objectives. A preferred scheme was identified.

**8. Cont'd**

(d) **December 2009**

A report was submitted to the F/W Community Board recommending that formal consultation on the preferred option ( from the Abley report ) take place with residents and other stakeholders. However it was apparent that many residents and other stakeholders would benefit from, and welcome, a further opportunity to discuss all of the proposals and as a consequence the formal consultation was deferred to enable a workshop with residents to take place ( see Clause 3 above ).

**PROPOSAL**

5. This proposal is based on analysis over a period of time of investigation. While staff initially considered a more encompassing traffic parking and management plan for the area, with additional elements such as intersection improvements and cycle lanes, this proposal focuses on residents' primary concerns around parking and school drop off/pick up areas. Staff still acknowledge the need to consider these additional matters in the future, however that will be subject to further planning and consultation at that time.
6. The project team has reviewed feedback received to date and believe the proposed concept plan strikes a fair balance between the needs of residents, schools and other road users. A summary of the features of the proposal (refer to attachment 1 for full details) is as follows:
  - (a) P120 restricted parking on sections of Heaton Street between Papanui Road and Allister Avenue, 11am – 3pm, Monday to Friday.
  - (b) P120 restricted parking on both sides of Circuit Street, 11am – 3pm, Monday to Friday.
  - (c) P120 restricted parking on the north-east side of Allister Avenue, 11am – 3pm, Monday to Friday.
  - (d) P3 school "drop off" area on both sides of the Street outside Heaton Normal Intermediate, 8am – 9:30am and 2:30pm – 3:30pm on school days only (and reverts to P120 11am – 3 pm at other times on Monday to Friday).
  - (e) North east bound bus stop, located outside 121/123 Heaton Street.
  - (f) South west bound bus stop, located outside 138 Heaton Street.
7. A report by Traffic Engineering Consultants (Abley Transportation) was submitted to the Board in December 2009, and identified and considered a number of parking restriction options.
8. The Abley Report was used as a starting point for both staff and residents to consider further (sub)options. As a result, this concept was developed and consulted on in July 2010.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$8,000. This cost includes the installation of signs and posts associated with the implementation of the parking management.

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

10. Yes. The installation of road markings and signage is within the current LTCCP Streets and Transport operational budgets.

**LEGAL CONSIDERATIONS**

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
12. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**8. Cont'd**

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

13. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

15. As above.

**ALIGNMENT WITH STRATEGIES**

16. The recommendations align with a number of Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

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

17. As above.

**CONSULTATION FULFILMENT**

18. Consultation for this project built upon previous consultation undertaken for the Merivale Parking Plan (2008). More recent consultation consisted of three stages:

(a) **August 2009**

Residents of the three subject Streets were consulted with initial an issues survey and asked to identify traffic and parking issues and the severity of these issues. Residents identified key issues as pedestrian safety, parking and school drop-off areas.

(b) **1 June 2010**

A workshop was held with residents and Heaton Intermediate School representatives to allow staff to outline the consultation process, preferred option development, and to enable residents to provide their own perspectives and feedback on the various options identified in the Abley Report. A clear preference and outcome from the meeting was that residents requested for parking restrictions as a matter of priority. Other improvements to this section of the network for example potential cycle lanes, intersection changes etc. would require additional funding and would therefore need to be considered in future LTCCP funding rounds.

(c) **1-15 July 2010**

A public information leaflet and submission form was distributed to all residents/property owners of the three Streets, and other stakeholders.

19. Of the 135 leaflets that were distributed in early July 2010, a total of 25 leaflets were returned (19%). Eighteen responses stated they "generally supported the proposal" (72%), while five responses stated that they "generally did not support the proposal" (20%).
20. When respondents were asked if they supported the extension of P120 restricted parking on Heaton Street between Allister Avenue and Rossall Street, nine respondents supported this (36%), and five respondents (20%) opposed. It is noted that of those respondents that supported the extended parking to Rossall Street, only one was a resident within that section of Heaton Street.
21. The project team received strong feedback comments supporting both sides of Circuit Street restricted P120 parking, as opposed to just one side as per the consultation plan.

**8. Cont'd**

22. The school drop off zones received no feedback (including no comment from Heaton Intermediate).
23. The location of bus stops was touched upon in four submissions.
24. The project team received some feedback on the timing and duration of P120 parking restriction restrictions. A survey of the Merivale Parking Plan has indicated that the P120 11am to 3pm parking restriction (week days only) is very effective at deterring all day parking and the project team recommends that this format is used for ease of interpretation and consistency. A monitoring regime will be implemented that will measure the effectiveness of each implemented phase. Any identified problems or opportunities will be addressed as part of a subsequent review.
25. Following the evaluation of submissions by the project team, it was determined that the following amendment to the concept (as circulated) was appropriate:
  - (a) Both sides of Circuit Street to have P120 restricted parking, 11am to 3pm weekdays.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the following:
  - (i) That all existing parking restrictions on the southeast side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction to its intersection with Allister Avenue be revoked.
  - (ii) That all existing parking restrictions on the northwest side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction to its intersection with Circuit Street be revoked.
  - (iii) That all existing parking restrictions on the northwest side of Heaton Street commencing at its intersection with Circuit Street and extending in a south westerly direction for a distance of 361 metres be revoked.
  - (iv) That all existing parking restrictions on the northeast side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction to its intersection with Leinster Road be revoked.
  - (v) That all existing parking restrictions on the south west side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction to its intersection with Leinster Road be revoked.
  - (vi) That all existing parking restrictions on the north east side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction to the road termination be revoked.
  - (vii) That all existing parking restrictions on the south west side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction to the road termination be revoked.
  - (viii) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 55 metres.
  - (ix) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 55 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 35 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.

**8. Cont'd**

- (x) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Circuit Street and extending in a north easterly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Circuit Street and extending in a south westerly direction for a distance of 29 metres.
- (xii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 29 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 43 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xiii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the north west side of Heaton Street commencing at a point 78 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 17 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xiv) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at a point 95 metres south west of Circuit Street and extending in a south westerly direction for a distance of 35 metres.
- (xv) That a Bus stop be created on the north west side of Heaton Street, commencing at a point 130 metres south west of Circuit Street and extending in a south westerly direction for a distance of 19 metres.
- (xvi) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at a point 149 metres south west of Circuit Street and extending in a south westerly direction for a distance of 10 metres.
- (xvii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the north west side of Heaton Street commencing at a point 159 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 48 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 217 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 144 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xix) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 36 metres.
- (xx) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Heaton Street commencing at a point 36 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 75 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxi) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 111 metres south west of Papanui Road and extending in a south westerly direction for a distance of 58 metres.



8. Cont'd

- (xxii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the south east side of Heaton Street commencing at a point 169 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 11 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xxiii) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 180 metres south west of Papanui Road and extending in a south westerly direction for a distance of 8 metres.
- (xxiv) That a Bus stop be created on the south east side of Heaton Street, commencing at a point 188 metres south west of Papanui Road and extending in a south westerly direction for a distance of 14 metres.
- (xxv) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 202 metres south west of Papanui Road and extending in a south westerly direction for a distance of 36 metres.
- (xxvi) That the parking of vehicles be restricted to a maximum period of 3 minutes on the south east side of Heaton Street commencing at a point 238 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 49 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xxvii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Heaton Street commencing at a point 301 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 177 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxviii) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at its intersection with Allister Avenue and extending in a north easterly direction for a distance of 27 metres.
- (xxix) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 9 metres.
- (xxx) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at a point 19 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 33 metres.
- (xxxi) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at its intersection with Leinster Road and extending in a north westerly direction for a distance of 16 metres.
- (xxxii) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 18 metres.
- (xxxiii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Allister Avenue commencing at a point 18 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 36 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxiv) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at a point 54 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 32 metres.

**8. Cont'd**

- (xxxv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Allister Avenue commencing at a point 86 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 50 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
  - (xxxvi) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at its intersection with Leinster Road and extending in a north westerly direction for a distance of 16 metres.
  - (xxxvii) That the stopping of vehicles be prohibited (at any time) on the north east side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction for a distance of 9 metres.
  - (xxxviii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north east side of Circuit Street commencing at a point 9 metres north west of its intersection with Heaton Street and extending in a north westerly direction for a distance of 159 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
  - (xxxix) That the stopping of vehicles be prohibited (at any time) on the south west side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction for a distance of 9 metres.
  - (xxxx) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Circuit Street commencing at a point 9 metres north west of its intersection with Heaton Street and extending in a north westerly direction for a distance of 159 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
  - (xxxxi) That the stopping of vehicles be prohibited (at any time) on the north east side of Circuit Street commencing at a point 168 metres north west of its intersection with Heaton Street and extending in an anti clockwise direction around the cul-de-sac kerb line to a point on the south western kerb side that is 168 metres north west of its intersection with Heaton Street.
- (b) Recommend to the Council that the related Capital works be put into the 2012/22 LTCCP planning process for consideration.

## 9. ILAM ROAD – JOYCE CRESCENT – PROPOSED NO STOPPING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	George Kuek, Traffic Engineer – Transport

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time at the southeast corner of the Ilam Road/Joyce Crescent intersection.

