



CHRISTCHURCH CITY COUNCIL AGENDA

THURSDAY 21 JUNE 2007

AT 9.30AM

IN THE COUNCIL CHAMBER, CIVIC OFFICES

Council: The Mayor, Garry Moore (Chairperson).
Councillors Helen Broughton, Sally Buck, Graham Condon, Barry Corbett, David Cox, Anna Crighton,
Carole Evans, Pat Harrow, Bob Parker, Bob Shearing, Gail Sheriff, Sue Wells and Norm Withers.

ITEM NO	DESCRIPTION
1.	APOLOGIES
2.	CONFIRMATION OF MINUTES - COUNCIL MEETING OF 14.6.2007
3.	DEPUTATIONS BY APPOINTMENT
4.	PRESENTATION OF PETITIONS
5.	CORRESPONDENCE
6.	MAYOR'S REPORT
7.	STREET RACING PROHIBITION
8.	BLIGHS ROAD: VARIABLE SPEED LIMIT
9.	IPC ATHLETICS WORLD CHAMPIONSHIPS
10.	CORRECTION OF MINOR ERRORS IN THE CITY PLAN AND BANKS PENINSULA PROPOSED DISTRICT PLAN
11.	FESTIVAL AND EVENTS FUNDING 2007/08 AND 2008-2010
12.	REVIEW OF WASTE HANDLING FACILITIES BYLAW 2005: ALTERATION TO MEMBERSHIP OF HEARINGS PANEL
13.	REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD: MEETING OF 16 MAY 2007
14.	REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD: MEETING OF 16 MAY 2007
15.	REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD: MEETING OF 7 MAY 2007
16.	REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD: MEETING OF 15 MAY 2007
17.	NOTICES OF MOTION
18.	QUESTIONS
19.	RESOLUTION TO EXCLUDE THE PUBLIC

21. 6. 2007

- 2 -

1. **APOLOGIES**

2. **CONFIRMATION OF MINUTES - COUNCIL MEETING OF 14.6.2007**
Attached.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **CORRESPONDENCE**

6. **MAYOR'S REPORT**
Attached.

7. STREET RACING PROHIBITION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval for a limited number of rural roads in the Hasketts Road area to be included in the Ninth Schedule of the Christchurch City Traffic and Parking Bylaw 1991.

EXECUTIVE SUMMARY

2. Residents in the Hasketts Road area are continually being harassed by large groups of car enthusiasts congregating in their roads, particularly on Friday and Saturday nights and the nights of public holidays. The Police have made submissions to Community Boards to gain support for a ban on light vehicles in these roads at night. This will allow the Police to deal with the drivers of the large number of vehicles present on those roads for the purpose of either participating in or watching burnouts and illegal street racing activities. It will also enable the Police to deal with the drivers of these vehicles when they drive around the roads in question as parts of wider "circuits" before stopping to watch or participate in burnouts and illegal street racing activities. Without light vehicles in the area, the other associated problems such as litter, vandalism and intimidation will be solved as well. The levels of intimidation have now escalated to the point where a number of residents have had windows on their buildings broken and have been threatened with physical assault.
3. The Police have powers to deal with offences relating to the lack of traction of vehicles and the speed of vehicles. However this behaviour will usually have stopped by the time the Police arrive on the scene. It can start up again minutes after they leave. By prohibiting both the spectators and the participants from taking their cars on the road, the problem goes away. The most effective way to achieve this is to include a limited number of roads in the Ninth Schedule of the Christchurch City Traffic and Parking Bylaw 1991 ("the Bylaw").

FINANCIAL IMPLICATIONS

4. It is estimated that there is a need for approximately seven signs to cover the roads recommended in option 3. The cost for this is expected to be in the order of \$6,000. This will have to come out of existing operational budgets.

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

5. The costs of the signs and the installation is within the LTCCP Transport and Greenspace operational budgets.

LEGAL CONSIDERATIONS

6. Clause 68A of the Bylaw provides that no person may use a motor vehicle weighing less than 3,500 kg on any part of a road described in the Ninth Schedule to that bylaw during the times specified in that schedule. Clause 68A(4) provides that the Council may, by resolution, make additions to the Ninth Schedule of the Bylaw. Clause 68A is set out in full in the section of this report headed "Background".
7. A matter which must be considered here is whether or not the proposed additions to the Ninth Schedule, as set out in the staff recommendation in this report, would be inconsistent with the provisions of the New Zealand Bill of Rights Act 1989 (NZBOR). The NZBOR protects certain rights and freedoms. These include the freedom of expression, the freedom of association, the freedom of movement and freedom from discrimination.
8. Of relevance here is whether or not adding the roads in question to the Ninth Schedule would be consistent with the freedom of movement which is protected by section 18(1) of the NZBOR. That section provides:

7 Cont'd

"(1) Everyone lawfully in New Zealand has the right to freedom of movement and residence in New Zealand."

9. "Freedom of movement entails the right to be able to go where one pleases and along a route of one's choosing". (The New Zealand Bill of Rights Act: A Commentary, Andrew Butler & Petra Butler, Lexis Nexis 2005). Amongst other things this reflects the common law right of persons to use public roads for the purposes of passage.

10. It is clear that adding the roads in question to the Ninth Schedule is not consistent with the freedom of movement protected by the NZBOR. However section 5 of the NZBOR provides:

"(5) Subject to section 4 of this Bill of Rights, the rights and freedom contained in this Bill of Rights may be subject only to such reasonable limits prescribed by law as can be demonstrably justified in a free and democratic society."

11. Consequently it needs to be considered whether or not adding the roads in question to the Ninth Schedule, which would result in a breach of the right to freedom of movement, can be justified as a reasonable limit on that right under section 5. In order to meet this requirement:

(a) The objective of the measure (that is the problems the proposed additions to the Ninth Schedule seek to address) must be important and significant; and

(b) The measure (that is adding the roads in question to the Ninth Schedule) must be proportionate to that objective.

12. Considering each of these in turn, firstly it is considered that the objective is both important and significant. The problem is outlined in detail in this report in the section headed "Background". In summary it is:

- the damage to the specified roads caused by illegal street racing activities;
- the danger those activities pose to those participating in or watching those activities;
- the danger to other road users on those roads while such activities are occurring;
- the nuisance caused to persons living along those roads as a result of those activities;
- the threats of physical harm, intimidation and property damage which persons living along those roads are being subject to by persons involved in or associated with those activities.

13. Secondly, it is considered that the measure is proportionate to the objective. The measure has a rational relationship with the objective. The objective is to eliminate the problems referred to above which are being created by persons entering upon the roads in question, in motor vehicles, either for the purpose of participating in or watching the illegal street racing of motor vehicles. The measure is the prohibition of motor vehicles upon those roads, other than those motor vehicles driven by persons who reside on those roads, or their invitees, during the times when unlawful street racing is likely to occur.

14. Further, in relation to this second point, it is considered that in seeking to achieve the objective the measure has been designed to interfere as little as possible with the right to freedom of movement. In this regard:

(a) None of the roads in question are classified as major arterials, minor arterials or collector roads in the City Plan. They are all classified as local roads.

