

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 15 FEBRUARY 2012

AT 3PM

**IN THE BOARDROOM,
LINWOOD SERVICE CENTRE,
180 SMITH STREET, LINWOOD**

Community Board: Bob Todd (Chairperson), Islay McLeod (Deputy Chairperson), Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson and Nathan Ryan.

Community Board Adviser:

Jo Daly
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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 1 FEBRUARY 2012

The minutes of the Board's ordinary meeting of 1 February 2012 are **attached**.

The public excluded minutes of the Board's ordinary meeting of 1 February 2012, have been separately circulated to Board Members.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting (both open and public excluded) be confirmed.

3. DEPUTATIONS BY APPOINTMENT

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. HEATHCOTE VALLEY SCHOOL - VARIABLE SPEED LIMIT

General Manager responsible:	General Manager, City Environment Group, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Michael Thomson, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to request that the Hagley/Ferrymead Community Board endorse the installation of a new variable speed limit (40 kilometres per hour school zone) on Bridle Path Road, at Heathcote Valley School (refer **Attachment 1**), and that the Board recommend to the Council that it approve the new variable speed limit and include it in the Christchurch City Council Register of Speed Limits.

EXECUTIVE SUMMARY

2. The Council has a commitment to improve road safety. Reducing excessive vehicle speeds where appropriate, outside schools during peak arrival and departure periods improves the safety for children. The Council has a programme of installing 40 kilometres per hour variable speed limits (known as “school zones”) outside schools according to a prioritisation process. This process, (including the methodology behind it) was recently endorsed again by the Council as the most appropriate method of improving road safety outside certain schools. Heathcote Valley School currently has the highest priority, following zones already commissioned. To date 35 schools have benefited from this treatment. The “school zone” can operate on school days, for a period of no more than 45 minutes in the morning before the start of school and for a period no more than 30 minutes in the afternoon, beginning no earlier than 5 minutes before the end of school. The “school zone” can also operate for a period of 10 minutes at any other time when children cross the road, or enter/leave vehicles at the roadside.
3. The Council can resolve to set new variable speed limits, in accordance with the Christchurch City Council Speed Limits Bylaw and the Land Transport Rule: Setting of Speed Limits 2003. Accordingly infrastructure for these variable speed limits cannot be commissioned until they have been formally resolved by the Council.

FINANCIAL IMPLICATIONS

4. The estimated cost for this school zone is \$40,000 and will be funded from an existing approved budget.

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

5. The recommendations of this report align with 2009-19 Long Term Council Community Plan (LTCCP) budgets.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of the New Zealand Transport Agency in the New Zealand Gazette (21/4/2011, No. 55, p. 1284) approving a variable speed limit of 40 kilometre per hour in school zones and setting out conditions for those speed limits. A copy of that notice is attached (refer **Attachment 2**). Council resolution is required to implement the speed limit restrictions and traffic management changes.
7. The Land Transport Rule: Setting of Speed Limits 2003.
8. The Land Transport Rule: Traffic Control Devices 2004.
9. Christchurch City Council Speed Limits Bylaw 2010.

8. Cont'd

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP.
12. This project aligns with the Transport and Greenspace Unit's "Our Community Plan 2009-2019".

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons who must be consulted before the Council sets a speed limit are:
- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed
 - (b) a territorial authority that is affected by the existing or proposed speed limit
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit
 - (d) the Commissioner of Police
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand
 - (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit, and
 - (h) the Director of Land Transport New Zealand now the New Zealand Transport Agency (NZTA).
16. Section 7.1(3) of the Rule provides:
- A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.