### EXECUTIVE SUMMARY

2. The Fendalton/Waimairi Community Board's Works, Traffic and Environment Committee decided to recommend that a No Stopping at any time restriction be installed in the zone within six metres of the Ilam Road/Joyce Crescent intersection, at its southeast corner. This No Stopping restriction is to be marked with No Stopping lines (refer to **Attachment 1**).
3. This recommendation followed a deputation by Mr Richard Ibbitt of 174 Ilam Road to the Committee meeting on 26 July 2010.
4. Mr Ibbitt had explained that:
  - (a) the intersection of Joyce Crescent with Ilam Road is wide, with no GIVE WAY sign, and vehicles are able to exit Joyce Crescent at speed.
  - (b) for vehicles exiting Joyce Crescent, visibility at the junction is poor because of a Streetlamp post near the intersection, and the trees and shrubs in the neighbour's garden.
  - (c) visibility, while reversing out of Mr Ibbitt's driveway, is affected by two or three vehicles parked between the driveway and the Joyce Crescent intersection.
  - (d) vehicles often park within the six metre no stopping zone at the intersection.
5. Mr Ibbitt had suggested the following options for improving safety at the intersection:
  - (a) prohibit parking between his driveway and the Joyce Crescent intersection to improve visibility.
  - (b) curb the speed of vehicles leaving Joyce Crescent by one or more of the following:
    - (i) narrowing the entrance to Joyce Crescent
    - (ii) installing a speed hump at the entrance to Joyce Crescent
    - (iii) introducing a STOP control for traffic exiting Joyce Crescent.
6. Mr Ibbitt had previously written to the Council to express the above concerns, and staff had replied to Mr Ibbitt on 25 August 2008 to advise that there were no changes that would significantly improve the situation at this intersection.
7. Prior to the Committee meeting, staff had carried out further investigations at this intersection, and the findings were presented to the Committee in a Briefing Note dated 20 July 2010 (see **Attachment 2**).
8. Staff would not support any of the suggested solutions in paragraph five based on the findings of the investigations, for reasons already explained in the Briefing Note.

**9. Cont'd**

9. At the meeting on 26 July 2010, the Committee considered the concerns raised by Mr Ibbitt as well as the findings of further investigations carried out by staff, and decided to recommend to the Board to approve:
  - (a) that the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at its intersection with Joyce Crescent and extending in a southerly direction for a distance of six metres
  - (b) that the stopping of vehicles be prohibited at any time on the south side of Joyce Crescent commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of six metres.
10. The proposed prohibition would be marked with No Stopping lines, and would reinforce the prohibition on stopping of vehicles within an intersection or within six metres of an intersection under Clause 6.3 (2) of the Land Transport (Road User) Rule 2004.
11. It is unlikely that prohibiting vehicles from parking near the intersection would improve visibility between the intersection and Mr Ibbitt's driveway as it is already illegal to do so. During the many site visits, there has never been a vehicle parked in this location.
12. Marking "no stopping" lines within six meters of an intersection is not good use of the available funding as they then have to be maintained into the future. If a driver did for some reason park in this location then someone would have to phone the Police or parking wardens to have it enforced. If the "no stopping" line were not installed they can still phone for enforcement with exactly the same results. There are currently no restrictions on parking on Ilam Road and on Joyce Crescent near this intersection.
13. Staff therefore do not support the Committee's recommendation to the Board.
14. No consultation has been carried out, and it is considered not necessary because the proposed prohibition lies in the zone within six metres of an intersection where parking is already prohibited under Clause 6.3 (2) of the Land Transport (Road User) Rule 2004. The No Stopping marking sought through this proposal is to visually reinforce the No Stopping prohibition at this intersection.

**FINANCIAL IMPLICATIONS**

15. The estimated cost of this proposal is approximately \$100.

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

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

**LEGAL CONSIDERATIONS**

17. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
18. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 23 July 2010. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
19. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

20. As above.

**9. Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

22. As above.

**ALIGNMENT WITH STRATEGIES**

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

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

24. As above.

**CONSULTATION FULFILMENT**

25. Consultation has not been carried out for reasons explained in paragraph 14.

**STAFF RECOMMENDATION**

To fulfil the Committee's recommendations, the Fendalton/Waimairi Community Board need to approve the following:

- (a) that the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at its intersection with Joyce Crescent and extending in a southerly direction for a distance of six metres.
- (b) that the stopping of vehicles be prohibited at any time on the south side of Joyce Crescent commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of six metres.

## 10. RURAL YALDHURST AREA – PROPOSED NIGHT-TIME RESTRICTION FOR VEHICLES

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manage
<b>Author:</b>	George Kuek, Traffic Engineer – Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's recommendation that the Council prohibit motor vehicles weighing less than 3,500 kilograms from stopping, entering and/or being used on the roads listed in paragraphs five and six below and as shown on the plan **Attachment 1**.

**EXECUTIVE SUMMARY**

2. At the Board meeting on 18 August 2009, a deputation by several residents living in the rural area of Yaldhurst sought measures to be implemented to curb anti-social driver (boy racer) activities and behaviour in their community.
3. The delegation outlined their experiences and concerns regarding the safety for road users and for local residents and they described the wilful damage occurring to private and public property, the litter being generated, the intimidation and fear arising from the activities, and the pollution resulting from fuel deposits and tyre burnouts.
4. In the past two years, Police have responded to numerous callouts (refer to paragraph 19 below) from residents related to the illegal activities as detailed in paragraph three above.
5. Following the deputation, the Board decided that staff be requested to investigate whether Clause 68A ("*Prohibition Times on Roads*") of the **Traffic and Parking Bylaw 1991** can be extended to include the Streets below:
  - (a) Ryans Road (from Russley Road to Guys Road)
  - (b) Grays Road (from Avonhead Road to Ryans Road)
  - (c) Pound Road (from Yaldhurst Road to McLeans Island Road)
  - (d) Guys Road (from School Road to Conservators Road)
  - (e) School Road (from Yaldhurst Road)
  - (f) Savills Road
  - (g) Conservators Road
  - (h) Coringa Road.
6. During investigations, it has been noted that the following roads are not among the roads listed above but they are linked, and have the potential to attract undesirable anti-social driver activities (refer Attachment 1):
  - (a) **Jessons Road** – this is a local no-exit road which runs east off the north end of Pound Road near its existing intersection with McLeans Island Road. Police records show that anti-social driver activities have taken place in this location.
  - (b) **Avonhead Road** – this is the 1270 metre long section at the west end of Avonhead Road, linking Russley Road with the north end of Grays Road.
  - (c) **Hasketts Road** – this is the 200 metre long section at the north end of Hasketts Road providing access to School Road from West Coast Road.
  - (d) access (no road name) to School Road from West Coast Road – this is the 80 metre long access road near the east end of School Road.

10. Cont'd

7. Given the potential to attract anti-social driver activities, it is recommended that the roads listed in paragraph six above should also be considered for appropriate prohibition to curb these activities.
8. Note that Clause 68A (*"Prohibition Times on Roads"*) of the **Traffic and Parking Bylaw 1991** referred to in paragraph five above has been superseded by Clause 15 (*"Prohibited Times on Roads"*) in Part 2 of the current **Traffic and Parking Bylaw 2008**.
9. At its 22 April 2010 meeting, the Council resolved the following **additions** and **amendments** to council's *"Prohibited Times on Roads"* policy:
  - (a) that the following be added as a second and third paragraph of the Scope and Definitions section of the *"Prohibited Times on Roads"* policy (**Attachment 2** to the agenda):
    - (i) *Where a "Prohibited Times on Roads" request is for well-defined industrial areas with no through function, the prohibition should be seven days a week, from 10 pm to 5 am the following morning.*
    - (ii) *Where a "Prohibited Times on Roads" request is for an area where people live or where the roads have a through function then the prohibition is to apply only during limited times, in particular: – Thursday to Friday 10 pm - 5 am; Friday to Saturday 10 pm – 5 am; Saturday to Sunday 10 pm – 5 am; Sunday to Monday 10 pm – 5 am; and from 10 pm on the day preceding any public holiday until 5 am on that statutory holiday; and from 10 pm on the public holiday to 5 am the following morning.*
  - (b) That the issues to be considered section of the flowchart (Attachment 2 to the agenda) in the *"Prohibited Times on Roads"* policy be amended so that the second bullet point reads *"The problem has persisted for a considerable period of time, even though other enforcement has been carried out."*
  - (c) That the issues to be considered section of the flowchart in the *"Prohibited Times on Roads"* policy be amended so that the fourth bullet point reads *"No arterial roads, or collector roads, are included."*
  - (d) That the existing *"Prohibited Times on Roads"* be reassessed into the two categories and a report be presented to the Council to align the days and times of the prohibitions on the existing roads with (a)(i) and (ii) above.
10. Prior to the prohibition time regime and "days of the week" regime resolved by the Council at their meeting on 22 April 2010, several different time regimes and "days of the week" regimes existed for several areas of prohibition around the city. The Police had indicated that the inconsistencies would cause issues for enforcement, and could cause confusion over what days and times existed when a callout came in, therefore requiring Police to check the details on the signs on arrival would not provide effective enforcement.
11. The *Prohibited Times on Roads* recommended in this report are consistent with the above amended council's *"Prohibited Times on Roads"* policy.
12. All the roads covered in this report are located in the sparsely populated rural area of Yaldhurst and Harewood west and south of Christchurch International Airport, where the properties are mainly farms and lifestyle blocks. The rural setting of this area attracts anti-social driver behaviour at night.
13. Apart from Pound Road which is a collector road, all the other roads (including the additional roads listed in paragraph six) are classified as local roads.