(b) The roads in question are very limited in extent. There are alternative roads upon which through traffic may avoid the roads in question without any significant degree of inconvenience.

(c) The roads which are already listed in the Ninth Schedule are not in the vicinity of the roads in question consequently there will be no adverse cumulative effects to road traffic in general by adding the roads in question to that schedule.

(d) The prohibition only applies to motor vehicles weighing less than 3,500 kg.

7 Cont'd

- (e) Some vehicles are exempted from the prohibition. These exemptions are set out in clause 68A(2) of the bylaw. This clause is set out below.
- (f) The prohibition is to apply only during limited times, in particular: – Friday – Saturday 9pm-5am; Saturday–Sunday 9pm–5am; Sunday–Monday 9am-5pm; and from 9pm on the day preceding any public holiday until 5am on that statutory holiday. These are the times during which, having regard to past experience, illegal street racing is likely to occur.

15. Lastly, in relation to the second point it is considered that the limitation on the right of freedom of movement is justifiable in light of the objective. In this regard it is considered that the benefits of the measure, namely the elimination of the problems referred to above, outweigh the negative but limited effects upon the general right to freedom of movement.

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

16. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. 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 2006-16 LTCCP?

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

ALIGNMENT WITH STRATEGIES

19. Christchurch Road Safety Strategy and Safer Christchurch Strategy.

Do the recommendations align with the Council's strategies?

20. Aligns with the Road Safety and the Safer Christchurch Strategy.

CONSULTATION FULFILMENT

21. Consultation with Police has been carried out. The request has come from residents through the community boards. There is no knowledge of any opposition to this proposal.

STAFF RECOMMENDATION

It is recommended:

- (a) That the Council support option 3 and resolve, pursuant to clause 68A(4) of the Christchurch City Traffic and Parking Bylaw 1991, that the following roads be added to paragraph A of the Ninth Schedule of that bylaw:
 - Barters Road
 - Hasketts Road from Barters Road to Old West Coast Road.
 - Leggett Road.
 - Roberts Road from a point 220m from Gilberthorpes Road to Pound Road.
- (b) That the abovementioned prohibitions come into effect on 19 July 2007.
- (b) That the Community Boards be informed of this decision.

7 Cont'd

BACKGROUND (THE ISSUES)

22. In 9 July 2001 clause 68A of the Christchurch City Traffic and Parking Bylaw 1991 came into force. It provides:

68A PROHIBITION TIMES ON ROADS

- (1) *No person shall use a motor vehicle weighing less than 3,500 kilograms on any part of a road described in the Ninth Schedule during the times and the day specified in the Ninth Schedule.*
 - (2) *Nothing in sub clause (1) above shall apply to:*
 - (a) *the owner or occupier of any land having a frontage to the road described in the Ninth Schedule or to his or her bona fide visitors;*
 - (b) *any fire appliance, ambulance, police or medical motor vehicle;*
 - (c) *any trade or service authority vehicle for the provision or maintenance of a utility on the road or on land having a frontage to the road;*
 - (d) *any vehicle owned by the Council;*
 - (e) *any vehicle operated by a security service.*
 - (3) *The Council shall erect signs on the roads described in the Ninth Schedule advising the times and days of the prohibition under sub clause (1) and that the prohibition applies to motor vehicles weighing less than 3,500 kilograms.*
 - (4) *The Council may from time to time by resolution publicly notified, and subject to the erection of the signs referred to in clause 68A (3), make additions alterations or deletions to the Ninth Schedule.*
 - (5) *The Council shall review the roads listed in the Ninth Schedule within 5 years of the commencement of this Bylaw.*
23. The Council resolved to include a number of industrial culs-de-sac in the Wigram area in the Ninth Schedule of the Bylaw. This had an immediate effect as the Police targeted these streets and the problem in these streets went away. However, this resulted in the problem being moved on to other areas.
24. In more residential areas like Colombo Street either side of Brougham Street and some newly developed hillside subdivisions where there is an expectation that light vehicles (vehicles under the 3,500 kg weight requirement of the Bylaw) will need to travel through, a different approach was taken. In these areas there was a parking ban implemented at night. This had a similar effect in moving the problem away from the area. The behaviours in these areas were different to those in the rural roads as "burn outs" were not the main problem, but other undesirable behaviour.
25. On Summit Road the Council installed physical structures in the areas where "burn outs" occurred. This was possible because the adjoining land was owned by the Council and the areas concerned were small. The physical features also acted as enhancements to the access points to walkway and mountain bike tracks in these areas.

7 Cont'd

26. Since clause 68A of the Bylaw was created, and the implementation of night time parking bans, there has been a number of national law changes that give the Police more powers to enforce 'boy-racer' problems. These include offences relating to loss of traction and racing, and an increase in the fine for operating a noisy vehicle from \$150 to \$200 and more importantly the allocation of demerit points to offenders. The Government is currently developing a stationary objective noise test for vehicles to help eliminate the noise problems created by the fitting of modified exhaust systems. Currently the subjective noise test states "*The noise from an exhaust system must not be noticeably and significantly louder than it would have been when the motor vehicle was manufactured with its original exhaust system*". This is seen as being too open to interpretation. Other powers allow enforcement of uncertified vehicle modifications.
27. It was hoped that these measures would be sufficient for the Police to deal with the problems created by "boy racers", even to the extent of not needing clause 68A of the Bylaw and removing the Ninth Schedule altogether.
28. When Police made representations to the Riccarton/Wigram Community Board for the inclusion of various roads in the Bylaw it was not clear that this was the most appropriate method to deal with the problem. The Board was very supportive and other community boards were visited by Police. The list of roads grew rapidly with some residential streets being proposed.

Riccarton/Wigram

- Barters Road – Waterloo to Ruapuna
- Hasketts Road – Barters to Buchanans
- Leggetts Road – Hasketts to end
- Hasketts Road – to end
- Maddison Road –
- Barters Road – to Kirk Road
- Waterloo Road – Barters to Brixton
- Jones Road – Kent to Boundary
- Roberts Road –

Fendalton/Waimairi

- Pound Road
- Ryans Road
- Savills Road
- Guys Road
- Chattertons Road
- Miners Road
- McLeans Island Road
- Coutts Island Road
- Consevators Road
- Grays Road

Shirley/Papanui

- Kaianga Road
- Spencerville Road
- Lower Styx Road
- Husseys Road
- Coutts Island Road
- Blakes Road
- Guthries Road
- Dickies Road

