

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 2 FEBRUARY 2011

AT 4PM

**IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Community Board: Chris Mene (Chairperson), Anna Button, Ngaire Button, Kathy Condon, Pauline Cotter, Chris English and Aaron Keown.

Community Board Adviser:
Peter Croucher
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1. APOLOGIES

2. CONFIRMATION OF MINUTES– 15 DECEMBER 2010

The minutes of the Board's ordinary meeting of Wednesday 15 December 2010 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 15 December 2010 be confirmed.

3. CONFIRMATION OF MINUTES– JOINT FENDALTON/WAIMAIRI AND SHIRLEY/PAPANUI COMMUNITY BOARDS 15 DECEMBER 2010

The minutes of the Boards' ordinary meeting of Wednesday 15 December 2010 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Joint Boards' ordinary meeting of 15 December 2010 be confirmed.

4. DEPUTATIONS BY APPOINTMENT

4.1 JUDITH INKSTER – WINTERS ROAD ACTION GROUP (WRAG)

Judith Inkster will introduce WRAG who have concerns about the proposed flyover from QEII Drive to Cranford Street and its possible effect on Winters Road.

4.2 KARLENE ROGERS – ELLINGTON RESIDENTS ASSOCIATION

Karlene Rogers will speak on the aims of her Association in relation to the Northern Arterial Motorways Links proposal.

5. PRESENTATION OF PETITIONS

6. NOTICES OF MOTION

7. BRIEFINGS

7.1 MARK RUSHWORTH – NORTH WEST REVIEW AREA

Mark Rushworth will update the Board on this study which is being undertaken to determine the future land use/development potential on this strategically significant area.

8. 34 COURTENAY STREET DISPOSAL

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Stuart McLeod, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s recommendation to the Council to dispose of the property situated at 34 Courtenay Street.

EXECUTIVE SUMMARY

2. This property was acquired for road widening in 1993, the portion required for road was legalised as road in June 2010.
3. The Transport and Greenspace Unit have advised the property is operationally redundant and have instructed the Property Consultancy Team to dispose of it.
4. The Executive Team, Unit Managers and the Shirley/Papanui Community Board have all received a “Changes to Property Use” memorandum enquiring if there is any other Council use for the property, one registration of interest was received from the Community Board.
5. The Board desired to assist two community groups, Santa Claus Workshop and Menz Shed to find suitable premises. The Community Support Unit did not support a business case on the grounds that there is no LTCCP funding to purchase and redevelop a property to accommodate the two groups.
6. The property was damaged in the 4 September 2010 earthquake, a decision has not yet been made on remedial work. Any purchaser of the property is likely to undertake extensive renovations.

FINANCIAL IMPLICATIONS

6. An independent market valuation was obtained from Simes Limited prior to the 4 September 2010 earthquake. The property will be tendered on the open market and will have a minimum price that is yet to be determined. Should this not be achievable then the property will be sold at a negotiated price acceptable to the Manager Corporate Support.

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

7. Yes. Assets sales – surplus property sales page 91 Volume II of the LTCCP.

LEGAL CONSIDERATIONS

9. The disposal of this property will be subject to Section 40 of the Public Works Act 1981. This will involve offering the property to the former owner or their successor at market value and will be completed if the Council declares the property surplus.

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

10. Yes – as above.

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?

11. Yes. The sale of surplus property forms part of the Property Consultancy Activity Management Plans, it is considered that this transaction will fall outside of the LTCCP Policy on Determining Significance at page 207 – 208.

8 Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Yes. Retention of the balance of this property no longer meets with Council roading strategies, or any LTCCP initiatives.

