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**13. 12. 2005**

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**1. APOLOGIES**

**2. CONFIRMATION OF THE PREVIOUS MEETING, 3- NOVEMBER 2005**

The report of the Riccarton/Wigram Community Board meeting of 30 November 2005 has been circulated to members.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the Riccarton/Wigram Community Board meeting of 30 November 2005, as circulated, be taken as read and confirmed.

**3. DEPUTATION BY APPOINTMENT**

**3.1 WANDA SHAW, 75 BARTERS ROAD – NOISES EMANATING FROM RUAPUNA PARK/RACEWAY/SPEEDWAY**

On behalf of some of the residents of Hasketts Road and Barters Road, Wanda Shaw wishes to address the Board on the noises emanating from the Ruapuna Park/Raceway/Speedway, and to discuss associated health issues.

The Environmental Services Unit has initiated a comprehensive noise monitoring programme at Ruapuna; this commenced in mid-October 2005 and will carry through until early March 2006.

**4. RESIDENTS' ASSOCIATION UPDATE**

As previously agreed by the Board, time is being allocated at Board meetings for Residents' Association representatives to address the Board on local matters.

David Robertson and Bill Kingston of the

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4. The south western end of Foremans Road has an existing speed limit of 80 km/h. The speed limit on Foremans Road has recently been reviewed, and a report will be presented to the Riccarton/Wigram Community Board and Council to consider a speed limit change, using the Land Transport Rule Setting Speed Limits 2003 and the Christchurch City Speed Limit Bylaw 2005, in the next round of speed limit changes. This is likely to be early in 2006.

**BACKGROUND ON STATE HIGHWAY 1 MAIN SOUTH ROAD FROM PARKER STREET/SEYMOUR STREET INTERSECTION TO MARSHES ROAD/BARTERS ROAD INTERSECTION – PROPOSED SPEED ZONE OF 70KMPH**

5. The following is the request received from Transit NZ.

*“Transit NZ propose to consider the installation of a 70 kph speed zone on State Highway 1 Main South Road from Parker/Seymour Street intersection to Marshes/Barters Road intersection as part of Network Safety Coordination project. A safe and appropriate operating speed limit based on road environment is to reduce the number of road fatalities. In addition, speed zoning will improve the economic efficiency by reducing costs associated with accidents and fuel.*

*The section of SH1 from Parker/Seymour Street intersection to Marshes/Barters Road intersection (RS 1S RP 347/0.887 – RP 347/2.760) has been assessed based on Land Transport NZ’s draft document “The New Zealand Speed Zoning Policy, Version 0.4.0, February 2005”.*

*This is an 1873 metre flat 2-lane road with a posted speed limit of 80 kph. The adjoining speed limits are 50 kph to the North (Hornby) and 70 kph to the South (Templeton).*

*There were 52 crashes including 1 fatal 5 serious and 15 minor injury crashes in the last 5 years. The crash rate from CAS did not show the speed related problem in this section directly. However the highway patrol police, RTA and the safety coordinators from CCC and Ecan indicated there was a number of speed-related problems on this area and strongly recommended the reduction of a speed limit during the Network Safety Coordination workshop held on 12 July 2005.*

*The speed survey showed that the upper and lower 85th percentile speeds were 78 Kph and 68 Kph respectively and the average speed was 72.3 Kph. This supports a speed limit of 70 Kph based on Figure 3 of the New Zealand Speed Zoning Policy and Table SLNZ3 of Setting of Speed Limits 2003.*

*From the rating survey using the Land Transport NZ analysis method, the average speed zone rating (SZR) is calculated to 31, which indicates a speed limit of 80 Kph. There are several reasons for the low rating score on this length. This section is designated limited Access Road (LAR) highway, so there is minimal frontage development giving lower rating score. A change in speed is relatively small over a short section of the road considering the lower possibility of the driver losing control. However, the traffic volume including the vulnerable users is significantly high (over 24,000 of adjusted AADT) on this section implying the high potential crash, but the maximum volume rating is limited to 3 when the AADT is higher than 10,000.*

*As it mentioned earlier, it has identified perceptive speed-related safety problems on this section. The 42% of crashes were caused by vehicles following too close to vehicles resulting a number of rear end crashes when approaching to the Parker St/Seymour St intersection from Templeton. Once Halswell Junction Rd intersection is upgraded with traffic signals, it would have a high potential rear end crash with the current operation speed. Therefore, changing the speed limit from 80 Kph to 70 Kph will reduce the stopping distance for drivers thereby reducing the potential rear crash through this section.*

*Repeater sign would be placed throughout the length of the speed zoning according to the Speed Zoning Policy to remind motorists of the prevailing speed limit”.*

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**FINANCIAL AND LEGAL CONSIDERATIONS**

6. Financial costs will be met by Transit NZ for the proposed Speed Zone installation work.
7. The Land Transport NZ draft document, "The New Zealand Speed Zoning policy, version 0.4.0 February 2005" and the Land Transport Rule Setting of Speed Limits 2003.