7 Cont'd

THE WAY FORWARD

29. The first objective was to determine the problem to be addressed and the extent of this problem across the city.
30. After discussions with Police and residents it was determined that there were a number of problems being experienced by property owners. A letter from the Community Constable for this area confirms that the extent of these problems is considerably greater than those reported in other areas of the city. See Attachment 2.
 - (a) **Disturbance:** The regular disturbance to residents trying to sleep and even the stress on stock caused by noisy exhaust systems and stereo equipment and the screaming of engines and wheel spinning late at night and the early hours of the morning.
 - (b) **Smell:** The smell created by burnt tyre rubber, exhaust fumes and the diesel poured on the road.
 - (c) **Intimidation:** The fear of leaving properties unattended at night and the necessity to be home before 10pm because these large groups of vehicles, (in excess of 200 vehicles parked across the frontage of properties) prevents access to people's driveways. Drivers refuse to move to give access.
 - (d) **Abuse:** The intimidation extends to oral abuse, threats of assault and broken windows on a number of occasions.
 - (e) **Rubbish:** As well as the litter thrown from parked vehicles there is also the damage caused to the road surface when diesel is poured on it and burnouts carried out and the damage to grass verges.
 - (f) **Road Safety:** The presence of in excess of 200 vehicles driven around the 'circuits' is intimidating enough, but when this is done at speed and the drivers are showing off, the situation presents a real safety hazard both for the participants and the public.
31. These problems are experienced to some extent throughout most parts of the city with boy racers spinning their wheels or the use of loud stereos. However, after discussions with Police, it was determined that the general issues across the city are nowhere near as bad as the few streets being addressed in this report. The sheer number of vehicles involved, the frequency and the fact that this has been happening for more than three years means that something has to be done. The Police carry out regular enforcement with little effect on the problem. They have requested the Council to extend the bylaw to cover these roads so that the problem can at the very least be moved out of this area.
32. Discussions with the Police have proven that the new powers that have been implemented due to recent law changes are not sufficient to deal with the problem in the Hasketts Road area. With the numbers of vehicles involved and the ability they have to congregate quickly using text messaging, the current national laws are not sufficient for the Police to deal effectively with the problem.
33. A night time parking ban was initially seen as being the best solution. However text messaging means that large numbers of vehicles can be notified of the imminent arrival of the Police and the spectators are mobile before the Police can issue offence notices. To be enforceable, parking signs would have to be installed at 100 metre spacings. It is likely that this type of signage would be vandalised making enforcement impossible.
34. The night time light vehicle ban is a more effective deterrent for this area as Police can enter a rural road from each end and process all the offending vehicles within that area. The Council is also looking at other ways it can assist the Police to be more effective in their operations. For example the installation of closed circuit television cameras in the problem areas would enable the Police to monitor these areas for the congregation of offenders and their vehicles.

7 Cont'd

35. There is however, the concern that the proliferation of the restricted areas will in fact affect legitimate road users, confuse tourists and create a bad image for Christchurch. Another issue is that it is inappropriate for the Council to create arterial roads and then ban light vehicles from using them at specified times. There are also civil rights issues if the number of roads upon which such restrictions were imposed were to increase significantly.
36. These issues have now been evaluated by the Council's Legal Team (see Legal Implications) and the way forward to introducing more roads to the Ninth Schedule has been cleared in this instance. Looking to the future, agreement with the Police has been reached where certain criteria should be met before including new roads into the Ninth Schedule. Those criteria are:
 - That there is a known problem;
 - That the problem has persisted for a considerable period of time even though enforcement has been carried out;
 - That only key streets within an area are restricted in such a way as to eliminate the possibility of vehicles doing circuits;
 - That arterial roads are not included;
 - That the number of roads are limited even to the extent of removing roads from the Ninth Schedule after a few years to achieve this.
37. One of the issues with boy-racers is the large number of vehicles travelling at speed around roads doing circuits. A speed limit review is currently under way to see if it is appropriate, under the national requirements under setting of speed limits criteria, to lower the speed limits in the area west of the city between Main South Road and the Waimakariri River. The character of some of these roads has changed since last reviewed due to the introduction of lifestyle blocks. If it is appropriate to lower the speed limit this will make it easier for the Police to deal with the vehicles travelling at speed around circuits in the area.

THE OBJECTIVE

38. The first objective was to determine the exact nature of the problem to be addressed and to obtain some measure of the extent of this problem across the city.
29. The second objective was to come up with an appropriate option to assist police to solve these problems.

THE OPTIONS

Option 1: Maintain the Status Quo - Do Nothing

30. With the improved legislation and upcoming objective noise testing, the Police could carry out enforcement without the use of the clause 68A prohibition or parking restrictions.
31. The benefits would be that the general public would not be affected, tourists would not be confused and there would be no signs that would create the image that Christchurch was an undesirable place after midnight.
32. The 'do nothing' option will only see the problem grow and residents in the Hasketts Road area live in fear at night, which is not an option.

Option 2: "No Stopping" Parking Restriction at Night

33. This has been very successful in residential and commercial areas but is unlikely to solve the problem in the Hasketts Road area for two reasons.
 - Owing to the remoteness of the area, participants in these large groups of vehicles are likely to remove the signs.
 - With text messaging it is likely that the spectators parked to watch the 'burn outs' would have moved on before the Police could issue infringement notices.
34. This option is therefore not seen as a solution in this instance.

7 Cont'd

Option 3: Light Vehicle Ban at Night on Selected Roads

35. This option is seen as the preferred option as it will be the easiest for Police enforcement in this area. It does not create a bad image for Christchurch as it is only in a small number of selected roads where there has been a long term ongoing problem.
36. It would not be implemented on major traffic routes such as arterial roads. The chosen roads have been selected to enable effective enforcement by Police. The Police will be able to enter the roads from each end in order to target persons breaching the prohibition. Imposing the ban on the roads in question will effectively prevent boy racers from using those roads and other adjacent roads as a race circuit. Roads can be removed from the Ninth Schedule after a few years in order to limit the number of roads being subject to such prohibitions. The Police agree that this is the best option.

Option 4: Light Vehicle Ban on all Roads Where Illegal Street Racing Occurs

37. Although residents of specific roads who have experienced the effects of boy racer behaviour may see this as being the best option, it would create the wrong image for Christchurch. It would be contrary to the City Plan roading hierarchy if arterial roads were included. It is also highly likely that it would contravene the provisions of the New Zealand Bill of Rights Act 1989.

Option 5: Placement of Physical Structures

38. Although this was successful on the Summit Road, the placement of physical structures in the Hasketts Road area is not practical as it involves long lengths of rural road grass verges. This would make it excessively expensive. The fact that this problem is likely to move to another area would mean that there would be ongoing costs which can not be justified.

CONCLUSION

39. After discussions with Police, Option 3 was considered to be the most effective, while still meeting the requirements of the City Plan and complying with the provisions of the New Zealand Bill of Rights Act 1989. The specific road chosen to meet these requirements were:
 - Barters Road
 - Hasketts Road
 - Leggett Road
 - Roberts Road
40. These roads are more particularly detailed on Attachment 1.

THE PREFERRED OPTION

41. Option 3: Light Vehicle Ban at Night on Selected Roads is the preferred option.

8. BLIGHS ROAD: VARIABLE SPEED LIMIT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Brian Boddy, Project Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve a new variable speed limit and include it in the Christchurch City Speed Limits Register.

EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 km/h variable speed limits (known as “school zones”) outside schools according to a prioritisation process. To date 17 schools have benefited from this treatment. A further school, Waimairi Primary School on Tillman Avenue, has been selected as a school that would benefit from having a 40/50 km/h variable speed limit installed. One “school zone” is required for the school on Blighs Road. The “school zone” will operate on school days, for no more than forty-five minutes in the morning at a time between 8am and 9am and for no more than 45 minutes in the afternoon at a time between 2.30pm and 3.30pm.
3. Now that the Council has adopted the Christchurch City Council Speed Limits Bylaw 2005, it can resolve to make these new variable speed limits. Accordingly infrastructure for these variable speed limits cannot be commissioned until they have been formally approved by the Council.