CONSULTATION FULFILMENT

13. Not applicable

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board recommend to the Council that it:

- (a) Declare the balance of the property situated at 34 Courtenay Street described as part Lot 3 Deposited Plan 5200 to be surplus;
- (b) Approve the property be offered for sale by way of public tender, subject to Section 40 Public Works Act 1981 being complied with, with a minimum tender amount to be set by an independent valuer and;
- (c) Approve that the Corporate Support Unit Manager is given delegated authority to decide on and resolve any and all insurance issues and conclude the sale of the property, as supported by valuation advice and in consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender the property may be sold by private treaty.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8 Cont'd

BACKGROUND

14. This property was acquired for road widening in 1993, the portion required for road was legalised as road in June 2010, leaving a balance of area of 581 square metres being part Lot 3 DP 5200 contained in certificate of Title CB319/233. It is zoned Living 2 (inner suburban), this zone has a minimum allotment area of 300 square metres and is not considered suitable for further subdivision.
15. The property was tenanted by the Council Housing Services Team and has sat vacant since the Transport and Greenspace Unit advised the property was operationally redundant and have instructed the Property Consultancy Team to dispose of it.
16. In accordance with Council's practices around declaring operationally redundant property surplus, a Change to Property Use memorandum has been circulated to the Executive Team, Unit Managers and the Shirley/Papanui Community Board.
17. One registration of interest was received from the Community Board requesting that the property be made available for the use of Santa Claus Workshop and Menz Shed. For such a proposal to succeed a Council business unit must be found to sponsor the project. The Community Services Unit was approached to consider the proposal.
18. The Community Services Unit advised that a business case would not be prepared because there is no budget to accommodate the two groups and funds are not available in the LTCCP for the purchase of such properties, normally an internal transfer of funds from one Council Unit to another is required. In addition considerable funds would be required for renovations to make the property suitable for such groups.
19. The Community Board was advised of this decision late last year via the attached memorandum, no further enquiry has been received
20. This property has sustained some earthquake damage, the garage will need to be demolished, the chimney has collapsed, cracked windows and liquefaction are known problems. If declared surplus a decision can then be made on remediation work by the application of insurance funds or to sell the property as is.

9. NEW PROHIBITED TIMES ON ROADS IMPLEMENTATION ON DICKEYS, KAINGA, LOWER STYX AND SPENCERVILLE ROADS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Paul Forbes, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to approve the new times and days for roads in the Shirley/Papanui Ward currently on the "Register of Prohibited Times On Roads" ("Register").

EXECUTIVE SUMMARY

2. At the Council meeting held on 22 April 2010 it was resolved that the existing "Prohibited Times on Road" be reassessed into the two categories presented at the meeting (refer **attachment 2**, paragraph d).
3. The Police are supportive of the tool that the Traffic and Parking Bylaw provides them with to control anti-social road user behaviour on roads that have been identified as "problem" areas. The Police also support consistency throughout the city.
4. Prohibited Roads should be categorised into two groups:
 - (a) Group A: Roads that are in industrial areas and have no through traffic function. The days and times are from 10pm to 5am, seven days a week;
 - (b) Group B: Rural roads that are of a residential nature and/or have some through traffic function. The days and times are from 10pm to 5am, Thursdays to Monday, from 10pm on days immediately preceding statutory holidays to 5am on the statutory holiday and from 10pm on the statutory holiday to 5am the following day.
5. Roads within the Shirley/Papanui ward which have existing prohibitions are: Dickey's Road, Kainga Road, Lower Styx Road and Spencerville Road. All of these roads have times and days that differ from the two categories set at the Council meeting on 22 April 2010 and therefore there is a need to change them. Because Lower Styx Road is a Ward Boundary Road staff are seeking recommendations to Council from both the Burwood/Pegasus and the Shirley/Papanui Community Boards.
6. It is the intention of this report to align the times and days of existing prohibitions on roads with those approved by the Council (refer **attachment 2**, paragraph d).

FINANCIAL IMPLICATIONS

7. The estimate for the replacement signage is \$600.

Do the Recommendations of this Report Align with current LTP budgets?

8. The installation of road signs and markings are within the LTP Transport and Greenspace operational budgets.

LEGAL CONSIDERATIONS

9. 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".
10. The installation of any restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

9 Cont'd

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

11. As noted in paragraphs 9 and 10.

ALIGNMENT WITH LTP AND ACTIVITY MANAGEMENT PLANS

12. 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 current LTP?

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

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council's Safer Christchurch Strategy and Litter Strategy.

Do the recommendations align with the Council's strategies?