8. Cont'd

17. Representatives of the Commissioner of Police, the Director of NZTA, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, the Taxi Federation and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered to be affected by the proposed speed limits. No neighbouring road controlling authority is affected.
18. A spokesperson for the New Zealand Transport Agency supported the proposed variable speed limit outside Heathcote Valley School. He noted that they meet all the requirements of the warrant as set out in Traffic Note 37 Section 4. The schools exceed the requirement of 50 children crossing the road or entering a vehicle, and have traffic speeds above the requirements and/or are on a main traffic route.
19. A consultation plan was circulated to eight properties in Bridle Path Road Rollin Street on 22 November 2011. Heathcote Valley School also provided details to the school community via its newsletter.
20. Information about the proposed school speed zone was sent to the Heathcote Valley Community Association.
21. One local resident contacted the Council saying she supported the proposal but had concerns about parking outside the school. She was advised that these issues would be addressed as part of the Heathcote Valley School Travel Plan project, which will commence soon.
22. Representatives of the Heathcote Cricket Club and the Heathcote Smallbore Rifle Club, which both have electronic signs proposed outside their clubrooms along Bridle Path Road, have given their verbal approval to the planned school speed zone and associated signage.
23. Heathcote Valley School administrators support the installation of a variable speed limit outside their school and are prepared to operate it.
24. The submitter was sent a copy of the plan for Council approval, and a letter outlining the project team's responses to their suggestions and concerns. She was also advised of the Community Board meeting date and time, and how to contact the Board Adviser if she wished to seek speaking rights.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend that the Council approve:

- (a) The installation of a 40 km/h variable speed limit on Bridle Path Road (school zone), as meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003, and the New Zealand Gazette notice (21/04/2011, Number 55, page 1284), including the times of operation.
- (b) Subject to Council approving recommendation (a), that pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, a variable speed limit (40 kilometres per hour School Speed zone) apply on:
 - (i) Bridle Path Road, commencing at a point 12 metres south westerly of the Rollin Street intersection and extending in a south westerly direction for a distance of 310 metres.
- (c) Subject to Council approving recommendation (a), that the above mentioned variable speed limit shall come into force on completion of infrastructure installation, and public notification.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. Cont'd

BACKGROUND

25. Heathcote Valley School is currently at the top of the Council's prioritisation list for installation of new school speed zones. This process ranks each road fronting a school by scoring the following ten factors; road classification (for example local, major arterial, etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, number of children crossing the roadway, cyclist volume, percentage of trucks, and whether a school patrol exists. There are 293 frontage roads at the 162 schools in the Christchurch City area.
26. Two options were considered by the project team. The first and preferred option is to install a 40 kilometre per hour variable speed limit using electronic and static signage that operates outside Heathcote Valley School before and after school during the school term. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Bridle Path Road to improve safety for pupils.

9. PROPOSAL FOR INSTALLATION OF PLAQUES ON SHAG ROCK

General Manager responsible:	General Manager, City Environment Group, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Maria Adamski, Parks Heritage Contract Manager

PURPOSE OF REPORT

1. The purpose of this report is to provide advice, as requested by the Hagley/Ferrymead Community Board, on a proposal to place two plaques on an unaffected remaining portion of Shag Rock.

EXECUTIVE SUMMARY

2. Shag Rock or *Rapanui*, meaning 'the great sternpost' is one of the oldest landmarks of Te Wai Ponuamu (South Island). It is both a visual and cultural icon for Maori and Pakeha residents of Christchurch attracting people to climb on and around it and to fish in the river channel beside it.
3. The Council does not own Shag Rock. It is part of the Foreshore and Seabed owned and administered by the Crown.
4. Shag Rock is exposed to weathering which naturally erodes the rock. It was reported in 2003 that the vertical faulting in this rock stack meant that it was inevitably succumbing to the forces of nature and its slow collapse was creating safety issues. Signs were placed in the area warning of the instability of the rock.
5. Shag Rock is a dynamic area that is tidal and has varying sand levels.
6. Shag Rock collapsed in the 22 February 2011 earthquake. To date no assessment or geotechnical investigation has been carried out to determine the stability of the rock. There is no unaffected part of Shag Rock.
7. A plaque on Shag Rock would attract people and encourage climbing on the rock. This would contribute to further deterioration.
8. Due to the location of Shag Rock it is not accessible to all members of the community.
9. An earthquake memorial is proposed for the Central City. A city wide rather than an ad hoc approach to localised memorials is desired for those to be established on public land.
10. No consultation has been carried out with Tangata Whenua, Environment Canterbury (ECan), Department of Conservation (DOC), Avon Heathcote Estuary Ihutai Trust or the wider community.
11. Plaques in this type of costal environment require constant maintenance.
12. The Council Draft Guidelines and Technical Specification for the Commissioning, Design, Installation, Maintenance and decommissioning of Plaques should be applied.
13. Installation of any plaques or interpretive signage should be in conjunction with the Ihutai Management Plan 2004 and any other relevant plans for the area.
14. Any further development or consideration of a proposal for memorial plaques to be installed on Shag Rock would require the following matters to be considered:
 - (a) a geotechnical report is completed on the stability of Shag Rock
 - (b) consultation is carried out with Tangata Whenua, ECan, DOC and Avon Heathcote Estuary Ihutai Trust and the wider community