FINANCIAL IMPLICATIONS

4. The funding for the current round of school zones will effectively be managed from the 2007/08 budget. Estimated costs currently stand at \$30,000 for this new school zone.

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

5. The recommendations of this report align with 2006-16 LTCCP budgets.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, No. 86, p. 2051) approving a variable speed limit of 40 km/h in school zones and setting out conditions for those speed limits.

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

7. A Council resolution is required to implement the speed limit restrictions and traffic management changes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This report's recommendations support the project objectives as outlined in the 2006-16 LTCCP.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. This project aligns with the Transport and Greenspace Unit's Our Community Plan 2006-2016.

A Well Governed City

Consistent - the consultation process created an opportunity for community input.

A Safe City

Consistent – improvement in vehicle and pedestrian safety

8 Cont'd

ALIGNMENT WITH STRATEGIES

10. This project is consistent with key Council strategies including the Road Safety Strategy, Pedestrian Strategy and Safe Routes to School Strategy.

Do the recommendations align with the Council's strategies?

11. The recommendations align with the following strategies:

CCC Pedestrian Strategy 1999 and 2001
Christchurch Road Safety Strategy 2004
Pedestrian Strategy 2001

CONSULTATION FULFILMENT

12. The Waimairi School's Board of Trustees have been informed in writing of the proposed variable speed limits and have expressed support in writing of the installation of variable speed limits at their school. Information newsletters have been made available to all the families of children attending the schools. Property owners and residents have received a newsletter about the signage to be installed outside their properties; these properties have also been visited, and given a minimum of 14 days to make submissions about these. The written submissions received from property owners and residents in response to the newsletter are set out in Attachment 1. No submissions requiring actions needing to be addressed were received.
13. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons that must be consulted before the Council sets a speed limit are:
- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and
 - (b) a territorial authority that is affected by the existing or proposed speed limit; and
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit; and
 - (d) the Commissioner of Police, and
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated, and
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand; and
 - (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.
14. 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.
15. The representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2)(d), (e), (f) and (h). No other organisation or road user group is considered affected by the proposed speed limits. No neighbouring road controlling authority is affected. Support for the proposed variable speed limits has been received in writing from the New Zealand Police and from Land Transport New Zealand.

8 Cont'd

STAFF RECOMMENDATION

It is recommended:

- (a) That the Council agree that it is satisfied that the consultation undertaken by the Council in respect of the proposals to set the new variable speed limit of 40 km/h specified below meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.
- (b) That pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005 a variable speed limit of 40 km/h apply on Blighs Road, outside Tillman Avenue, 205 metres long commencing at a point 20 metres south-west from the intersection of Condell Avenue and extending in a north-easterly direction to a point 20 metres north-east from the intersection of Windermere Street.
- (c) That the steady state LED display 40 km/h legend in the variable speed limit sign be illuminated on any school day during the following times:
 - (i) 35 minutes before the start of school until the start of school, and
 - (ii) 20 minutes at the end of school, beginning no earlier than five minutes before the end of school; and
 - (iii) 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside.
- (d) That the abovementioned variable speed limits come into force on the date of adoption of this resolution.

8 Cont'd

BACKGROUND ON THE WAIMAIRI SCHOOL SPEED ZONE

16. The proposed school speed zone will be installed as part of a proposal that involves the full reconstruction of Blighs Road between Papanui Road and Idris Road, undergrounding of overhead services and upgrading of street lighting. This work was approved for tender and construction by the Council at its meeting on 18 December 2006.

THE OBJECTIVES

17. The objectives of a school zone are to:
- (a) Slow approaching motorists, who are driving too fast for the conditions (pedestrians hit by a vehicle travelling at 70 km/hr have a 95 % risk of death, whereas this risk decreases dramatically at lower speeds ie 5% risk at 30 km/hr).
 - (b) Raise awareness of the approaching motorist (a motorist, in an alert state, can potentially react up to 1 second faster than, when not in an alert state. For example, at 65 km/hr, vehicles are travelling at 18 metres per second-a distance that may be critical to saving a pedestrian casualty).
 - (c) Creating a safer environment for children, needing to cross a roadway at the school.
18. There is a need to establish a set of selection criteria so that each school can be compared and prioritised. The criteria have been established as:

Road Environment

19. Issues to be addressed are land use, road engineering, approach visibility, traffic growth potential, and urban fringe and alignment issues. Sites are scored according to the following, where zero is considered an ideal environment, and ranging to four being considered a difficult road environment.
20. An example of an ideal road environment can be:
- (a) A roadway with good approach visibility ie visibility not obstructed by horizontal or vertical alignment changes.
 - (b) Zero distractions created by advertising clutter on the roadside.
 - (c) No land uses which generate activity such as entering or exiting traffic from sites or heavy parking demand, not associated with the school.
21. Where the ideal road environment does not exist, school frontage roads will be assessed for a school zone, based on the following scoring rationale:
- 0 = ideal road environment
 - 1 = low level of distractions, low level of other land use traffic generation, and average approach visibility.
 - 2 = medium level of distractions, medium level of other land use traffic generation, and low approach visibility
 - 3 = high level of distractions, high level of other land use traffic generation. And poor approach visibility
 - 4 = Very high level of distractions, very high level of other land use traffic generation, and very poor approach visibility.
22. While it may be debated that an ideal road environment, is conducive to a higher speed environment, and therefore should be scored high, rather than low, the ideal road environment reduces the potential for approaching vehicles, to be operated by unaware motorists. The scoring for other criteria accounts for speed and other issues. Waimairi School scored four in this category.

8 Cont'd

Kerbside Activity

23. Consideration of activity outside the school:

0 = A minimal problem.

1 = low/median activity, ie activity is similar to surrounding land use parking activity.

2 = full demand ie all available kerbside occupied.

3 = full demand with some parking disturbance ie double parking, reversing.

4 = a situation of chronic parking congestion and manoeuvring. Roadway may effectively be narrowed to one lane.

24. The degree of parking activity may create a situation whereby the approaching motorist is distracted by this activity. Children may attempt crossing the roadway by walking out, between parked cars. Double parking further compromises the inter visibility, by the physical obstruction to sight lines. While not a desirable activity, the reality is that children may be on the roadway, when getting into/out of cars, on the driver's (road side) of the vehicle. Waimairi School scored three in this category.

Number of Heavy Vehicles (Trucks, Buses etc)

25. Assessment of the number of heavy vehicles passing the school gate were:

0 = virtually none

1 = low

2 = low/medium

3 = medium/high

4 = very high

26. Where heavy vehicles are present, the potential risk to child safety increases. There have been a number of child fatalities where the child has collided with a heavy vehicle. While the vehicle operator is not necessarily at fault, the fact is that, heavy vehicles are unforgiving, when colliding with a person. Waimairi School scored three in this category.