10. Cont'd

14. The current speed limit is 50 kilometres per hour on School Road east of Hasketts Road, and on the access road to School Road from West Coast Road. On all the other roads under consideration, the current speed limit is 100 kilometres per hour. However, the following roads are listed on Council's current Speed Limit Review:
  - (a) Pound Road, from Yaldhurst Road to Ryans Road
  - (b) Guys Road, from School Road to Ryans Road
  - (c) Hasketts Road, from West Coast Road to School Road
  - (d) School Road, from Hasketts Road to west end.
15. Currently there are plans to stop and close off the section of Pound Road, from a point approximately 1120 metres north of Ryans Road, to its intersection with McLeans Island Road north of Jessons Road. This is to facilitate the provision of a protection area extension of the Christchurch International Airport east-west runway, as required by New Zealand Civil Aviation Authority. The plan includes re-aligning Pound Road to re-join McLeans Island Road at a point approximately 1660 metres west of the existing McLeans Island Road/Pound Road intersection (see Attachment 1). The re-alignment work is planned to be completed by October 2011, after which the road stopping of Pound Road (as described above) will be implemented.
16. Apart from approximately 330 metres of existing No Stopping restrictions (No Stopping broken yellow lines) on Pound Road along the Airport boundary at the west end of the airport east-west runway, there are no other restrictions on the other roads. **Note:** the section of Pound Road with No Stopping restrictions is in the section to be stopped and closed, as discussed in paragraph 15 above.
17. The traffic survey carried out on Pound Road in May 2010 showed that traffic volumes were 3,950 vehicles per day.
18. On Guys Road and School Road, a traffic survey carried out in May 2008 showed that traffic volumes were recorded at approximately 236 vehicles a day and 313 vehicles a day, respectively. No traffic volume data are available for the other roads.
19. The following reported information on traffic incidents have been provided by Police (refer to **Attachment 2** copy of letter dated 20 July 2010 from Police):
  - (a) between July 2008 and June 2010, Police received 288 complaints regarding anti-social driver behaviour
  - (b) in that same period, Police received a further 192 complaints regarding general traffic offending, some of which could have been related to anti-social drivers
  - (c) although there are records of anti-social driver behaviour dating back to 1999, Police have noticed an increase in incidents involving such behaviour in the last five years
  - (d) Police records for the area show that anti-social drivers are most active on Pound Road, Ryans Road, Guys Road, Yaldhurst Road and West Coast Road, and to a lesser extent on School Road, Grays Road, Savills Road, Conservators Road, Jessons Road and Avonhead Road.
20. Based on the above information provided by Police, an average of between two to three Police complaints per week were laid. These do not include the 192 complaints in paragraph 19 (b) above.



10 Cont'd

21. The Police have powers to deal with offences relating to the lack of traction of vehicles and the speed of vehicles. However, this behaviour usually stopped by the time the Police arrived on the scene. It can start up again minutes after the Police leave. Prohibiting both the spectators and the participants from taking their cars on the affected roads will allow the Police to deal with this undesirable behaviour. The most effective way to achieve this is to prohibit those vehicles from using or parking on the road unless they are driven by residents or bona fide visitors of properties in that road.
22. Pound Road being a collector road should not be included on the "*Prohibited Times on Roads*" Register as this road is a designated traffic route and therefore the 'New Zealand Bill Of Rights' issues need to be considered. It is therefore more appropriate to install a night time parking restriction on this road, which would give the Police the power to stop anti-social drivers from gathering on Pound Road at night, which is an effective method of dealing with the problem.
23. Given the planned stopping, closing off and re-alignment of Pound Road as discussed in paragraph 15 above, the following options for this section of Pound Road were considered:

**Option One:**

- (a) Install appropriate signs on Pound Road, including in the section to be stopped and closed. Upon completion of the re-alignment of Pound Road, shift the affected signs to the newly re-aligned section of Pound Road.

**Option Two:**

- (b) Install appropriate signs on Pound Road, but not in the section to be stopped and closed. Upon completion of the re-alignment of Pound Road, installed the remaining signs in the newly re-aligned section of Pound Road.
24. Option two is the preferred option because it will not involve installing, removing and re-installing the affected signs. Even if anti-social driver activities take place on Pound Road before it is stopped, closed and re-aligned, the disturbance will be minimal given that the nearest dwelling is 240 metres away on Savills Road.
25. It is proposed that the following prohibitions be imposed:

- (a) the stopping of vehicles on Pound Road, from Yaldhurst Road to a point approximately 1120 metres north of the Pound Road/Ryans Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
- (b) the stopping of vehicles on Pound Road along its new alignment, from a point approximately 1120 metres north of the existing Pound Road/Ryans Road intersection to the new Pound Road/McLeans Island Road intersection approximately 1660 metres west of the current Pound Road/McLeans Island Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
- (c) the entry and/or use of vehicles weighing less than 3,500 kilograms on the roads listed below, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day:
  - (i) Ryans Road (from Russley Road to Guys Road)
  - (ii) Grays Road (from Avonhead Road to Ryans Road)
  - (iii) Guys Road (from School Road to Conservators Road)
  - (iv) School Road (from Yaldhurst Road)
  - (v) Savills Road
  - (vi) Conservators Road
  - (vii) Coringa Road
  - (viii) Jessons Road (from Pound Road)

10. Cont'd

- (ix) Avonhead Road (from Russley Road to Grays Road)
- (x) Hasketts Road (from West Coast Road to School Road)
- (xi) access road near east end of School Road (from West Coast Road to School Road)

26. If adopted by the Council, the names of the roads affected by the *Prohibited Times on Roads* proposal will be added to the "*Prohibited Times on Roads*" Register.
27. This will allow the Police to carry out effective enforcement.
28. Police have also pointed out that "law abiding" members of the public regularly park in the area at night to observe aircraft movements (aircraft watching) at the airport. The vantage points for aircraft watching in the affected area are Pound Road, Grays Road and Avonhead Road.
29. Current domestic flight schedules show that the first and last flight arrivals are at approximately 7.30am and 10.05pm respectively, while the first and last flight departures are at approximately 5.40am and 8.45pm respectively. The proposed prohibitions on the roads will only minimally affect aircraft watching of the arrival of the last domestic flight.
30. International flight schedules for winter show that the first and last flight departures are at approximately 6.00am and 7.05pm respectively, so aircraft watching of departing international flights will not be affected by the proposed hours of prohibitions on the roads.
31. The first and last international flight arrivals in winter are at approximately 12.25am and 11.55pm respectively. Of the 100 international weekly arrivals, 43 of these flights arrive between 10.25pm and 1.00am during the proposed hours of prohibition for the roads.
32. Aircraft watching on Grays Road and Avonhead Road during the times of prohibition will not be possible if the proposed prohibition of vehicles weighing less than 3,500 kilograms entering and/or being used on the roads is imposed.
33. Similarly, aircraft watching on Pound Road will not be possible if the proposed prohibition on stopping on the road by vehicles is imposed. However, when patrolling Pound Road, Police can exercise discretion if they encounter legitimate aircraft watchers who are not engaging in anti-social driver activities.
34. Other than the Police, no consultations have been carried out due to the fact that residents in the area initiated the deputation to the Board.

**FINANCIAL IMPLICATIONS**

35. The estimated cost of this proposal is approximately \$55,000.

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

36. The installation of traffic signs is within the LTCCP Transport and Greenspace Operational Budgets.

**LEGAL CONSIDERATIONS**

37. Complies with the provisions of the New Zealand Bill of Rights Act 1990.
38. Clause 15 (1) of the Christchurch City Council Traffic and Parking Bylaw 2008 provides that "The Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on the road or part of that road or roads".
39. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

10. Cont'd

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

40. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

42. This contributes to improve the level of service for safety and access.

**ALIGNMENT WITH STRATEGIES**

43. The recommendations align with the Council's Road Safety Strategy, Safer Christchurch Strategy and Litter Strategy.

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

44. As above.

**CONSULTATION FULFILMENT**

45. The Police support this recommendation.

46. The request for the "*Prohibited Times on Road*" to be extended to the Yaldhurst area came from the Board during its meeting on 18 August 2009 following a deputation from area residents who outlined their experiences and concerns resulting from anti-social driver activities and behaviour in their community.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board recommends to the Council:

- (a) to prohibit the stopping of vehicles on Pound Road, from Yaldhurst Road to a point approximately 1120 metres north of the Pound Road/Ryans Road intersection, between 10 pm and 5 am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10 pm to 5 am the following day.
- (b) to prohibit the stopping of vehicles on Pound Road along its new alignment, from a point approximately 1120 metres north of the existing Pound Road/Ryans Road intersection to the new Pound Road/McLeans Island Road intersection approximately 1660 metres west of the current Pound Road/McLeans Island Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
- (c) that pursuant to the Clause 15 in Part 2 of the Christchurch City Council's **Traffic and Parking Bylaw 2008**, motor vehicles weighing less than 3,500 kilograms be prohibited from entering and/or being operated on the following roads between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day:
  - (i) Ryans Road (from Russley Road to Guys Road)
  - (ii) Grays Road (from Avonhead Road to Ryans Road)
  - (iii) Guys Road (from School Road to Conservators Road)
  - (iv) School Road (from Yaldhurst Road)
  - (v) Savills Road
  - (vi) Conservators Road

**10. Cont'd**

- (vii) Coringa Road
- (viii) Jessons Road (from Pound Road)
- (ix) Avonhead Road (from Russley Road to Grays Road)
- (x) Hasketts Road (from West Coast Road to School Road)
- (xi) access road near east end of School Road (from West Coast Road to School Road).

## 11. BROOKSIDE TERRACE – ISSUES WITH SPEEDING ON THE STREET

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	George Kuek, Traffic Engineer – Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to advise the Board of the findings of investigations into the complaints about speeding vehicles, and the request for traffic calming measures, along Brookside Terrace.

**EXECUTIVE SUMMARY**

2. Staff have received a request from the Board to prepare a report to address the concerns raised by members of the Brookside Terrace Neighbourhood Watch about traffic speeding on the Street.
3. At the Board meeting on 17 November 2009, a delegation from the Brookside Terrace Neighbourhood Watch addressed the Board and tabled a document detailing the problems monitored over the last two years, and suggested solutions which included the following:
  - (a) re-mark as soon as possible the centreline over the new seal at the Greers Road end of Brookside Terrace (**note:** the centreline has been re-marked).
  - (b) install an island at the Greers Road/Brookside Terrace junction to force drivers turning left into Brookside Terrace to make a slower turn.
  - (c) install a camera at the Hooker Avenue/Brookside Terrace junction to identify drivers doing “wheelies” and additionally, to identify the repeat taggers who deface the concrete bridge abutments there.
  - (d) remove the “CONCEALED” exit sign on Brookside Terrace near the Hooker Avenue junction, outside 105 Brookside Terrace. This is buckled and partly concealed by overhanging vegetation, and should be replaced by some more meaningful sign.
  - (e) install “speed-calming” islands at the sides of the road in the curved section of the Street; not speed humps.
4. Brookside Terrace is a local road running generally in a north - south direction, linking Greers Road and Ilam Road (both of which are collector roads) at its north and south ends, respectively.
5. Aorangi Road, a local road, crosses Brookside Terrace approximately 360 metres north of Ilam Road.
6. Between 69 Brookside Terrace and 117 Brookside Terrace, the Street meanders round seven curves following the course of the Wai-iti Stream.
7. Brookside Terrace is approximately 10.5 metres wide, and the speed limit is 50 kilometres per hour.
8. The residents’ concerns about speeding vehicles is in the section of Brookside Terrace between Greers Road and Aorangi Road.
9. During the re-construction of Wairakei Road (a minor arterial) between January 2009 and August 2009, residents had observed increased traffic volumes on Brookside Terrace when motorists used this alternative route in order to avoid the delays and congestion caused by the road re-construction.