15. As noted in paragraph 14.

CONSULTATION FULFILMENT

16. New Zealand Police have been informed of the proposal.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board recommend to the Council:

- (a) That the Council resolve that pursuant to the Christchurch City Council Traffic and Parking Bylaw 2008, Part 2, clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated on the following roads at the following times and days:
- (i) Dickeys Road between 10pm and 5am, Thursday to Monday, from 10pm on any day which immediately precedes a statutory holiday to 5am the following day and from 10pm on any statutory holiday to 5am the following day;
 - (ii) Kainga Road between 10pm and 5am, Thursday to Monday, from 10pm on any day which immediately precedes a statutory holiday to 5am the following day and from 10pm on any statutory holiday to 5am the following day;
 - (iii) Lower Styx Road between 10pm and 5am, Thursday to Monday, from 10pm on any day which immediately precedes a statutory holiday to 5am the following day and from 10pm on any statutory holiday to 5am the following day;
 - (iv) Spencerville Road between 10pm and 5am, Thursday to Monday, from 10pm on any day which immediately precedes a statutory holiday to 5am the following day and from 10pm on any statutory holiday to 5am the following day.
- (b) That the Council revoke the existing times and days on the Register of Prohibited Times on Roads for the roads in recommendations (i) – (iv).

CHAIRPERSON'S RECOMMENDATION

For discussion.

10. JOHNS ROAD – PROPOSED P120 PARKING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council that a parking restriction be installed for 120 minutes on the south side of Johns Road.

EXECUTIVE SUMMARY

2. Staff have received a request from two residents to install P120 parking restrictions along the south side of Johns Road, east of the Swift Street intersection (refer **attachment 1**). A report was presented to the Board at the 17 November 2010 meeting. It was decided at this meeting to increase the P120 restriction to the intersection with Swift Street, making all this section of Johns Road P120. Due to this change further consultation was required.
3. Johns Road is a State Highway and as such is under the authority of New Zealand Transport Agency (NZTA). They have delegated authority to the Council in matters relating to parking restrictions along these roads. As a result of intersection improvements at Johns Road and Main North Road the amount of available parking space on Johns Road has reduced. P120 parking restrictions will stop all day parkers utilising the remaining parking area and will allow people visiting the residential properties opportunity to park.
4. Consultation leaflets were sent to 14 residential properties, these included 15-31 Johns Road and 18-20 Swift Street. Seven responses were received, five were in favour and two were against. Both submissions that were against the proposal had issues with the removal of their parking under the NZTA lead intersection approval. One resident was concerned that they only had one off-street car park so other residents of the house will have to park their car on Swift Street. The other resident wanted inset bay parking along the existing no stopping or parking on the north side of Johns Road with a pedestrian island installed to assist pedestrians crossing to their homes. These proposals are either not possible to install or would create other road safety issues.

FINANCIAL IMPLICATIONS

5. The estimated cost of this proposal is approximately \$400.

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

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

LEGAL CONSIDERATIONS

7. 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.
8. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
9. 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?

10. As above.

10 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. 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?

12. As above.

ALIGNMENT WITH STRATEGIES

13. 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?

14. As above.

CONSULTATION FULFILMENT

15. All residential properties along Johns Road between Main North Road and Swift Street were sent a consultation leaflet. Numbers 18 and 20 Swift Street were also sent a leaflet. Seven replies were received, five in support and two in opposition. The two in opposition were concerned with the removal of parking outside of their homes as a direct result of the intersection improvements at Main North Road.
16. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Board recommends to the Council that it approve the following on Johns Road:

That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Johns Road commencing at a point 27 metres from the eastern kerb line of Swift Street intersection and extending in an easterly direction for a distance of 51 metres. That this restriction is to apply Monday to Sunday from 8am to 6pm.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. HAREWOOD ROAD – PROPOSED P30 PARKING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to request the Board to approve 30 minute Parking Restrictions along north side of Harewood Road and to seek the Board's approval that the stopping of vehicles be prohibited at any time along the north side of Harewood Road at the exit end of the existing bus stop box.