Cyclists

27. Assessment of cyclist activity within the zones, where:

0 = indicates very few cyclists

1 = low level

2 = medium level

3 = high level

4 = very high level, at locations with Intermediate / Secondary schools adjacent

28. Where a greater number of cyclists occur, travelling to and from school, children tend to bunch (riding two, sometimes, three abreast). Also, in greater numbers, the probability of unexpected manoeuvres (sudden changes of direction/road crossings etc), can increase. Waimairi School scored two in this category.

Motor Vehicle Operating Speeds

29. Assessment of the 85th percentile speed of vehicles at the school crossing at peak times, where:

0 = below 45 km/h school zone not warranted below 45 km/h in L.T.S.A. Note 37.

1 = 45-49 km/h

2 = 50-54 km/h

3 = 55-60 km/h

4 = 60-69 km/h

5 = 70-79 km/h

6 = 80 km/h, and above

8 Cont'd

30. The stopping distance increases exponentially, with an increase in vehicle speed. This creates a potential safety risk to the cyclist or pedestrian, as identified in the opening statement of objectives, and the comment relating to alertness /reaction time. Waimairi School scored two in this category.

Motor Vehicle Volume

31. Assessment of the average daily total, where:

0 = below 3,000 vehicles
1 = 3,000-4,000 vehicles
2 = 4,000-6,000 vehicles
3 = 6,000-8,000 vehicles
4 = 8,000+ vehicles

32. In Christchurch, the traffic volume during the morning peak traffic hour, when school children are arriving at school, is typically 10% of the daily traffic volume. For example, a road with 6,000 vehicles per day, will have about 600 vehicles per peak morning hour, or one vehicle every six seconds, on average, passing the school when children are arriving. These volume rates give an indication of the level of road use activity at the critical time and the relative difficulty of gap selection etc. Waimairi School scored four in this category.

Level of Crossing Activity

33. Assessment of school related road crossing activity, numbers and duration, where:

0 = usually zero pedestrians ie dropped off by car or do not need to cross the roadway.
1 = low 1-19 school pedestrians
2 = medium 20-50 school pedestrians
3 = high above 50 school pedestrians

34. Where there is relatively low activity, school staff can generally manage children crossing the roadway. Waimairi School scored three in this category.

Road Status

35. Assessment of the road network classifications, where:

1 = Local
2 = Collector
3 = Minor Arterial
4 = Major Arterial

36. The status of the road provides an indication of the general awareness of passing motorists. For example, a local road generally has motorists who live locally with a high awareness of the road environment outside the school. A major arterial road may have a significant number of motorists passing, who are on a longer journey, with no local knowledge of the road environment. Waimairi School scored three in this category.

Community Interest

37. An issue to be addressed is the level of community involvement and sensitivity, where a score of zero indicates no community concern raised to Council, to a score of 4 which reflects substantial community lobbying, ie political involvement and meetings held. Waimairi School scored three in this category.

8 Cont'd

THE OPTIONS

Option 1

38. There are two options; the preferred option is to install a temporary 40 kph speed limit using electronic and static signage that operates during the daily opening and closing periods of Waimairi School.

Option 2

39. Maintain the status quo and do nothing.

ASSESSMENT OF OPTIONS

The Preferred Option

40. Waimairi School using the above criteria ranks third in the present school prioritisation. As this section of Blighs Road about to be reconstructed it has been deemed prudent by Council staff to install the Waimairi School zone as part of the reconstruction to prevent the digging up of newly sealed footpaths in the near future and to save costs.

	Benefits (current and future)	Costs (current and future)
Social	Improved pedestrian safety for school children.	Nil.
Cultural	Nil.	Nil.
Environmental	Nil.	Additional roadside signage.
Economic	Nil	Capital expenditure and maintenance.

Extent to which community outcomes are achieved:

Primary alignment with community outcome *“Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life”* by providing a safe transportation network.

Impact on the Council’s capacity and responsibilities:

No impact

Effects on Maori:

It is considered that there are no effects on Maori.

Consistency with existing Council policies:

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

Views and preferences of persons affected or likely to have an interest:

All affected parties have been contacted and all responses indicated support of the proposal.

Other relevant matters:

Nil.

8 Cont'd

Maintain the Status Quo

41. Maintaining the status quo or doing nothing will achieve nothing for the community. The Waimairi School has requested that something be done to lower vehicle speeds on this section of Blighs Road when school children are crossing the road. To do nothing will maintain a possibly hazardous situation.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Potential for pedestrian crossing crashes with time.
Cultural	Nil	Nil
Environmental	Nil	Nil
Economic	No capital expenditure or on going maintenance costs.	Nil
<p>Extent to which community outcomes are achieved:</p> <p>Maintaining the status quo is not aligned to any Community Outcomes.</p> <p>Impact on Council's capacity and responsibilities:</p> <p>No impact</p> <p>Effects on Maori:</p> <p>It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies:</p> <p>Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004 and conflicts with the objectives of the asset management plan.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Given that feedback in support was received for the option distributed for public consultation it is considered that there is some support for not maintaining the status quo.</p> <p>Other relevant matters:</p> <p>Nil.</p>		

9. IPC ATHLETICS WORLD CHAMPIONSHIPS

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Recreation and Sports Manager
Author:	Kevin Collier, Sports Services Manager

PURPOSE OF REPORT

1. The purpose of this report is to consider Council support for Christchurch to host the IPC Athletics World Championships in Christchurch in 2010.

EXECUTIVE SUMMARY

2. The IPC (International Paralympics Committee) Athletics World Championships are to be held in 2010. The games are the second largest single sport paralympic event in the world.
3. It is important to recognise the significance of this event. This is a major world-wide sporting event and one of the largest sporting events that Christchurch and New Zealand will be able to host. The Creating Strong Communities Portfolio Group has considered this event and supports it proceeding to the Council due to the event's significance and economic return to the city.
4. An expression of interest has been lodged by a local organising committee to host the games in Christchurch and after consideration by the IPC Christchurch, along with Barcelona, Spain has been invited to submit a formal bid to the IPC to host the games. This bid must be with the IPC by the end of June 2007.
5. It is proposed to hold the games over a 10 day period at QEII stadium in late January to early February 2010. The event will include up to 1,300 athletes, 900 officials and 200 media with an estimated economic impact to the city of over \$10 million.
6. In 1974 the city made a major investment to construct QEII stadium for the hosting of the 1974 Commonwealth Games – an event of monumental significance to the city. In more recent years the Christchurch City Council has invested over \$25 million to upgrade QEII partly in order to once again host events of the significance to the city that the Commonwealth Games were then – the 2010 IPC Athletics World Championships is just such an event.
7. In order to host the games a significant financial investment is required for the promotion, operation and upgrading of infrastructure for the games. Central to this investment is the need to construct a second athletics track for athlete warm-up as a requirement to be able to hold the competition.
8. In order to meet the minimum requirements for a bid document, confirmation of support including a financial commitment is required from Christchurch City Council to be included with support from other agencies in the final bid document.
9. The event will cost approximately \$3.5 million to hold, excluding any additional infrastructure upgrade or improvements. Given the size, cost, international exposure and \$10 million economic impact of the event for the city it is recommended that Council commit \$500,000 towards the event in 2009/10.