11. Cont'd

10. A week-long traffic survey was carried out between 7 April 2010 and 13 April 2010, at Site 1 outside 102/104 Brookside Terrace, and at Site 2 outside 136/138 Brookside Terrace (see aerial photograph **Attachment 1**).
11. A summary of the results of the traffic survey is shown in the table below:

		Unit	Site 1	Site 2	Total
7-day Average Daily Total volume (ADT)		vehicles per day	658	844	-
7-day total volume		vehicles per day	4601	5904	-
Heavy vehicles		number of vehicles, (percent)	48 (1.04)	73 (1.24)	-
85 <sup>th</sup> percentile speed		kilometres per hour	46.4	55.1	-
Mean speed		kilometres per hour	39.2	46.7	-
Maximum speed		kilometres per hour	83.7	112.3	-
Vehicles with speeds <i>below</i> 50 kilometres per hour		number of vehicles, (percent)	4324 (93.98)	3692 (62.53)	-
Vehicles with speeds <i>above</i> 50 kilometres per hour		number of vehicles, (percent)	277 (6.02)	2212 (37.47)	-
Vehicles with speeds <i>above</i> 55 kilometres per hour		number of vehicles, (percent)	61 (1.33)	925 (15.67)	-
Vehicles with speeds <i>above</i> 80 kilometres per hour	midnight – 2 am	number of vehicles	-	-	-
	2 am – 4 am	number of vehicles	-	1	1
	4 am – 6 am	number of vehicles	-	-	-
	6 am – 8 am	number of vehicles	-	-	-
	8 am – 10 am	number of vehicles	-	1	1
	10 am – noon	number of vehicles	-	-	-
	noon – 2 pm	number of vehicles	-	2	2
	2 pm – 4 pm	number of vehicles	-	2	2
	4 pm – 6 pm	number of vehicles	1	2	3
	6 pm – 8 pm	number of vehicles	-	6	6
	8 pm – 10 pm	number of vehicles	-	1	1
	10 pm – midnight	number of vehicles	-	2	2
-		number of vehicles	1	17	18

11. Cont'd

12. Detailed analysis of the traffic survey results showed that:
  - (a) when assessing the expected traffic volume taking into account the number of houses that Brookside Terrace provides access, measured traffic volumes of 658 vehicles per day and 844 vehicles per day at Site 1 and Site 2, respectively, are well within that. These figures also indicate that motorists are no longer using Brookside Terrace as an alternative route to Wairakei Road, that is "rat-running" on Brookside Terrace is not an issue.
  - (b) traffic movements were predominantly between 9am and 10pm on weekdays, and between 10am and 9pm on weekends, at both Site 1 and Site 2.
  - (c) as expected, more vehicles travelled at a higher speed on the straight at Site 2 than at the winding sections at Site 1, in both the northbound and southbound directions.
  - (d) speeds in excess of the speed limit generally coincided with the period when traffic movements were predominant (as in paragraph 12(b) above) at both Site 1 and Site 2.
  - (e) the higher 85<sup>th</sup> percentile speed of 55.1 kilometres per hour at Site 2 is what would be expected and therefore not excessively high, considering that many motorists travel at speeds in excess of the speed limit.
  - (f) the higher mean speed at 46.7 kilometres per hour at Site 2 is well below the speed limit, indicating that most motorists are not driving at high speeds.
  - (g) two vehicles were recorded travelling at speeds in excess of 100 kilometres per hour, both at Site 2. The highest recorded speed was 112.3 kilometres per hour in the southbound direction between 7 pm and 8 pm on a Wednesday.
  - (h) by comparing southbound vehicle speeds at the same times on the same days at both Site 1 and Site 2, it has been observed that vehicles passing Site 2 at high speeds (above 80 kilometres per hour) were not detected at Site 1. This may suggest that these vehicles may have turned right into Hooker Avenue or left into Murdoch Street.
13. Results of the traffic survey indicate that speeding generally is not a major issue and the majority of higher speeds are between noon and 8pm. This is contrary to the information provided by the Brookside Terrace Neighbourhood Watch, who indicated that the higher speeds were late at night.
14. An analysis of crash records (CAS) over the last five years (2005 to 22 July 2010) administered by the New Zealand Transport Agency (NZTA) showed that three recorded crashes had taken place, all at the winding section near Hooker Avenue and Murdoch Street.
15. Two of these crashes were alcohol-related and both happened at night. The remaining crash, which took place during daylight, involved an inexperienced driver travelling too fast as the vehicle rounded the right-hand bend at 117 Brookside Terrace.
16. In order to assess whether or not a Street requires to be traffic-calmed, the Street is analysed using the Neighbourhood Improvement Project (NIP) prioritising system, which ranks Streets according to a points system. Streets which return a score of 40 points or more qualify for traffic calming, and Streets with the highest scores above 40 points are allocated funding first.
17. Brookside Terrace has been analysed using the NIP prioritising system, resulting in a score of 29 points. Therefore, Brookside Terrace does not qualify for traffic calming at present, and is unlikely to qualify in future.

11. Cont'd

18. Traffic calming measures are therefore not justified in Brookside Terrace, as requested, for the following reasons:
  - (a) the NIP score of 29 points is below the threshold qualifying score of 40 points.
  - (b) analysis of the crash (CAS) records of the last five years showed that only one out of the three recorded crashes has one factor relating to speed by an inexperienced driver. The remaining two crashes involved drivers under the influence of alcohol (such crashes can happen on any Street), and are not justification for traffic calming in Brookside Terrace.
  - (c) "rat-running" is not an issue, evident from the traffic survey results as discussed above.
  - (d) the 85<sup>th</sup> percentile speed of 55.1 kilometres per hour is within what is considered acceptable.
  - (e) the existing curves on Brookside Terrace already provide natural traffic calming. This fact is supported by the traffic survey results at Site 1 which show that only 6.02 percent of all vehicles exceeded the speed limit.
19. Speeding is a behavioural problem and is a Police enforcement matter. However, residents can assist in helping the Police to deal with speeding issues.
20. The traffic survey results show that the largest number of the speeding incidents take place between 6pm and 8pm.
21. In order to help Police to define more closely appropriate policing periods, members of the Brookside Terrace Neighbourhood Watch could organise the local residents to take note of the following details of speeding vehicles and pass the information on to Police for enforcement action:
  - (a) date of occurrence
  - (b) time of occurrence
  - (c) vehicle registration number
  - (d) other details where possible, for example, driver description, car make, model and colour.
22. The following are staff responses to the solutions suggested by the Brookside Terrace Neighbourhood Watch (see paragraph three above, and using the same numbering sequence):
  - (a) the centreline at the Greers Road end of Brookside Terrace has been re-marked over the new seal
  - (b) Brookside Terrace does not qualify for traffic calming, and there are no plans to install an island on Brookside Terrace at its intersection with Greers Road, as vehicles entering Brookside Terrace at speed is a Police enforcement matter
  - (c) crime cameras are installed to protect people and not necessarily property. Crime camera locations are determined by the Police and are usually located in high pedestrian areas within the CBD. For this reason, a crime camera will not be installed at the Hooker Avenue / Brookside Terrace intersection as requested.

"Wheelines" are considered boy racer (anti-social driver) activities, and should be dealt with by the Police as a "sustained loss of traction" offence under the Land Transport Act 1998. Details of occurrences (date, time and vehicle registration numbers) should be noted and forwarded to the Police for enforcement action.



11. Cont'd

Tagging, also called Graffiti Vandalism, is a crime that should be dealt with by the Police. When someone is seen tagging, lodge a Police report giving information about the location, number and description of taggers, and their ethnicity. To request graffiti removal, call The Graffiti Office on telephone number (03) 941 8999.

- (d) road signs must meet strict national standards. The only sign appropriate for warning motorists of the hidden Hooker Avenue T-intersection is the "CONCEALED" exit sign. The old buckled sign has been replaced. Overhanging branches from trees on private property have been trimmed back and are not obscuring the "CONCEALED" exit sign.
  - (e) as explained above, Brookside Terrace does not qualify for traffic calming, and there are no plans to install kerbside build-outs at the curves on Brookside Terrace to calm traffic.
23. Consultation was not required and was not carried out, as requested by the Board, for the following reasons:
- (a) sufficient information was available for carrying out investigations and for preparing this report
  - (b) no physical works are proposed, and Brookside Terrace does not qualify for traffic calming as indicated by the results of the NIP analysis.

**FINANCIAL IMPLICATIONS**

24. The estimated cost of this proposal is NIL.

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

25. If the findings of the investigations detailed in this report are adopted, there will be no cost for physical works.

**LEGAL CONSIDERATIONS**

26. If the findings of the investigations detailed in this report are adopted, there will be no legal implications.

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

27. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

28. Not applicable.

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

29. Not applicable.

**ALIGNMENT WITH STRATEGIES**

30. Not applicable.

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

31. Not applicable.

**CONSULTATION FULFILMENT**

32. As explained in paragraph 23 above, no consultation was carried out.

11. Cont'd

**CONCLUSION**

33. Investigations have shown that Brookside Terrace does not qualify for traffic calming measures as requested by the Brookside Terrace Neighbourhood Watch. Traffic calming measures will not be implemented in Brookside Terrace for the reasons explained in paragraph 18 above.
34. Speeding is a Police enforcement matter, and as suggested in paragraph 21 above, members of the Brookside Terrace Neighbourhood Watch should report cases of speeding to the Police, giving details of the occurrences.
35. "Wheelies" are considered a "sustained loss of traction" offence under the Land Transport Act 1998, and should be reported to the Police for enforcement action.
36. Tagging, or Graffiti Vandalism, is a crime that is dealt with by the Police. When reporting tagging which is taking place, the details in paragraph 22 (c) should be provided to the Police to help in their investigation. To request graffiti removal, call The Graffiti Office on telephone number (03) 941 8999.