EXECUTIVE SUMMARY

2. Staff have received a request to extend the existing P30 parking restriction to include the frontage of 36 Harewood Road, which is Athco Locksmiths. There is an existing bus stop 16 metres west of this proposed parking restriction and staff are also proposing a 'no stopping' restriction at the exit end to the stop to bring this bus stop in line with the current Council Construction Standard Specifications (refer **attachment 1**).
3. Harewood Road is a minor arterial road with a high traffic volume. On the northern side of Harewood Road between Main North Road and Chapel Street the land use is commercial in nature. There is existing P30 parking from Main North Road stopping half way along the frontage of 36 Harewood Road. This allows parking for visitors to the shops along this section. Where the P30 parking stops the area to the west becomes unrestricted parking and is used by all day parkers. Sanitarium Health Food Company is located west of Athco Locksmiths and there is unrestricted parking and a bus stop along their frontage. Extending the P30 parking to the boundary between Athco Locksmiths and Sanitarium Health Food Company will stop all day parkers from parking in front of the commercial trading shops. It will also distinguish the change between the commercial nature of retail shops and the factory.
4. The Council's Construction Standard Specifications show that bus stops should be marked with four metres of no stopping lines on the exit of the bus stop. This is to assist bus drivers manoeuvring out of the bus stop. This bus stop is used by two routes; the Orbiter and Number 10 which is the airport service. The Orbiter is scheduled to run every 10 minutes and the Number 10 is twice an hour. A no stopping restriction is proposed for the entire length of the parking space, east of the bus stop, to eliminate any confusion over the remaining 2.5 metres of parking space.
5. Three businesses were consulted over these proposals; Athco Locksmiths, Sanitarium Health Food Company and Hirequip. Staff received responses from Athco Locksmiths and Sanitarium Health Food Company and both were in support of the proposals.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$300.

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

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

LEGAL CONSIDERATIONS

8. 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.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.

11 Cont'd

10. 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?

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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?

13. As above.

ALIGNMENT WITH STRATEGIES

14. 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?

15. As above.

CONSULTATION FULFILMENT

16. The two businesses either side of 36 Harewood Road were consulted as well as the business at 36 Harewood Road. This covers almost the entire length of north side of Harewood Road between Restell Street and Chapel Street. The Church at the corner of Chapel Street and Harewood Road was not consulted as they were considered to have no adverse effects from this proposal. Responses were received from Athco Locksmiths and Sanitarium Health Food Company; both were in support of the proposals.
17. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Revoke the following parking restrictions on Harewood Road:
 - (i) All existing parking restrictions on the north side of Harewood Road from the western kerbline of its intersection with Restell Street extending in a westerly direction for a distance of 116.5 metres.
- (b) Approve the following on Harewood Road:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at the western kerbline of Restell Street and extending in a westerly direction to a point 40 metres from this kerb line;
 - (ii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 95 metres from the western kerbline of Restell Street and extending in a westerly direction for a distance of 7 metres;
 - (iii) That a bus stop box be installed on the north side of Harewood Road commencing at a point 102 metres from the western kerbline of Restell Street and extending in a westerly direction for a distance of 14.5 metres;

11 Cont'd

- (iv) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Harewood Road commencing at a point 40 metres from the western kerblines of Restell Street and extending in a westerly direction for a distance of 46 metres. This restriction is to apply Monday to Sunday from 8am to 6pm.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. SHERBORNE STREET – PROPOSED P60 PARKING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that a Parking Restriction of 60 minutes be installed on the west side of Sherborne Street.

EXECUTIVE SUMMARY

2. Staff have received a request from Harcourts at 142 Sherborne Street, to install a P60 Parking Restriction outside of this business. Please refer to the attached plan (**attachment 1**).
3. Sherborne Street is a minor arterial road with a 50 kilometres per hour posted speed limit. Opposite to 142 Sherborne Street is the Edgeware Road shopping centre. The parking surrounding the shopping centre is a mixture of off-street car parking, 'no stopping' restrictions and time limited parking. The parking outside 142 Sherborne Street is currently unrestricted and cars park here all day. Customers visiting Harcourts find it hard to get a park in this area. Time limited parking would stop all day parkers from utilising this space and allow customers to Harcourts and the surrounding shops extra parking options.
4. Consultation letters were sent to the 10 residential units at 140 Sherborne Street and all the businesses in the Edgeware Road Mall, at 74 Edgeware Road. Three responses were received from the residents and no responses from the businesses. All responses were in support of this proposal.