FINANCIAL IMPLICATIONS

10. The organising committee will assume all financial risk for the event and is working with other major funding agencies to secure additional funding commitments. The total operational budget for the event is approximately \$3.5 million and initial indications from the major local and national stakeholders are very positive. It is recommended that any Council support be conditional upon the organising committee securing sufficient additional third party funding to run a successful world-class sports event.
11. The IPC itself will also contribute up to 35% of the event cost to a maximum of 1 million Euros. This, however, is limited to the event itself and cannot be used for infrastructure purposes.

9 Cont'd

12. It is recommended that the Council support a bid to host the IPC Athletics World Championships in Christchurch to the total value of \$500,000. This figure is based on what would be a reasonable contribution towards the total cost of the event, expected contributions from other parties, the degree of alignment with the Council's sports and events strategies and the expected economic return of \$10 million in hosting the event.
13. The recommended amount of \$500,000 also follows a 1:20 ratio of Council investment to economic benefit which is a common benchmark for local authority investment in events.
14. It is recommended that the Council agree to provide support of \$500,000 to host this event. Should the Council agree to provide this level of support the funding would have to be provided in the 2009/10 budget. The following options have been identified as ways to allocate this funding:
 - (a) Use the existing Council events budget. However this is currently oversubscribed and may remain so into the future.
 - (b) Allocate funding from the community and civic component of the Capital Endowment Fund for the 2009/10 financial year.
 - (c) Allocate an additional sum of money in the 2009/19 LTCCP as a one off item.
15. Financial advice is that it is a legitimate request to ask the Council to commit this sum from a future LTCCP. The implication of doing this is that this sum must then be treated as committed expenditure in the 2009-19 LTCCP process.

LEGAL CONSIDERATIONS

16. By approving funding from the 2009/10 budget to support this event as recommended, the Council will be expected to honour this commitment to the event provided all conditions imposed on the funding are met.

ALIGNMENT WITH LTCCP, ACTIVITY MANAGEMENT PLANS AND STRATEGIES.

17. Support and hosting of major international events of this type have complete alignment with the LTCCP, the Community Outcomes, the Council's Events Strategy, the Recreation and Sport Policy and the Physical Recreation and Sports Strategy.

Legacy Benefits

18. A key rationale for pursuing this event is that there are good opportunities to use the event as a catalyst to boost the profile and participation levels in athletics and other sport for people with disabilities, athletics in general and sport overall. Christchurch is considered a world leader in provision of services for people with disabilities. The awarding of the World Leisure Innovation Award for the Southern Centre Multi-sensory Unit at QEII in 2006 by the World Leisure Organisation is recent testament to this.
19. An event of the magnitude of the IPC Athletics World Championships will not only showcase what Christchurch is doing in this field but will provide numerous opportunities to learn from others from around the world to ensure we continue to stay at that leading edge well into the future.

CONSULTATION FULFILMENT

20. N/A.

9 Cont'd

STAFF RECOMMENDATION

It is recommended that:

- (a) The Council support a bid for Christchurch to host the IPC Athletics World Championships in 2010.
- (b) The Council commit \$500,000 in the 2009/10 financial year for this event.
- (c) The funding be conditional upon the securing of sufficient alternative funding by the organising committee from other external sources to cover the operation of the event.
- (d) The anticipated economic benefit to the city of at least \$10 million be verified by an independent feasibility study.
- (e) This funding be applied solely to areas that will maximise the positive legacy to Christchurch in hosting this event.

9 Cont'd

BACKGROUND

21. The International Paralympic Committee (IPC) is the global governing body of the Paralympic Movement. The IPC organises the Summer and Winter Paralympic Games, and serves as the International Federation for 13 sports, for which it supervises and co-ordinates the World Championships and other competitions. The IPC is an international non-profit organisation formed and run by 162 National Paralympic Committees (NPCs) from five regions and four disability specific international sports federations (IOSDs). The IPC Headquarters and its management team are located in Bonn, Germany.
22. The IPC Athletics World Championships are held once every four years and involve:
 - 1,300 athletes
 - 700 to 900 national team officials
 - Estimated 200 media
 - An estimated economic impact to the city of \$10 million plus
23. The 2010 event will be the last time that the championships will be held as a stand-alone event. From 2014 onwards they will be combined with the Athletics World Championships and in this format will be outside the capacity of a city the size of Christchurch to hold.
24. With this in mind the IPC raised the bar in their expectations of standards for hosting the Athletics World Championships at the past event and has done so again for the 2010 event. This is evidenced by the requirement to have a full IAAF accredited warm-up track adjacent to the competition track and is also apparent in many other aspects of the event as indicated in their comprehensive bid and contract documentation.
25. This is not the first time Christchurch has put a bid in for the Championships. Christchurch lost out to Assen, Netherlands for the right to host the 2006 event and it is considered that one of the reasons the bid was lost was because of a lack of ability to show a firm financial commitment from the relevant partners in the bid.

Event Impact

26. A conservative estimate of the total number of competitors, officials and media expected into the city for the event will be 2,200. Tourism New Zealand figures quote the average spend per international visitor in 2006 at \$2,900. Using these figures and a generally accepted multiplier effect for the impact of this spend the total economic impact for the event will be around \$10,000,000.
27. International exposure for the event will be significant with 200+ media representatives expected to travel to Christchurch for the event and world wide television and media coverage.

Existing Capacity to Host

28. Christchurch as a city has the capacity to host the event and for the most part QEII has the required facility infrastructure except the provision of a second track located adjacent to the main competition track for athletes' warm-up. A second track would need to be constructed in time for the event to meet minimum requirements for hosting.
29. Initial cost estimates for a warm-up track range from \$725,000 for an asphalt track to \$1.5 million for an all-weather rubber-surfaced track. The International Paralympics Committee will commit a large amount of funding towards the event itself but this is not to be allocated to capital development of the host facility. It is therefore the responsibility of the host city to ensure the venue meets IPC and IAAF requirements.

9 Cont'd

30. It would be fair to say that at this stage the construction of a new track is the major hurdle to overcome in securing this event. Should the Council commit to this event It is likely that its financial contribution would be best placed into the building of the required warm-up track. Obviously additional funding from outside sources would also be required to complete this aspect of the project.
31. Whilst current demand indicates there is not an immediate need for a second athletics track at QEII there is an opportunity to construct an additional warm-up track for the event in such a way as to leave a positive legacy for QEII and for the city.
32. The timing of the IPC Athletics World Championships in 2010 will also provide a great opportunity to prepare, test and fine tune plans for the city's preparation for hosting the Rugby World Cup in 2011. There are many organisational and logistical aspects which are common to both events and from which the experiences gained from hosting the IPC Athletics World Championships can be applied to the Rugby World Cup in 2011 to ensure that Christchurch is in the best possible position to maximise that opportunity.