**STAFF RECOMMENDATION**

Staff recommend that the Fendalton/Waimairi Community Board receive this report.

12. 254 MEMORIAL AVENUE - PARK TREE REMOVAL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Shane Moohan, City Arborist, Transport and Greenspace

**PURPOSE OF REPORT**

1. The purpose of this report is to recommend to the Board that the two pin oak trees in the reserve bordering the property at 254 Memorial Avenue be removed and replaced.

**EXECUTIVE SUMMARY**

2. On 16 July 2010 correspondence (**Attachment 2**) was received from Mr and Mrs G Denijs regarding their concerns about trees outside their property in Memorial Avenue.

Their concerns are:

- (a) little choice in species at the time of planting – oaks or birches;
  - (b) would prefer smaller growing shrubs that they can control;
  - (c) leaves messy both inside and outside the property;
  - (e) trees blowing over in high winds;
  - (f) they have no roof as their house is a dome;
  - (g) trees have grown large.
3. The trees are situated in a small unfenced reserve between the applicants' property and Memorial Avenue and therefore are not protected through the Special Purpose (Road) Zone section of the Christchurch City Plan (**Attachment 1**).
  4. Following staff advice and discussion, the Board decided "that a report be submitted regarding the trees outside Mr and Mrs Denijs' property, taking into account the health and safety issues of the trees in question, to the September Board meeting".
  5. An arboricultural assessment shows –
    - (a) Both trees appear reasonably healthy (can be deceptive without leaves on) however both trees have faulty branch unions which, while not considered an immediate risk will, as the trees grow and the branches become heavier, become points where the trees could shed limbs.
    - (b) There is no evidence to suggest that either tree is likely to fall over.
  6. For the reasons given in 5(a) staff recommend that the trees be removed and replaced with two *Fagus sylvatica* 'Dawyck Purpurea'.

**FINANCIAL IMPLICATIONS**

7. The cost to remove and replace the trees with 2 PB95 grade trees is estimated at \$3,700 (including the cost of watering and mulching the tree over the first 3 years).
8. The STEM evaluation including the nuisance factor is 111 for each tree
9. The STEM evaluation without the nuisance factor is 117 for each tree
10. The STEM valuation including the nuisance factor is \$14,800 per tree
11. The STEM valuation without the nuisance factor is 15,400 per tree

12. Cont'd

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

12. Yes.

**LEGAL CONSIDERATIONS**

13. The Greenspace Manager has the following delegation with respect to trees:

*"In consultation with any other units affected and the relevant Community Board, authorise the planting or removal of trees from any reserve or other property under the Manager's control".*

14. While the Transport and Greenspace Manager has the delegation to remove the trees, current practice is that in most cases requests to remove healthy and structurally sound trees are placed before the appropriate Community Board for a decision.
15. Under the delegations to Community Boards, the Board has the authority to "plant, maintain and remove trees on reserves, parks and roads" under the control of the Council within the policy set by the Council.
16. Protected trees can only be removed by a successful application under the Resource Management Act. These trees are not listed as protected under the provision of the Christchurch City Plan.
17. The following City Plan Policies may be of some benefit when considering the options:

**VOLUME 2: SECTION 4 CITY IDENTITY**

**4.2.1 Policy: Tree Cover**

18. To promote amenity values in the urban area by maintaining and enhancing the tree cover present in the City.
- (a) Tree cover and vegetation make an important contribution to amenity values in the City. Through the redevelopment of sites, existing vegetation is often lost and not replaced. The City Plan protects those trees identified as "heritage" or "notable" and the subdivision process protects other trees which are considered to be "significant". The highest degree of protection applies to heritage trees.
- (b) Because Christchurch is largely built on a flat plain, trees and shrubs play an important role in creating relief, contributing to visual amenity and attracting native birds.
- (c) The amount of private open space available for new planting and to retain existing trees is influenced by rules concerning building density and setback from boundaries. The rules do not require new planting for residential development but landscaping is required in business zones.

**4.2.2 Policy: Garden City**

19. To recognise and promote the "Garden City" identity, heritage and character of Christchurch.
- (a) A key aspect of achieving this policy will be maintaining and extending environments and vegetation types which compliment this image. A broad range of matters influence and contribute to this image, including the following:
- (i) Tree-lined Streets and avenues;
- (ii) Parks and developed areas of open space.

**12. Cont'd**

**14.3.2 Policy: "Garden City" image identity**

20. To acknowledge and promote the "Garden City" identity of the City by protecting, maintaining and extending planting which compliments this image

**VOLUME 3: PART 8 SPECIAL PURPOSE ZONE**

**14.3.5 Street Trees**

21. Nearly half the length of Streets within the city contains Street trees, but the presence of very high quality Street trees which add considerable presence to Streets and neighbourhoods is confined to a relatively small proportion of the road network. These Streets add particular character and amenity of the city, either in the form of avenues which form points into the city, or an important part of the local character of particular Streets.
22. An application to prune or remove the tree may be made to the District Court under The Property Law Amendment Act 1975.
23. The District Court can order the pruning or removal of a tree under the Property Law Amendment Act 1975.
24. The removal and replacement of the tree is to be completed by a Council approved contractor.

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

25. Yes, as per above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

26. Draft LTCCP 2009-19:  
Streets and Transport: Page 81
- (a) Governance - By enabling the community to participate in decision making through consultation on plans and projects.
- (b) City Development - By providing a well-designed, efficient transport system and attractive Street landscapes.
27. Retention of the tree is consistent with the Activity Management Plan provided the tree is structurally sound and healthy.
28. Removing and not replacing the tree is not consistent with the Activity Management Plan.

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

29. Yes, as above.

**ALIGNMENT WITH STRATEGIES**

30. Removing and replacing the tree would be consistent with the following strategies:
- (a) Christchurch City Biodiversity Strategy.
- (b) Christchurch Urban Design Vision.
- (c) Garden City Image as per the City Plan.
31. There is currently no policy for the pruning or removing of trees in public places. A draft Tree Policy is being worked on.

12. Cont'd

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

32. Yes, as above.

**CONSULTATION FULFILMENT**

33. No consultation has been undertaken at this point in time. Consultation will be undertaken two weeks prior to the trees' removal.

**BACKGROUND**

34. The two trees were planted by the Waimairi District Council in 1975.
35. The vegetative theme along Memorial Avenue is red to symbolise the blood of fallen soldiers. The trees concerned are pin oaks which have red leaves in Autumn and therefore are consistent with this theme.
36. There are eight small reserves between the road and private properties along this section of Memorial Avenue with seven of these having trees planted in them. Species include silver birch, pin oak and scarlet oak.
37. In response to resident concerns staff advise:
- (a) Little choice in species at the time of planting – oaks or birches  

As the trees were planted in 1975 by the Waimairi District Council staff are unable to confirm this.
  - (b) Would prefer smaller growing shrubs that they can control:  

There is no funding available in the LTCCP for new Street gardens. Memorial Avenue is a wide road and a main entrance into the City. To create a boulevard effect Council needs to plant large or tall growing trees.
  - (c) Leaves messy both inside and outside the property:  

Every tree or shrub sheds leaves, flowers etc. It is a normal part of nature's life cycle. Irrespective of whether or not trees are evergreen or deciduous Council has discussions with residents about leaf fall. Memorial Avenue is a wide road and a main entrance into the City. To create a boulevard effect Council needs to plant large or tall growing trees.
  - (d) Trees blowing over in high winds:  

An inspection of the trees shows that they are showing no signs which would indicate that they are likely to blow over.
  - (e) Trees have grown large:  

These trees are currently considered as medium sized but can be reasonably expected to grow 1.5 – 2 times their current height.
38. To retain the theme of blood and fallen soldiers it is recommended that the replacement species be *Fagus sylvatica* 'Dawyck Purpurea':  

These are deciduous columnar trees with red foliage and will not encroach over the residents' boundary and will require very little maintenance. They are slow growing trees which, at this site, can be expected to reach a height of 20 metres over a period of 70 – 80 years. As they grow in height they will have the visual effect of columns of blood and are therefore consistent with the Memorial Avenue theme.

12. Cont'd

**OPTIONS**

39. Decline the request to remove the two pin oaks and continue to maintain them to internationally recognised and accepted arboricultural practices, standards and procedures.
40. Remove and replace the two pin oaks and replace them with two *Fagus sylvatica* 'Dawyck Purpurea'.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board –

- (a) Approve the removal and replacement of the two pin oak trees from the reserve adjacent to 254 Memorial Drive; and
- (b) That two replacement trees be planted; and
- (c) Replacement species is *Fagus sylvatica* 'Dawyck Purpurea' to be consistent with the Memorial Avenue theme of blood and fallen soldiers.

### 13. WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE MEETING – MEETING REPORT OF 24 AUGUST 2010

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941 8462
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Edwina Cordwell, Community Board Adviser

#### PURPOSE OF REPORT

The purpose of this report is to submit the following outcomes of the Works, Traffic and Environment Committee meeting held on Tuesday 24 August 2010 at 8am.

The meeting was attended by Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon.

#### 1. DEPUTATIONS BY APPOINTMENT

##### 1.1 Senghwa Park – Street Tree Removal

Ms Senghwa Park, a resident of Winchester Street had requested speaking rights to discuss the removal of a Street tree outside her property. Staff have arranged for the tree to be pruned and other maintenance work done in an effort to mitigate the problems raised by Ms Park. Ms Park has decided not to speak to the Committee at this time and will reassess the matter after the pruning and maintenance work has been carried out.

#### 2. STAFF BRIEFINGS

##### 2.1 John Revell – Park Litter Bins

John Revell, Contracts Manager – Urban Parks, was in attendance to speak to the Committee regarding the reinstatement of litter bins to parks around the city.