FINANCIAL IMPLICATIONS

5. The estimated cost of this proposal is approximately \$300.

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

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

LEGAL CONSIDERATIONS

7. 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.
8. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
9. 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?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

12 Cont'd

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

12. As above.

ALIGNMENT WITH STRATEGIES

13. 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?

14. As above.

CONSULTATION FULFILMENT

15. Consultation letters were sent to the 10 residential units at 140 Sherborne Street and all the businesses in the Edgware Road Mall. Three responses were received from the residents and no responses from the businesses. All responses were in support of this proposal.
16. The officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Sherborne Street commencing at a point 14.5 metres south of the southern kerbline of Edgware Road and extending in a southerly direction for a distance of 14.5 metres. This restriction is to apply to Monday to Sunday 8am to 6pm.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. SPRINGFIELD ROAD – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer

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 along the east side of Springfield Road at the intersection with Eversleigh Street.

EXECUTIVE SUMMARY

2. Staff have received a request to install 'no stopping' restrictions outside of 82 Springfield Road and 6 Eversleigh Street (refer **attachment 1**).
3. Eversleigh Street has been narrowed and traffic calmed at the intersection with Springfield Road and gives the appearance of a driveway rather than a road intersection. There are no radius kerbs and the entrance to Eversleigh Street is a kerb drop down for the vehicle rather than a kerb drop down for the pedestrians. Cars park close to this intersection restricting the view of drivers exiting Eversleigh Street and contravening the 6 metre clearway required at a road intersection.
4. Springfield Road is a collector road carrying around 7,000 -10,000 vehicles per day and is also the bus route for Service 18. It can be particularly busy during morning peak hours as it is an access to Durham Street North. In the evening peak drivers use this road to access St Albans.
5. Rehua Marae is opposite Eversleigh Street and when there are functions on at the Marae there is a large demand for parking in the area and all convenient road spaces are used for parking.

FINANCIAL IMPLICATIONS

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

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

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

LEGAL CONSIDERATIONS

8. 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.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices
10. 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?

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

13 Cont'd

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. 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?

15. As above.

CONSULTATION FULFILMENT

16. Consultation was undertaken with the adjacent property owners and both are in support of this proposal.

17. The officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Board approve the following on Springfield Road:

- (a) That the stopping of vehicles be prohibited at any time on the east side of Springfield Road commencing at the northern kerblines of Eversleigh Street and extending in a northerly direction for a distance of 6 metres.
- (b) That the stopping of vehicles be prohibited at any time on the east side of Springfield Road commencing at the southern kerblines of Eversleigh Street and extending in a southerly direction for a distance of 6 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. HUSSEY ROAD – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer

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 along the south side of Hussey Road, east of the intersection with Watermill Boulevard and on the north and south side of Hussey Road between Watermill Boulevard and Glen Oaks Drive. Staff also seek the Board's approval for the installation of a bus stop box at an existing bus stop outside 7 Millcreek Lane.

EXECUTIVE SUMMARY

2. Staff have received a request from two local residents and the manager at Styx Mill Club to increase the amount of 'no stopping' restrictions along Hussey Road (refer **attachment 1**).
3. Hussey Road is classified as a local road, is 10 metres wide and has a 50 kilometres per hour posted speed limit. Bus route number 11 travels east and west on Hussey Road. For a local road it carries a reasonable amount of traffic with access to the Styx Mill Country Club and Willowbank Wildlife Park off Hussey Road. Hussey Road also operates as the link for the local area of Northwood to the arterial routes of Gardiners Road, Johns Road and Main North Road.
4. The café at the Styx Mill Country Club has increased the demand for parking along this section of Hussey Road. Drivers are utilising all parking spaces and some drivers are parking inappropriately. Staff are proposing the installation of 'no stopping' restrictions at corners and pinch points to allow all road users to travel along Hussey Road unimpeded. 'No stopping' restrictions are also proposed for 6 metres either side of the intersection with Country Club Terrace. This terrace has reasonable volumes of traffic exiting it with the Country Club carpark and a number of town houses having access off this terrace. This 'no stopping' restriction will increase the sightlines for drivers exiting this terrace. At the uncontrolled pedestrian crossing point 6 metres of 'no stopping' restrictions are proposed to increase the sightlines for pedestrians using this crossing to access the local neighbourhood amenities.
5. Eight residents were consulted which included the two local residents who made the request, 7 and 9 Millcreek Lane, 162 Hussey Road, 65 Country Club Terrace, 62 Glen Oaks Drive, 2 Royal Court and the Styx Mill Country Club. We received two responses, with both being in favour of the proposal. One resident requested additional 'no stopping' restrictions but staff believe this will create a high speed environment.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$400.