**STAFF RECOMMENDATION**

That the Board recommend to Council that it supports Transit NZ's proposal to change the speed limit from 80 to 70 km/h on State Highway 1, Main South Road in the area between Parker/Seymour Street intersection and Marshes/Barthers Road intersection.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**6. NEW BUS SHELTER LOCATION**

<b>General Manager responsible:</b>	General Manager, City Environment
<b>Officer responsible:</b>	Don Munro, Transport & City Streets Unit Manager
<b>Author:</b>	Debbie Hunt, Project Coordinator, DDI 941-8707

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval on locations for new bus shelters.

**BACKGROUND**

2. In 1998 a joint initiative between Environment Canterbury and the Christchurch City Council saw the development of the Public Passenger Transport Strategy (1998). The strategy sets out a programme of improvements designed to dramatically improve public transport services in Christchurch. Among other things, these improvements include a target of 500 bus shelters to be installed by June 2006.

**BUS SHELTERS**

3. Under s339 of the Local Government Act (1974), the Council has the right to erect a shelter on footpaths of any road subject to a number of considerations. One of these considerations is giving a formal notice to the occupier and owner of land likely to be affected by the erection of the shelter, and giving them an opportunity to formally object.
4. The options available to the Board are to either approve the locations and give staff the approval to issue the formal notice to the owners and occupiers of the properties, or to decline

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Location	Owner/Occupier Approval	Owner/Occupier Objection
27 Amyes Road	✓	
38 Amyes Road		✓
87 Amyes Road		✓
Main South Road (Riccarton High School)	✓	
Main South Road (Riccarton Primary School)	✓	
School Road (Halswell Primary School)	✓	
99 Yaldhurst Road	✓	
153 Yaldhurst Road	✓	

**FINANCIAL AND LEGAL CONSIDERATIONS**

6. Should the site be approved, it will be offered as a suitable location for an Adshel shelter. If accepted, there would be no cost to the Council. If Adshel do not accept the site, then the cost to the Council would be \$10,000 which will be met within existing budgets.
7. Under s339 of the Local Government Act (1974), the Council may erect on the footpath of any road a shelter for use by intending public-transport passengers or taxi passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road.
8. The Council is required to give notice, in writing, to the occupier and owner of the property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.

**STAFF RECOMMENDATIONS**

It is recommended that the Community Board:

- (a) Approve the installation of bus shelters at the following bus stops where approval has been gained from the owner and occupier:
  - (i) 27 Amyes Road
  - (ii) Main South Road (Riccarton High School)
  - (iii) Main South Road (Riccarton Primary School)
  - (iv) School Road (Halswell Primary School)
  - (v) 99 Yaldhurst Road
  - (vi) 153 Yaldhurst Road
- (b) Authorise staff to issue the appropriate notices in terms of s339 of the Local Government Act (1974) to 38 and 87 Amyes Road.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be adopted.

**7. RICCARTON TRAFFIC ISSUES – AROUND WESTFIELD MALL**

<b>General Manager responsible:</b>	General Manager, City Environment
<b>Officer responsible:</b>	Don Munro, Transport & City Streets Unit Manager
<b>Author:</b>	Barry Cook, Acting Team Leader, Network Operations, DDI 941 8938 Jeff Owen, Senior Traffic Engineer, DDI 941 8971

**PURPOSE OF REPORT**

1. The purpose of this report is to update the Board on the outcomes of the Board seminar and public meeting held in September and October 2005 on traffic issues around the Westfield Mall. The Board's approval is also sought for the installation and funding of two islands.