The Committee **decided** to request that the bins in Avonhead Park, Millbrook Park and one bin in Burnside Park be reinstated and that monitoring of the situation be carried out resulting in a report back to the Board in February 2011. The Committee also **decided** that any reinstatement or alteration to other park bins will be dependent on the advice contained within the monitoring report and feedback in February 2011.

#### 3. POUND ROAD STOPPING

The Committee was asked to consider and to recommend that the Board recommend to the Council, a resolution in accordance with Section 342 (1) of the Local Government Act 1974 to stop part of Pound Road (as defined in the resolution below). Notice is not to be published until the new alternative road is open and available to traffic.

##### **Committee Recommendation:**

That the Board recommends to Council:

- (a) That pursuant to the provisions of Section 345 (1) (a) of the Local Government Act 1974, the Council, by public notice, hereby declares that those parcels of Pound, Jessons and Savill's Roads, as defined in the following schedule, are stopped; and the road shall, subject to the Council's compliance with clause 9 of the Tenth Schedule of the Act, thereafter cease to be road.



## 13. Cont'd

**SCHEDULE****Road to be stopped**

<b>Section</b>	<b>Plan No</b>	<b>Area</b>
16	SO 424971	0.6230 ha
17	SO 424971	0.4731 ha
18	SO 424971	0.0515 ha
19	SO 424971	0.3930 ha
20	SO 424971	0.3858 ha
21	SO 424971	2.0236 ha
22	SO 424971	1.0157 ha
23	SO 424971	0.9488 ha

- (b) That the above resolution only be actioned to coincide with the opening of the new realigned road between Savills and McLean's Island Road.

**4. TAYLORS' DRAIN – EASEMENT TO DRAIN WATER OVER ROAD RESERVE ADJACENT TO 95 WAIRAKEI ROAD**

The Committee's consideration was sought regarding the creation of an easement in gross for water drainage purposes over a road reserve adjacent to 95 Wairakei Road.

**Committee Recommendation:**

The Committee recommends that the Board, acting under delegated authority under the provisions of the Reserves Act 1977, consent and approve without public notice the grant of an easement to drain water in gross over Lot 39 DP 20815 as shown on Digital Title Plan LT 412108.

**5. OFFICE ROAD – PROPOSED RELOCATION OF EXISTING MOBILITY PARK**

The Committee's consideration was sought to approve the relocation of an existing Mobility Park on the southeast side of Office Road, near its intersection with Papanui Road

**Committee Recommendation:**

The Committee recommends that the Board:

- (a) revoke the following existing parking restrictions:
- (i) the existing Mobility Park on the southeast side of Office Road, commencing at a point 11.5 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 6.5 metres
  - (ii) the existing P60 Parking Restrictions on the southeast side of Office Road, commencing at a point 18 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 26 metres
- (b) approve the following parking restrictions:
- (i) that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Office Road commencing at a point 11.5 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 26.5 metres.

13. Cont'd

- (ii) that the parking of vehicles be reserved for disabled persons displaying the appropriate permit on their vehicle and restricted to a maximum period of 60 minutes on the southeast side of Office Road commencing at a point 38 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 6 metres.

**6. NUNWEEK PARK - PROPOSED EASEMENT FOR THE CONVEYANCE OF ELECTRICITY**

The Committee's consideration was sought to approve the granting of a one metre wide easement in favour of Orion New Zealand Limited over a portion of Nunweek Park, being Lot 2 DP 37685, Lot 2 DP 22949, Lot 2 DP 36594 and Reserve 5135 contained in CT CB44C/37, for the conveyance of electricity. The proposed easement will be granted under Section 48(1)(c). The easement is in favour of Orion not the Council, and therefore section 6 of the Reserves Act 1977 does not apply.

**Committee Recommendation:**

The Committee recommends that the Board approves the granting of an easement to Orion New Zealand Limited over approximately 80 square metres of Nunweek Park, Lot 2 DP 37685, Lot 2 DP 22949, Lot 2 DP 36594 and Reserve 5135 contained in CT CB44C/37 a recreation reserve held under the Reserves Act 1977 in which to lay a 11 KVA cable and build a transformer subject to the following conditions:

- (a) The consent of the Minister of Conservation being obtained.
- (b) The easement terms being negotiated by the Corporate Support Unit Manager or his nominee.
- (c) The easement construction area being maintained by the applicant, and their contractors, in a safe and tidy condition at all times.
- (d) All costs associated with the survey and registration of the easement on the Council's title, being paid for by the applicant.
- (e) All the services that are to be placed underground are to be placed within the easement.
- (f) The applicant is to provide the Council, within three months of completion of the work, a surveyed easement plan on which the new easements are shown.
- (g) The applicant is to provide the Council, within three months of completion of the work, a copy of the title on which the easement is shown.
- (h) That the Council resolves **not** to request a one off compensatory payment for the privilege of having the easement encumbrance placed on the Council's title in accordance with Council policy (27 September 2001), because the easement being requested is only to service a lessees complex built on the park.
- (i) The Council is to charge the applicant for officers' time, and other processing costs (DOC approval fees etc) to process the application for the easement in accordance with Council Policy (12 July 2001).
- (j) The applicant is to pay a \$2,000 bond to the Council via the Greenspace Contract Manager, Fendalton Service Centre. It will be necessary to sign a temporary access license and pay the bond before any construction work commences on the site, this will need to be arranged at least two weeks prior to commencement. The bond will be refunded to the payee upon completion of the development when the Greenspace Contract Manager is satisfied that the park has not been damaged in any way or that reinstatement has been carried out to an acceptable level.

**13. Cont'd**

(**Note:** Cheryl Colley declared an interest in this item and retired from the table during the discussion and decision on in this matter. Andrew Yoon, Deputy Chairman, took the chair for this item.)

The meeting concluded at 8.40am.

**STAFF RECOMMENDATION**

That the report be received and the recommendations therein be adopted.

**14. COMMUNITY SERVICES COMMITTEE MEETING – MEETING REPORT OF 1 SEPTEMBER 2010**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941 8462
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Edwina Cordwell, Community Board Adviser

**PURPOSE OF REPORT**

The purpose of this report is to submit the following outcomes of the Community Services Committee meeting held on Wednesday 1 September 2010 at 8.00am.

The meeting was attended by Faimeh Burke (Chairperson), Sally Buck, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon.

An apology for absence was received and accepted from Cheryl Colley.

**1. STAFF BRIEFINGS****1.1 Maryanne Lomax and Senior Constable Withers**

Maryanne Lomax, Community Development Adviser and Senior Constable Mike Withers were in attendance and spoke to the Committee about the possible purchase of a Mosquito security device and how this would be of benefit to the local area.

**Committee Recommendation**

The Committee recommend:

- (a) That staff provide appropriate advice on the Mosquito Youth Deterrent unit to the 14 September 2010 Board meeting.
- (b) That the Board consider the purchase of a Mosquito Youth Deterrent unit for predominant use within the Fendalton/Waimairi ward.

**2. APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND – COMMUNITY ART EXHIBITION**

The Committee's consideration was sought for an application for funding from the Board's 2010/11 Discretionary Response Fund from the Burnside Elim Church to stage a community art exhibition.

**Committee Recommendation:**

The Community Services Committee recommend that the Board allocate \$2,000 from its 2010/11 Discretionary Response Fund to Burnside Elim Church towards the cost of staging a community art exhibition

**3. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – ANDREW-JAMES TYLER**

The Committee's consideration was sought for an application for funding from the Board's 2010/11 Youth Development Scheme from Andrew-James Tyler to compete in the National Primary Schools Hockey Tournament in Auckland in October 2010.

**Committee Recommendation:**

The Community Services Committee recommend that the Board allocate \$200 from its 2010/11 Youth Development Scheme to Andrew-James Tyler to compete in the National Primary Schools Hockey Tournament in Auckland in October 2010

14. Cont'd

4. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – PAIGE PRICE

The Committee's consideration was sought for an application for funding from the Board's 2010/11 Youth Development Scheme for Paige Price to compete in the World Futsal Championships in Kuala Lumpur, Malaysia, in October 2010.

**Committee Recommendation:**

The Community Services Committee recommend that the Board allocate \$350 from its 2010/11 Youth Development Scheme to Paige Price to compete in the World Futsal Championships in Kuala Lumpur, Malaysia, in October 2010.

5. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – ELIZABETH CAIN, CHRISTOPHER BOWMAN, BRENDON CHIN

The Committee's consideration was sought for three applications for funding from the Board's 2010/11 Youth Development Scheme to compete in the Queensland Swimming Championships from 9 to 19 December 2010

**Committee Recommendation:**

The Community Services Committee recommend that the Board allocate \$200 each, to Elizabeth Cain, Christopher Bowman and Brendon Chin from its 2010/11 Youth Development Scheme to compete in the Queensland Swimming Championships in December 2010.

6. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – SAXON GREGORY-HUNT

The Committee's consideration was sought for an application for funding from the Board's 2010/11 Youth Development Scheme to compete in the New Zealand Secondary Schools Weightlifting Championships in Auckland in September 2010.

**Committee Recommendation:**

The Community Services Committee recommend that the Board allocate \$200 from its 2010/11 Youth Development Scheme to Saxon Gregory-Hunt to compete in the New Zealand Secondary Schools Weightlifting Championships in Auckland in September 2010.

7. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – MATTHEW CHALK

The Committee's consideration was sought for an application for funding from the Board's 2010/11 Youth Development Scheme for Matthew Chalk towards the costs involved in attending the Adventure Jam International Scout Jamboree in Auckland from 29 December 2010 to 6 January 2011.

**Committee Recommendation:**

The Community Services Committee recommend that the Board allocate \$200 from its 2010/11 Youth Development Scheme to Matthew Chalk towards the costs involved in attending the Adventure Jam International Scout Jamboree in Auckland.