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

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

LEGAL CONSIDERATIONS

8. 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.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
10. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

14 Cont'd

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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?

13. As above.

ALIGNMENT WITH STRATEGIES

14. 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?

15. As above.

CONSULTATION FULFILMENT

16. Eight residents and the Styx Mill Country Club were consulted. Two responses were received with both responses being in favour of the proposal.
17. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Revoke the following parking restrictions on Hussey Road:
- (i) All existing parking restrictions on the south side of Hussey Road between its western intersection with Glen Oaks Drive and its eastern intersection with Glen Oaks Drive, with Glen Oaks Drive being a crescent.
- (b) Approve the following on Hussey Road:
- (i) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 11 metres from the eastern kerblines of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 27 metres;
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 53 metres from the eastern kerblines of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 19 metres;
 - (iii) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 99 metres from the eastern kerblines of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 69 metres;
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 183 metres from the eastern kerblines of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 7 metres;

14 Cont'd

- (v) That a bus stop box be installed on the south side of Hussey Road commencing at a point 168 metres from the eastern kerbline of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 15 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. RECESS COMMITTEE – MEETING MINUTES OF 15 DECEMBER 2010

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the minutes of the Recess Committee meeting held on Wednesday 15 December 2010 at 7.10pm. The Committee had delegated authority to resolve these matters.

The meeting was attended by Chris Mene and Kathy Condon.

1. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND – COLE NICHOLAS JEFFERIES AND SAMUEL WILLIAM DIXON

The Committee's approval was sought for funding from the Board's 2010/11 Youth Development Scheme for Cole Nicholas Jefferies and Samuel William Dixon.

The Committee **resolved**, under delegated authority from the Shirley/Papanui Community Board, to allocate \$100 from the Board's 2010/11 Youth Development Fund to assist Cole Nicholas Jefferies represent the South Island at the Pacific Slam Basketball Tournament to be held in Port Macquarie, Australia from 12 to 23 January 2011.

The Committee **resolved**, under delegated authority from the Shirley/Papanui Community Board, to allocate \$150 from the Board's 2010/11 Youth Development Fund to assist Samuel William Dixon referee at the Koru Tournament to be held in Australia in January 2011.

The meeting concluded at 7.23pm.

STAFF RECOMMENDATION

That the minutes be received and noted for record purposes.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

16. SHIRLEY/PAPANUI COMMUNITY BOARD – SMALL GRANTS FUND ASSESSMENT COMMITTEE FOR 2010/13 TERM

General Manager responsible:	General Manager, Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Manager, Democracy Services
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of the report is to seek the Board's approval to establish the Shirley/Papanui Small Grants Fund Assessment Committee for the 2011/14 term.