THE OPTIONS

Option 1

33. Decline to support the event bid.

Option 2

34. Support the event bid but without any financial commitment.

Option 3

35. Support the event bid with a financial commitment of a total of \$500,000.

Option 4

36. Support the event bid with a lesser financial commitment.

THE PREFERRED OPTION

37. Option 3 is the preferred option.

9 Cont'd

ASSESSMENT OF OPTIONS

Preferred Option

Option 3: Support the event bid with a financial commitment of a total of \$500,000

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> Increased awareness of issues involving people with disabilities. Enhanced opportunities for people with disabilities. Reduced barriers to participation in sport and recreation. Increased participation rates in sport and recreation across all communities. Enhanced feeling of wellbeing. Alignment to Councils commitment to high performance sport. 	<ul style="list-style-type: none"> Some social costs may occur through loss of public access to QEII facility during the event. Possible minor disruptions to citizens regarding transport infrastructure during event.
Cultural	<ul style="list-style-type: none"> Increased feeling of ethnic diversity from hosting visitors from other countries. Opportunity to showcase our city and NZ heritage. 	<ul style="list-style-type: none"> None
Environmental	<ul style="list-style-type: none"> Opportunity to showcase aspects of Christchurch's environmental successes worldwide. Opportunity to showcase Christchurch events as "green" events. Alignment to QEII concept plan. 	<ul style="list-style-type: none"> None
Economic	<ul style="list-style-type: none"> Estimated \$10 million of economic benefit to the city. Generation of additional full-time equivalent jobs from flow on effect of spending. Enhanced international exposure for Christchurch leading to additional visitors and increased visitor spending. Large financial return on investment. 	<ul style="list-style-type: none"> Requires major financial commitment from Council.
<p>Extent to which community outcomes are achieved: See main report.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>There will be a need to commit significant financial and human resource into the hosting of this event and in the preparation period immediately prior. This will require a commitment of resources from various Council units for a period of time. A positive of this required commitment is that this event will be a timely opportunity for the city to prepare for hosting the Rugby World Cup in 2011.</p> <p>Effects on Maori:</p> <p>NA.</p> <p>Consistency with existing Council policies:</p> <p>Strong alignment with existing Council policies. See main report.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>The event bid is supported by SPARC, Major Events New Zealand, Parafed Canterbury, Parafed NZ and many of the other major stakeholders (Red Bus, Major Accommodation Providers etc) have expressed their support for and confidence in Christchurch's ability to host this event. The IPC has expressed its desire for Christchurch to host the games by inviting a bid from the city.</p>		

9 Cont'd

Option 1: Decline to support the event bid

	Benefits (current and future)	Costs (current and future)
Social	None. Status quo (the bid will not go ahead)	Loss of opportunity to provide benefits as listed in the preferred option.
Cultural	None. Status quo (the bid will not go ahead)	Loss of opportunity to provide benefits as listed in the preferred option.
Environmental	None. Status quo (the bid will not go ahead)	Loss of opportunity to provide benefits as listed in the preferred option.
Economic	No additional Council spending required.	Loss of opportunity to provide benefits as listed in the preferred option.
<p>Extent to which community outcomes are achieved:</p> <p>None. Status quo.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>None.</p> <p>Effects on Maori:</p> <p>None.</p> <p>Consistency with existing Council policies:</p> <p>Not inconsistent with existing policies but will not assist in achieving implementation of policies.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Many local, national and international organisations have invested time and in some cases financial resources to advance this project to this stage. There will be major disappointment if the Council does not support this bid as it will not go ahead without Council support.</p> <p>Other relevant matters:</p> <p>If there is no indication of Council financial support for this event the bid will not go ahead.</p>		

9 Cont'd

Option 2: Support the event bid but without any financial commitment

	Benefits (current and future)	Costs (current and future)
Social	None. Status quo (the bid will not go ahead)	Loss of opportunity to provide benefits as listed in the preferred option.
Cultural	None. Status quo (the bid will not go ahead)	Loss of opportunity to provide benefits as listed in the preferred option.
Environmental	None. Status quo (the bid will not go ahead)	Loss of opportunity to provide benefits as listed in the preferred option.
Economic	No additional Council spending required.	Loss of opportunity to provide benefits as listed in the preferred option.
<p>Extent to which community outcomes are achieved:</p> <p>None. Status quo.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>None.</p> <p>Effects on Maori:</p> <p>None.</p> <p>Consistency with existing Council policies:</p> <p>Not inconsistent with existing policies but will not assist in achieving implementation of policies.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Many local, national and international organisations have invested time and in some cases financial resources to advance this project to this stage. There will be major disappointment if the Council does not even support this bid as it is unlikely to go ahead without Council financial support.</p> <p>Other relevant matters:</p> <p>If there is no indication of Council financial support for this event the bid will not go ahead.</p>		

9 Cont'd

Option 4: Support the event bid with a lesser funding commitment

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> • Increased awareness of issues involving people with disabilities. • Enhanced opportunities for people with disabilities. • Reduced barriers to participation in sport and recreation. • Increased participation rates in sport and recreation across all communities. • Enhanced feeling of wellbeing. 	<ul style="list-style-type: none"> • Some costs may occur through loss of access to QEII facility during the event. • Minor disruptions to citizens regarding transport during event.
Cultural	<ul style="list-style-type: none"> • Increased feeling of ethnic diversity from hosting visitors from other countries. • Opportunity to showcase our city and NZ heritage. 	<ul style="list-style-type: none"> • None
Environmental	<ul style="list-style-type: none"> • Opportunity to showcase aspects of Christchurch's environmental successes worldwide. • Opportunity to showcase Christchurch events as "green" events. 	<ul style="list-style-type: none"> • Temporary loss of Greenspace area at QEII park for warm-up track.
Economic	<ul style="list-style-type: none"> • Compared to the preferred and recommended option this option would reduce the financial outlay required by Council. • Estimated \$10 million of economic benefit to the City. • Generation of additional full-time equivalent jobs from flow on effect of spending. • Enhanced international exposure for Christchurch leading to additional visitors and increased visitor spending. • Increased financial return on investment compared to Option 3. 	<ul style="list-style-type: none"> • Requires major financial commitment from Council. • Increased risk of event not going ahead due to additional pressure on organisers to find additional funding.
<p>Extent to which community outcomes are achieved:</p> <p>See main report.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>There will be the need to commit significant financial and human resource into the hosting of this event and in the preparation period immediately prior. This will require a commitment of resources from various Council units for a period of time. A positive of this required commitment is that this event will be a timely opportunity for the city to prepare for hosting the Rugby World Cup in 2011.</p> <p>Effects on Maori:</p> <p>NA.</p> <p>Consistency with existing Council policies:</p> <p>See main report.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>The event bid is supported by SPARC, Major Events New Zealand, Parafed Canterbury, Parafed NZ and many of the other major stakeholders (Red Bus, Major Accommodation Providers etc) have expressed their support for and confidence in Christchurch's ability to host this event. The IPC has expressed its desire for Christchurch to host the games by inviting a bid from the city.</p>		

10. CORRECTION OF MINOR ERRORS IN THE CITY PLAN AND BANKS PENINSULA PROPOSED DISTRICT PLAN

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Environmental Policy and Approvals Manager
Author:	David Punselie

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council correct minor errors in the City Plan and an error in the Banks Peninsula Proposed District Plan.