8. NEW ZEALAND COMMUNITY BOARDS' CONFERENCE - BEST PRACTICE AWARDS 2011

The Committee's consideration was sought as to whether it should recommend to the Board potential entries for submission to the New Zealand Community Boards' Conference Best Practice Awards 2011.

14. Cont'd

**Committee Recommendation:**

The Committee recommends to the Board that the following entries for the Best Practice Awards be considered by staff and feedback on the suggested projects be supplied to the Board for a final decision.

- **Safety Category/Harmonious Relations/Significant Projects**  
Safety Expo, the potential purchase of Mosquito Youth Deterrent unit, safety camera and general working relationship with community constables within the ward to improve safety. The Culture Galore event to be referenced within this.
- **Consultation/Facilitation Category**  
Wroxton Terrace, street renewal project to be investigated with these categories in mind.

The meeting concluded at 8.50am.

**STAFF RECOMMENDATION**

That the report be received and the recommendations therein be adopted.

**15. APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND – MOSQUITO ALARM**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Community Support
<b>Author:</b>	Maryanne Lomax , Community Development Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to consider a proposal for the Board to purchase a Mosquito anti-vandalism device.

**EXECUTIVE SUMMARY**

2. In 2010/11, the total pool available for allocation for the Fendalton/Waimairi Discretionary Response Fund is \$44,496. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, the Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
  - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
  - (b) Projects or initiatives that change the scope of a Council project; and
  - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*
6. Detailed information on the application and staff comments are included in the attached Decision Matrix (**Attachment 1**).

**FINANCIAL IMPLICATIONS**

7. There is currently \$44,496 remaining in the Board's 2010/11 Discretionary Response Fund.

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

8. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding.

**LEGAL CONSIDERATIONS**

9. There are no legal considerations.

**ALIGNMENT 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, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

**15. Cont'd**

**ALIGNMENT WITH STRATEGIES**

11. Refer to the attached Decision Matrix.

**CONSULTATION FULFILMENT**

12. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board approve a grant of \$2,500 from its 2010/11 Discretionary Response Fund towards the purchase of a Mosquito anti-vandalism device.



**16. APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND – AVON UNITED FOOTBALL CLUB, JUNIOR DEVELOPMENT PROGRAMME**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Ken Howat, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is for the Board to consider an application for funding from its 2010/11 Discretionary Response Fund from the Avon United Football Club to run a Junior Development Programme.

**EXECUTIVE SUMMARY**

2. In 2010/11, the total pool available for allocation for the Board's Discretionary Response Fund is \$44,496. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
  - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
  - (b) Projects or initiatives that change the scope of a Council project; and
  - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

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

6. Based on these criteria, the application from Avon United Football Club for a Junior Development Programme is eligible for funding as the project falls outside the closing dates of the Small Grants Fund.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix. (**Attachment 1**)

**FINANCIAL IMPLICATIONS**

8. There is currently \$44,496 remaining in the Board's 2010/11 Discretionary Response Fund.

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

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding.

**LEGAL CONSIDERATIONS**

10. There are no legal considerations.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

**16. Cont'd**

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

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

**ALIGNMENT WITH STRATEGIES**

13. Refer to the attached Decision Matrix.

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board approve a grant of \$1,300 from its 2010/11 Discretionary Response Fund to Avon United Football Club towards the cost of running a Junior Development Programme.

**17. APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND –  
RICCARTON SCOUT GROUP**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Ken Howat, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is for the Board to consider an application for funding from its 2010/11 Discretionary Response Fund from the Riccarton Scout Group to purchase a marquee.

**EXECUTIVE SUMMARY**

2. In 2010/11, the total pool available for allocation for the Board's Discretionary Response Fund is \$44,496. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
  - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
  - (b) Projects or initiatives that change the scope of a Council project; and
  - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*
6. Based on these criteria, the application from Avon United Football Club for a Junior Development Programme is eligible for funding as the project falls outside the closing dates of the Small Grants Fund.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix. (**Attachment 1**)

**FINANCIAL IMPLICATIONS**

8. There is currently \$44,496 remaining in the Board's 2010/11 Discretionary Response Fund.

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

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding

**LEGAL CONSIDERATIONS**

10. There are no legal considerations.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176

17. Cont'd

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

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

**ALIGNMENT WITH STRATEGIES**

13. Refer to the attached Decision Matrix.

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board approve a grant of \$1,000 from its 2010/11 Discretionary Response Fund to the Riccarton Scout Group towards the cost of purchasing a marquee.

**18. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – STACI DE GEEST AND ANNA COTTERELL**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Ken Howat, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval for two applications for funding from the Board's 2010/11 Youth Development Scheme. There is currently \$7,100 remaining in the fund.

**EXECUTIVE SUMMARY**

2. The applicants are:
  1. Staci de Geest, a 15 year old student living in Avonhead.
  2. Anna Cotterell, a 13 year old student living in Fendalton.
3. Staci and Anna have both been selected in the Canterbury Artistic Gymnastics Team to compete in the New Zealand Gymnastics Nationals being held in Hamilton in September this year. Selection in this team is a reflection of the commitment and hard training both applicants have demonstrated over the past year.
4. Staci has been involved in competitive gymnastics for nine years and this is the second consecutive year she has been selected for the Canterbury Team. Staci's other interests include snowboarding, water skiing and she is a member of the St Christopher's youth group.
5. Anna has been involved in competitive gymnastics for seven years and has competed at the Nationals for the last four years. Her aim is to reach the qualifying standard to make the New Zealand team to compete in Perth later this year.

**FINANCIAL IMPLICATIONS**

6. The following table provides a breakdown of the costs per person for this trip.

<b>EXPENSES</b>	<b>Cost (\$)</b>
Airfares	180
Entry fee	120
Accommodation and food	450
Uniform	150
Transport	95
<b>Total Cost</b>	<b>\$995</b>

7. This is the first time the applicants have applied to the Board for financial support. Both applicants have been actively fundraising with commission sales and sausages sizzles.

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

8. This application is seeking funding from the Board's 2010/11 Youth Development Scheme which was established as part of the Board's 2010/11 Board Discretionary Response Fund.

**LEGAL CONSIDERATIONS**

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

9. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Aligns with page 170 LTCCP, regarding Community Board Project funding.

**18. Cont'd**

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

11. As above.

**ALIGNMENT WITH STRATEGIES**

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

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

13. As above.

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board make a grant of \$200 each to Staci de Geest and Anna Cotterrell to compete in the New Zealand Gymnastics Nationals.

**19. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – KURT MCKENDRY**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Ken Howat, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval for an application for funding from the Board's 2010/11 Youth Development Scheme. There is currently \$7,100 remaining in the fund.

**EXECUTIVE SUMMARY**

2. The applicant is Kurt McKendry, a 15 year old Burnside High School student living in Burnside.
3. Kurt is requesting funding assistance towards the cost of competing in the New Zealand Dance Sport Championships being held in Auckland in October this year. Kurt and his partner have met the qualifying standards required to compete at this event.
4. Kurt has been dancing competitively in Ballroom and Latin for 10 years and, along with his partner, currently hold two New Zealand junior titles. At the recent South Island Championships held in Dunedin, Kurt and his partner won all six events they entered.

**FINANCIAL IMPLICATIONS**

5. The following table provides a breakdown of the costs per person for this trip.

<b>EXPENSES</b>	<b>Cost (\$)</b>
Airfares	150
Entry fee	60
Accommodation and food	250
Uniform	485
Transport	90
<b>Total Cost</b>	<b>\$1,035</b>

6. This is the first time the applicant has applied to the Board for financial support.

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

7. This application is seeking funding from the Board's 2010/11 Youth Development Scheme which was established as part of the Board's 2010/11 Board Discretionary Response Fund.

**LEGAL CONSIDERATIONS**

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

8. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. Aligns with page 170 LTCCP, regarding Community Board Project funding.

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

10. As above.

**ALIGNMENT WITH STRATEGIES**

11. Application aligns with the Council's Youth Strategy and local Community Board objectives.

**19. Cont'd**

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

12. As above.

**CONSULTATION FULFILMENT**

13. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board make a grant of \$200 to Kurt McKendry to compete in the New Zealand Dance Sport Championships.



**20. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – MIKAYLA WIEBLITZ**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Ken Howat, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval for an application for funding from the Board's 2010/11 Youth Development Scheme. There is currently \$7,100 remaining in the fund.

**EXECUTIVE SUMMARY**

2. The applicant is Mikayla Wieblitz, a 14 year old Villa Maria High School student living in Burnside.
3. Mikayla has been selected in the Under 14 years New Zealand Football Development Squad which is made up of players that have been identified as outstanding and talented. She is requesting funding assistance towards the costs of attending a 10 day training and development camp being held in Brisbane, Australia in September this year.
4. The camp will involve four games against Australian development teams and will expose the girls to intensive training and a level of competition not available in New Zealand. Upon her return in early October Mikayla will spend a week in the National Talent Centre in Christchurch, undergoing further training, working towards selection in the New Zealand Under 17 Women's team.

**FINANCIAL IMPLICATIONS**

5. The total cost to attend the training camp is \$1,969.
6. This is the first time the applicant has applied to the Board for financial support.

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

7. This application is seeking funding from the Board's 2010/11 Youth Development Scheme which was established as part of the Board's 2010/11 Board Discretionary Response Fund.

**LEGAL CONSIDERATIONS**

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

8. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. Aligns with page 170 LTCCP, regarding Community Board Project funding.

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

10. As above.

**ALIGNMENT WITH STRATEGIES**

11. Application aligns with the Council's Youth Strategy and local Community Board objectives.

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

12. As above.

**20. Cont'd**

**CONSULTATION FULFILMENT**

13. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board make a grant of \$300 to Mikayla Wieblitz to attend the training and development camp in Brisbane, Australia.

**21. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – AMY MITCHELL**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Ken Howat, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval for an application for funding from the Board's 2010/11 Youth Development Scheme. There is currently \$7,100 remaining in the fund.