EXECUTIVE SUMMARY

2. It is proposed that the Board establish its Small Grants Fund Assessment Committee. The Small Grants Fund provides small grants to eligible not-for-profit groups whose activities provide opportunities in the areas of community, social, recreation, sports, arts, environment or heritage to the wider community or to specifically defined communities of interest. The emphasis is on small projects which assist community groups to enhance their capacity and/or increase participation in their activities.
3. Community Boards have delegated authority to determine final funding decisions for their respective Community Board Small Grant Funds; this was determined by the Council on 24 July 2008.
4. In December 2009, the Council adopted the *Grants Working Party Criteria Changes Report*, consequently the Community Boards have the opportunity to decide whether or not to appoint community representatives to the Board's Small Grants Fund Assessment Committee for the next three years of funding rounds.
5. Each Community Board will have a Small Grants Fund Assessment Committee to allocate their Small Grants Fund (SGF). Total \$72,529 for this Board.
6. If the Community Board decides to appoint community representatives to the Board's Small Grants Fund Assessment Committee, staff will begin the nomination process for representatives early in 2011. The following involvement areas/skills will be advertised when calling for community nominations and are seen as a guideline to assist in covering the various sectors within your local community:
 - Disabled, sport and recreation, arts and culture, welfare and social services, Maori, ethnic groups, environment and heritage
 - Interest and involvement in community issues/groups.
 - Some experience in committee processes
 - Knowledge of various committees of interest.
 - The ability to be articulate and assertive.
7. After nominations have been received, staff will report back to the Community Board (Public Excluded Report) with details of nominees in order for the Board to decide upon their chosen representatives.
8. The membership of the Small Grants Fund Assessment Committee needs to be set by the Board including the number of community representatives if so determined. As a guideline, it is suggested that there be up to five Board members and four to six community representatives.
9. The term of appointment for community representatives will be for three years, i.e. until 2013/14, and will be on a voluntary basis.

16 Cont'd

FINANCIAL IMPLICATIONS

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

10. Provision is made in the 2009–19 LTCCP on page 156 for the elected member representation and governance support.

LEGAL CONSIDERATIONS

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

11. A Council, or Community Board, may appoint committees, subcommittees other subordinate decision making bodies and joint committees (clause 30, Schedule 7). Council's and Community Board's also have the power to appoint or discharge any member of a committee (clause 31(1)). Such committees, etc are "*subject in all things to be control of the local authority [or read community board], and must carry out all general and special directions of the local authority given in relation to the committee or other body or the affairs of the committee or other body*" (clause 30(3)),
12. The minimum number of members for a "committee" is three, with a quorum being two (one of whom must be an elected member), or the quorum can be a greater number, as determined by the Community Board. At least one member of a committee must be an elected member of the Community Board, but an employee of the local authority cannot be a member (if they are acting in the course of their employment). Clause 31 also provides:
13. "(3) The members of a committee or subcommittee may, but need not be, elected members of the local authority [community board], and a local authority or committee may appoint to a committee or subcommittee a person who is not a member of the local authority or committee if, in the opinion of the local authority, that person has the skills, attributes, or knowledge that will assist the work of the committee or subcommittee."
14. Clause 26(3) is also relevant, as it provides that the Council/Community Board may appoint a member of a committee to be the chairperson of the committee, or if a chairperson is not appointed then the power of appointment may be exercised by the committee. A deputy chairperson can also be appointed to act in the absence of a chairperson (clause 26(4)). This person will preside at any meeting if the chairperson is absent from a meeting. However, if a deputy chair has not been appointed or if they are also absent then the members of the committee that are present must elect one of their number to preside at the meeting.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Page 156 of the LTCCP level of service under democracy and governance.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

16. Not applicable.

CONSULTATION FULFILMENT

17. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Establish the Shirley/Papanui Small Grants Fund Assessment Committee with the following Term of Reference:
 - To allocate annually under delegated authority, the Shirley/Papanui Community Board's Small Grants Fund – Local, in accordance with Council policy and the LTCCP

16 Cont'd

- (b) Decide whether or not to appoint community representatives to the Shirley/Papanui Small Grants Fund Assessment Committee.
- (c) Appoint up to five Board members to the Shirley/Papanui Small Grants Fund Assessment Committee for the funding rounds 2011/12, 2012/13 and 2013/14.
- (d) Authorise the Shirley/Papanui Small Grants Fund Assessment Committee to appoint a Chairperson and Deputy Chairperson at its first meeting.
- (e) Set a quorum of five members for the Shirley/Papanui Small Grants Fund Assessment Committee, one of whom must be an elected member.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

17. CORRESPONDENCE

Any items of correspondence that have been received will be separately circulated to members.

18. COMMUNITY BOARD ADVISER'S UPDATE

18.1 CURRENT ISSUES

19. ELECTED MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to provide a short brief to other members on activities that have been attended or to provide information in general that is beneficial to all members.

20. QUESTIONS UNDER STANDING ORDERS