9. Cont'd

- (c) the Council Draft Guidelines and Technical Specification for the Commissioning, Design, Installation, Maintenance and decommissioning of Plaques are considered
- (d) the Ihutai Management Plan 2004 and any other relevant plans for the area.

FINANCIAL IMPLICATIONS

- 14. There is no operational or capital budget available for new plaques.
- 15. The Community Board's Discretionary Response Fund does not cover:
 - (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
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.
- 16. Community Boards can recommend to the Council for consideration grants under (b) and (c).
- 17. If the plaques were installed they would cost approximately \$1,000 per year to maintain.

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

- 18. There is no operational or capital budget available for new plaques.

LEGAL CONSIDERATIONS

- 19. Legal implications have not been confirmed.

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

- 20. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 21. Not applicable.

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

- 22. Not applicable.

ALIGNMENT WITH STRATEGIES

- 23. Not applicable.

Do the recommendations align with the Council's strategies?

- 24. Not applicable.

CONSULTATION FULFILMENT

- 25. No consultation has been carried out with Tangata Whenua, ECan, DOC, Avon Heathcote Estuary Ihutai Trust or the wider community as part of compilation of this report. Consultation would be required for any further development of the proposal.

9. Cont'd

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board receive the report and decline further development of the proposal for the placement of two plaques on Shag Rock, *Rapanui*, for the reasons outlined in this report.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. APPLICATION TO THE HAGLEY FERRYMEAD 2011/12 YOUTH DEVELOPMENT SCHEME – CAMPBELL WRIGHT

General Manager responsible:	General Manager, Community Services Group, DDI 941 8607
Officer responsible:	Unit Manager, Community Support
Author:	Claire Milne, Strengthening Communities Adviser - East

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Hagley/Ferrymead Community Board for an application for funding from the Hagley/Ferrymead Community Board 2011/12 Youth Development Scheme.
2. There is currently a balance of \$5,750 remaining in the Board's Youth Development fund.

EXECUTIVE SUMMARY

3. The applicant is Campbell Wright, a 13 year old student living in Mount Pleasant.
4. Campbell is requesting funds to compete in the International Future Problem Solving (FPS) finals at Indiana University, in Bloomington Indiana USA, from 7 to 10 June 2012.
5. Campbell has been involved in FPS for the past four years as a student at Redcliffs Primary School, and mentors year five and six students in this programme.
6. In November 2011 Campbell competed in the New Zealand (national) finals, winning the New Zealand FPS middle division Scenario Writing title, with a 1500 word scenario on the FPS topic of Future Flight. Campbell, a year eight student competing against students up to year 10, 'created' an integrated system allowing future airplanes to fly without using fossil fuels. According to his FPS coach Campbell cleverly wove technical information through an imagined, fictional, future world, as though it was actually happening in the present.
7. Campbell's national finals winner scenario will compete against other USA State Finals winners and international winners at the international finals and he will also take part in the on-site competition on the topic of 'Pharmaceuticals' including the ethics surrounding their use in the future, the costs, and the human and environmental impact. Campbell will spend the early part of 2012 researching this topic in preparation for writing the scenario within a two hour period at the international finals.
8. Future Problem Solving is a challenging academic programme which requires a high level of abstract reasoning and is well suited to high achieving students. According to the Future Problem Solving New Zealand website Future Problem Solving is:

"a highly regarded international educational program that develops creative, critical and caring thinking skills in students from Year 1 – Year 13. Students grapple with global and community issues, identify underlying problems and create positive solutions to those issues. Above all, it aims to give young people the skills to design and promote positive futures as citizens of the 21st Century. Future Problem Solving is closely linked to the New Zealand Curriculum (NZC). It reflects the Principles of the NZC and in particular provides a vehicle for exploring the Future Focused themes. Students have the opportunity to both develop the Key Competencies and to explore how others develop and apply the key competencies through authentic themes and problem solving."

9. It is testament to Campbell's dedication and ability that, while having been affected directly by loss of a family member and significant disruption to both home and school environments as a result of the February 2011 earthquake, Campbell has achieved national recognition and the opportunity to compete in an International setting in this developing curriculum area.

FINANCIAL IMPLICATIONS

10. The total cost for Campbell to attend the finals is approx \$4,400.

10. Cont'd

A breakdown of the costs involved is as follows, in New Zealand dollars:

Expenditure	\$
Airfares (ex Christchurch)	3,500.00
Competition costs – registration, residence hall housing, meals x 4 days	600.00
Transition Accommodation – (three days prior to competition commencement)	300.00
Total	\$ 4,400.00
Amount requested from Community Board	\$ 600.00

11. Campbell has undertaken a number of fundraising activities including busking and a stall at the local craft market, and is planning to hold a musical soiree and other activities over the coming months. Air New Zealand have agreed to sponsor Campbell's flight ex Christchurch to the United States. Internal flights within the United States are not included in this sponsorship. Campbell will be accompanied by an adult, the cost of which has not been factored into the total expenses for this funding request.
12. There is currently a balance of \$5,750 remaining in the Board's Youth Development Scheme.
13. This is the first time the applicant has applied to the Hagley/Ferrymead Community Board for financial support.

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

14. Yes, see page 172, Community Support, Council Activities and Service, Grants.

LEGAL CONSIDERATIONS

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

15. There are no legal issues to be considered.

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

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

17. Yes. The funding allocation process carried out by Christchurch community boards is covered in the Council's Strengthening Communities Strategy.

CONSULTATION FULFILMENT

18. No external consultation needs to be undertaken.

10. Cont'd

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board makes a grant of \$600 to Campbell Wright for registration costs involved in attending, and competing in, the International Future Problem Solving (FPS) finals at Indiana University in Bloomington, Indiana, USA.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2011/12 DISCRETIONARY RESPONSE FUND – 2012 ANZAC DAY EXPENSES

General Manager responsible:	General Manager, Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Unit Manager, Democracy Services
Author:	Jo Daly, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is for the Hagley/Ferrymead Community Board to consider an application for the funding of two ANZAC wreaths from the Hagley/Ferrymead Community Board 2011/12 Discretionary Response Fund.

EXECUTIVE SUMMARY

2. In 2011/12 the total pool available for allocation for the Hagley/Ferrymead Discretionary Response Fund is \$73,084.48. 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. The items that the local Discretionary Response Fund does not cover are limited to:
 - (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.
4. Detailed information on the application and staff comments are included in the attached Decision Matrix. (refer **attachment**).

FINANCIAL IMPLICATIONS

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

5. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding. At the time of writing this report there is currently \$60,168.45 unallocated remaining in the Board 2011/12 Discretionary Response Fund.

LEGAL CONSIDERATIONS

6. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

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

ALIGNMENT WITH STRATEGIES

9. Refer to the **attached** decision matrix.

11. Cont'd

CONSULTATION FULFILMENT

10. Not Required.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board grants \$240 from the Hagley/Ferrymead Community Board 2011/12 Discretionary Response Fund for the purchase of two ANZAC wreaths.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. 2. 2012

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- 12. COMMUNITY BOARD ADVISER'S UPDATE**
- 13. QUESTIONS UNDER STANDING ORDERS**
- 14. BOARD MEMBERS' INFORMATION EXCHANGE**