**EXECUTIVE SUMMARY**

2. The applicant is Amy Mitchell, a 15 year old Burnside High School student living in Bishopdale.
3. Amy has been selected for the Canterbury Artistic Gymnastics Team to compete in the New Zealand Gymnastics Nationals being held in Hamilton in September this year. Amy competes in rhythmic gymnastics which is combination of ballet and dance using a variety of apparatus such as ribbon, hoop, ball, club and rope.
4. Amy has been involved in gymnastics since the age of 10 and is now in her first competitive year. Earlier this year she competed in the Wellington Open and gained the required points to be eligible for the Nationals.
5. Amy trains four times a week and is a member of the Absolute Rhythmic Gymnastics Club. In addition to gymnastics Amy plays netball for the Merlins Club and is a member of the school drama club.

**FINANCIAL IMPLICATIONS**

6. The following table provides a breakdown of the costs per person for this trip.

<b>EXPENSES</b>	<b>Cost (\$)</b>
Airfares	180
Entry fee	120
Accommodation and food	450
Uniform	150
Transport	95
<b>Total Cost</b>	<b>\$995</b>

7. This is the first time the applicant has applied to the Board for financial support. Amy has been actively fundraising with commission sales and sausages sizzles and she has two part time jobs.

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

8. This application is seeking funding from the Board's 2010/11 Youth Development Scheme which was established as part of the Board's 2010/11 Board Discretionary Response Fund.

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

9. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Aligns with page 170 LTCCP, regarding Community Board Project funding.

**21. Cont'd**

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

11. As above.

**ALIGNMENT WITH STRATEGIES**

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

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

13. As above.

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board make a grant of \$200 to Amy Mitchell to compete in the New Zealand Gymnastics Nationals.

## 22. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – PAPANUI HIGH SCHOOL TOUCH RUGBY

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Ken Howat, Community Recreation Adviser

### PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Board's 2010/11 Youth Development Scheme. There is currently \$7,100 remaining in the fund.

### EXECUTIVE SUMMARY

2. Papanui High School is requesting funding assistance for five members of their Senior Boys and Girls Touch Rugby Team, that reside in the Fendalton/Waimairi ward, to travel to Brisbane, Australia to compete in the Queensland All Schools Touch Tournament in October this year.
3. The five applicants are :
  1. Ofa Veainu
  2. Langi Veainu
  3. Rebekah Crake
  4. Matthew Crake
  5. Janelle Cavanagh
4. Papanui High School has a strong tradition of sporting excellence. At the recent South Island Secondary Schools Touch Championships both teams qualified for the New Zealand Nationals which are taking place later this year. For the past two years the girls' team has been the national champions. The teams are using the Queensland tournament as a build up for the New Zealand Nationals
5. As well as being committed athletes the five applicants are also role models within the school, all being involved in either Kapa Haka, Pacific Island Culture Group, Peer Support or the school production. Matthew Crake is also the school head boy.

### FINANCIAL IMPLICATIONS

6. The total cost per person to attend the tournament is \$1,376. This includes airfares, accommodation, entry fee and uniforms.
7. This is the first time the applicants have applied to the Board for financial support.

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

8. This application is seeking funding from the Board's 2010/11 Youth Development Scheme which was established as part of the Board's 2010/11 Board Discretionary Response Fund.

### LEGAL CONSIDERATIONS

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

9. There are no legal implications in regards to this application.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with page 170 LTCCP, regarding Community Board Project funding.

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

11. As above.

**22. Cont'd**

**ALIGNMENT WITH STRATEGIES**

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

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

13. As above.

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Board make a grant of \$200 each to Ofa Veainu , Langi Veainu, Rebekah Crake, Matthew Crake and Janelle Cavanagh to compete in the Queensland All Schools Touch Tournament.

**23. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – SCOUT JAMBOREE, MYSTERY CREEK**

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Community Support
<b>Author:</b>	Maryanne Lomax, Community Development Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval for three applications for funding from the Board's 2010/11 Youth Development Scheme. There is currently \$7,100 remaining in the fund.

**EXECUTIVE SUMMARY**

2. The applicants are:
  - Dylan Ritchie, a 14 year old student from Avonhead
  - Annastasia Pearce, a 14 year old student from Avonhead
  - Robert Ball, a 13 year old student from Ilam
3. The above applicants are seeking financial support towards attending the Adventure Jam International Scout Jamboree in Mystery Creek, Hamilton. The Jamboree is taking place from 29 December 2010 to 6 January 2011.
4. The applicants are members of the Holmes Park Scout Group who are based at Holmes Park in English Street, Upper Riccarton.
5. Dylan started in the Scouting movement as a Kea at the age of six and has progressed through the Cub section and is now a Patrol Leader at Scouts. He has spent two terms helping the leaders at Keas.
6. Annastasia (Anna) has also been involved since joining as a Kea and is a Patrol Leader at Scouts. She has been selected to be a Patrol Leader at this year's Jamboree. Anna is also a keen rhythmic gymnast and has qualified for the nationals for the past three years.
7. Robert has been a member of the Holmes Park Scout group since the age of six and has recently been made an Assistant Patrol Leader. During his time at Scouts he has helped with maintenance at Rimu Park, participating in ANZAC Day parades, selling Remembrance Day poppies and helping at numerous fundraising events for Scouts.
8. There will be approximately 3,000 young people from all over New Zealand attending the Jamboree and at least another 200 are expected from Australia, the Cook Islands, Samoa, New Caledonia, and the United States.
9. Scouting equips young people with life skills of problem-solving, teamwork, citizenship, and healthy living and provides them with access to a large range of outdoor activities.
10. These applications fits under the Youth Development Scheme's criteria of 'Personal Development and Growth'.

**23. Cont'd****FINANCIAL IMPLICATIONS**

11. The following table provides a breakdown of the costs involved for the Jamboree:

<b>NEW ZEALAND JAMBOREE, MYSTERY CREEK, HAMILTON</b>	
<b>Expenses</b>	<b>Cost (\$) per person</b>
Jamboree fee	645
Pre-Jamboree camp	40
Uniform	95
Travel (flights and buses)	302
Share of equipment costs	85
Part subsidy of a Leader's fee	243
<b>Total</b>	<b>\$1,410</b>

12. This is the first time that any of the applicants have applied to the Board for financial support.
13. The group are undertaking numerous fundraising activities including sausage sizzles, selling chocolates, cleaning up rubbish at the Motukarara Races, and catering at Leader training sessions.

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

14. This application is seeking funding from the Board's 2010/11 Youth Development Scheme which was established as part of the Board's 2010/11 Discretionary Funding.

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

15. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS****Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

16. Aligns with page 170 LTCCP, regarding Community Board Project funding. As above.

**ALIGNMENT WITH STRATEGIES****Do the recommendations align with the Council's strategies?**

17. This application aligns with the Council's Strengthening Communities Strategy and the Children and Youth Strategies.

**CONSULTATION FULFILMENT**

18. Not required.

**STAFF RECOMMENDATION**

It is recommended that the Board make a grant of \$200 each to Dylan Ritchie, Annastasia Pearce, and Robert Ball towards the costs involved in attending the Adventure Jam International Scout Jamboree at Mystery Creek.



**24. CONSIDERATION OF 2010/11 APPLICATIONS FOR FUNDING FOR NEIGHBOURHOOD WEEK**

<b>General Manager responsible:</b>	General Manager Community Services, DDI 941-8534
<b>Officer responsible:</b>	Community Support Manager
<b>Author:</b>	Karen Wason, Community Engagement Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to present the list of applicants and the associated recommended grants for Neighbourhood Week funding so that the Board can approve the funding allocation.

**EXECUTIVE SUMMARY**

2. Neighbourhood Week is a dedicated week in which individuals and groups are encouraged to get together in a social setting to get to know each other better. Knowing one's neighbours helps to create social cohesion and a more solid sense of personal safety and security. This year Neighbourhood Week is to be held from 30 October – 7 November 2010.
3. Applications for funding opened on 2 August 2010 and closed on 3 September 2010.
4. Local community groups, residents' associations and neighbourhood support groups were sent information inviting them to apply for Neighbourhood Week Funding.

**FINANCIAL IMPLICATIONS**

5. The Board has allocated \$4,400 from the Strengthening Communities Fund for Neighbourhood Week events. It is not the intention of this funding to fund all elements of the events; those applying for funding are also expected to provide for their events either financially or through the supply of resources.

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

6. Aligns with the Community Grants component of the Community Support budget as per page 182 of the LTCCP 2009 - 2019.

**LEGAL CONSIDERATIONS**

7. Under the Council's Standing Order 2.10 (Powers of Delegation), a subcommittee may be appointed and given the power to act.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

8. Community grants are a component of (1) the Community Support initiatives in the LTCCP 2009–2019, page 176 – 7, and (2) Activity Management Plan 2.3.1 for Community Grants.

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

9. Yes.

**ALIGNMENT WITH STRATEGIES**

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

10. Funding for Neighbourhood Week aligns with the Strengthening Communities Strategy.

**CONSULTATION FULFILMENT**

11. Not applicable.

**24. Cont'd**

**STAFF RECOMMENDATION**

That the Board consider the funding applications and staff recommendations as set out in the separately circulated Matrix, or as set out in an updated Matrix that has been adjusted to take account of any late applications received.

28. 9. 2010

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**25. FENDALTON/WAIMAIRI SMALL GRANTS FUND ASSESSMENT COMMITTEE – 17 AUGUST 2010**

The Fendalton/Waimairi Small Grants Fund Assessment Committee met under delegated authority on Tuesday 17 August 2010 to allocate the 2010/11 Small Grants Fund. The minutes of the meeting are **attached** for the Board's information.

**STAFF RECOMMENDATION**

That the information be received.

**26. COMMUNITY BOARD ADVISER'S UPDATE**

**26.1 CURRENT ISSUES**

**26.2 2010/11 BOARD FUNDING UPDATE**

**Attached**

**26.3 CUSTOMER SERVICE REQUEST REPORT FOR AUGUST AND SEPTEMBER 2010**

**Attached**

**27. ELECTED MEMBERS' INFORMATION EXCHANGE**

**28. QUESTIONS UNDER STANDING ORDERS**