EXECUTIVE SUMMARY

2. A number of minor errors have been identified in the City Plan. Many of these errors have come about as a result of Court or Council decisions. These decisions may, for example, have rezoned some land but not all the consequential changes to plan provisions necessary to give effect to the decision were identified. Other errors are the result of minor mapping errors or arise from amendments made to the Resource Management Act 1991.
3. A minor mapping error has also been identified in the Banks Peninsula Proposed District Plan.
4. The Resource Management Act 1991 allows the Council to alter its plans where the alteration is of minor effect, or to correct minor errors.

FINANCIAL IMPLICATIONS

5. There are no financial implications in correcting the minor errors identified in the table attached to this report.

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

6. Covered by existing unit budgets.

LEGAL CONSIDERATIONS

7. Correcting minor errors in District Plans is provided for in the Resource Management Act 1991. Clause 16(2) of the First Schedule to the Act provides that a local authority may make an amendment, without further formality, to a proposed plan to alter any information, where such an alteration is of minor effect, or may correct any minor errors.
8. Clause 20A of the First Schedule to the Act provides that a local authority may amend, without further formality, an operative policy statement or plan to correct any minor errors

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

9. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with City Plan Activity Management Plan.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. Not applicable.

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

12. Not applicable.

10 Cont'd

CONSULTATION FULFILMENT

13. No consultation is necessary. The recommendation seeks approval to correct minor errors in statutory plans. The relevant provisions in the Resource Management Act allow the Council to make such corrections "without further formality".

STAFF RECOMMENDATION

It is recommended that the Council, without further formality:

- (a) Correct an error in the Banks Peninsula Proposed District Plan, pursuant to clause 16(2) of the First Schedule to the Resource Management Act 1991 by making the amendment set out in the table attached to this report.
- (b) Correct errors in the City Plan, pursuant to Clause 20A of the First Schedule to the Resource Management Act 1991, by making the amendments set out in the table attached to this report.

11. FESTIVAL AND EVENTS FUNDING 2007/08 AND 2008-2010

General Manager responsible:	Acting General Manager Public Affairs, DDI 941-8637
Officer responsible:	Events Development Manager
Author:	Jo Naish

PURPOSE OF REPORT

1. This report presents the recommended funding programme for festivals and events in Christchurch and Banks Peninsula, for 2007/08 and up to 2010.

EXECUTIVE SUMMARY

2. The Council has made provision for the funding of festivals and events produced in-house, and externally in the 2007/08 Draft Annual Plan. In total this commitment is \$2,153,465 of direct funding.
3. Funding recommendations made in this report have been analysed by staff and the Council at three Council seminars. They are for Major, Metropolitan Community and Small Community Event and Festival applications, totalling \$1,793,465.
4. In addition to the funding recommendations presented in this report funding for 'icon' events was confirmed on 5 April 2007 at \$360,000 taking the total direct funding commitment to \$2,153,465.
5. Funding recommendations have been based on achieving the vision and objectives of the Christchurch Events Strategy, which was adopted in December 2007.
6. In line with the Events Strategy, some decisions have been made for three years to ensure development of the event.

FINANCIAL IMPLICATIONS

7. The funding of \$2,153,465 is part of the 2007/08 Draft Annual Plan, and while events can be ratified to be included in the final list the funding cannot be confirmed until after the adoption of the draft Annual Plan at the 28 June Council meeting.
8. The Draft Plan currently indicates the following funding:
 - \$1,793,465 from rates,
 - An additional \$360,000 for two years from the Capital Endowment Fund

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

9. Funding is aligned with the LTCCP with additional funding being provided via the Civic and Community portion of the Capital Endowment Fund, to ensure the purchasing power of Events is maintained over the next two years.

LEGAL CONSIDERATIONS

10. All funding will be delivered with a sponsorship agreement to secure mutual benefits for the Council and the event supplier.

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

11. Yes – new contracts are being developed to ensure that some events are secured for at least a three year term.

11 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Events funding aligns with the following Community Outcomes:

- A Safe City
- A city of Inclusive and Diverse Communities
- A Prosperous City
- A Healthy City
- A City for Recreation, Fun and Creativity
- An attractive and well designed city

13. There are also many Marketing KPIs in the Marketing Unit's Activity Management Plans.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. Yes

ALIGNMENT WITH STRATEGIES

15. Events Strategy, Visitor Strategy

Do the recommendations align with the Council's strategies?

16. Yes

CONSULTATION FULFILMENT

17. No consultation was required. However, all applications were consulted on with the Council. Event suppliers who wished to consult on their application were given an opportunity to discuss their applications with staff.

STAFF RECOMMENDATION

It is recommended that the Council ratify the funding allocations proposed in Schedule A

BACKGROUND (THE ISSUES)

18. Schedule A (attached) shows the recommendations for funding. Most of the event providers will be contracted for three years under a sponsorship agreement. This means that in return for Council funding, they will need to provide the Council with benefits, such as signage at the event and other leveraging activity. Some events rely on funding from the CEF fund, which is not in the current LTCCP, and these events are only guaranteed funding provided they perform, for two years. Other events may only be contracted for one year, depending on the possible future development of that event.

19. International sports bids will continue to be made by the Recreation and Sports Unit.

20. The 'Events Seeding' budget from 2006/07 has been incorporated in the overall budget. All previous commitments from this budget will be honoured for their contracted term.

**12. REVIEW OF WASTE HANDLING FACILITIES BYLAW 2005:
ALTERATION TO MEMBERSHIP OF HEARINGS PANEL**

General Manager responsible:	General Manager City Environment Group, DDI 941-8656
Officer responsible:	City Water and Waste Manager
Author:	Zefanja Potgieter

PURPOSE OF REPORT

1. The purpose of this report is to seek the appointment of a replacement for Councillor Buck on the three member Hearings Panel appointed to assess submissions on proposed changes to the Waste Handling Facilities Bylaw 2005.

EXECUTIVE SUMMARY

2. On 5 April 2007 the Council appointed Councillors Buck, Condon and Shearing as the three member Hearings Panel to assess submissions on the proposed changes to the Waste Handling Facilities Bylaw 2005. Submissions closed on 23 May and there is a submission from Meta NZ. Councillor Buck is a Trustee of Terranova which is the sole shareholder in Meta NZ.

FINANCIAL IMPLICATIONS

3. None.

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

4. Not applicable.

LEGAL CONSIDERATIONS

5. Approved by Legal Services Manager.

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

6. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. Not applicable.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

8. Not applicable.

ALIGNMENT WITH STRATEGIES

9. Not applicable.

Do the recommendations align with the Council's strategies?

10. Not applicable.

CONSULTATION FULFILMENT

11. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council appoint a replacement for Councillor Buck on the Waste Handling Facilities Bylaw 2005 Review Hearings Panel.

**13. REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD:
MEETING OF 16 MAY 2007**

Attached.

**14. REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD:
MEETING OF 16 MAY 2007**

Attached.

**15. REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD:
MEETING OF 7 MAY 2007**

Attached.

**16. REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD:
MEETING OF 15 MAY 2007**

Attached.

17. NOTICES OF MOTION

18. QUESTIONS

19. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.