**EXECUTIVE SUMMARY**

2. For some months, officers have been investigating a number of traffic concerns identified by the Central Riccarton Residents Association and other traffic issues around Westfield Mall.
3. Staff from the Transport and City Streets Unit gave a comprehensive (PowerPoint) presentation to a Board Seminar (28 September 2005) on the catchment area, specifically identifying individual sites. The Board received the information, gave feedback, and then agreed to facilitate a public meeting. The public meeting was held on Monday 17 October 2005, in the Riccarton Community Centre. The same (PowerPoint) presentation that the Board viewed at its seminar was presented to the public meeting. The public meeting was attended by:
  - Julie-Ann Beattie, Westfield Riccarton Centre Manager
  - Mark Sadler, Chairperson of the Central Riccarton Residents Association
  - Keith Derbyshire, immediate past-chairperson of the Central Riccarton Residents Association.
4. Six separate locations were identified to be of concern to the Central Riccarton Residents Association. These were:
  - Riccarton Road/Matipo Street intersection – Pedestrian phasing
  - Rotherham Street, east side entry/exit at Fox and Ferret
  - Clarence Street/Dilworth Street intersection
  - Maxwell Street (between Matipo Street and Division Street)
  - Matipo Street/Maxwell Street intersection
  - Wharenui School (Matipo Street) pedestrian crossing.

**(a) RICCARTON ROAD/MATIPO STREET INTERSECTION**

Conflict at the pedestrian crossing on the east side of the intersection (McDonalds to Kauri Rest home), Riccarton Road. Pedestrians when crossing at this point feel threatened by traffic turning east from Matipo Street (towards the City). The delay is also detrimental to traffic flow. There is a signalled crossing on the west side of this intersection that has no conflict with turning traffic. To resolve the conflict on the east pedestrian crossing it is proposed to remove the eastern pedestrian crossing. The rest home is in agreement with the proposal to remove the eastern pedestrian crossing.

**Public Meeting Outcome**

To remove the eastern pedestrian crossing, but that St Teresa's School be informed (as its children are frequent users).

**Officers' Response**

The removal of the eastern signalised pedestrian crossing is supported and will be pursued by staff who will also liaise with St Teresa's School.

7 Cont'd

(b) **ROTHERHAM STREET, EAST SIDE ENTRY/EXIT AT FOX AND FERRET**

The Residents Association requested that the two on-street car parks (on the east side, immediately to the north of the entry/exit point) be removed. It is perceived that the visibility issue these two vehicles create could reduce safety. Alternative options were the removal of one car park, the construction of a small kerb build-out, better delineation of the footpath/vehicle crossing, or the installation of warning signage. The PowerPoint presentation which included a short video clip of traffic using this entry/exit point, showed that there was no real problem created by these two parked vehicles and in actual fact helped to reduce the approach speed of vehicles, thus improving safety for pedestrians on the footpath.

**Public Meeting Outcome**

To retain the two existing car parks however the entry/exit area from the ROW could be enhanced by speed humps, but this would have to be carried out by the landowners.

**Officers' Response**

The meeting outcome is supported and officers will approach the property owners to discuss traffic calming.

(c) **CLARENCE STREET/DILWORTH STREET INTERSECTION**

Issues here concern exiting from Dilworth Street, turning left and right onto Clarence Street. Suggestion made that Clarence/Peverel be signalised to achieve better flow for Dilworth/Maxwell Street. The Dilworth/Clarence intersection is working well. The proposal to signalise the intersection of Peverel Street and Clarence Street would have an adverse effect on a large number of residential properties.

**Public Meeting Outcome**

To retain current layout.

**Officers' Response**

The meeting outcome is supported by the officers.

(d) **MAXWELL STREET/DILWORTH STREET (BETWEEN MATIPO STREET AND CLARENCE STREET)**

Concerns expressed about speed and volumes, and difficulty for pedestrians to safely cross Maxwell Street and Dilworth Street. It was suggested a 'Zebra' crossing be installed at the existing island east of Division Street. Most are shoppers, including a number of elderly persons. The Power Point presentation showed that pedestrians crossed at various points along the full length of the road and were not making use of the existing pedestrian facilities. The installation of a 'Zebra' crossing can not be supported. However the installation of a pedestrian island between the existing kerb build outs west of Division Street and the extension of the painted median was considered to be a better solution.

**Public Meeting Outcome**

It was the wish of the Transport and Roading Committee to fund an island and associated painted flush median located at the existing kerb build outs. The island would provide a safety refuge for pedestrians and help to slow traffic on Maxwell Street.

The public meeting agreed that funding be requested for the island from the Community Board.



7 Cont'd

**Officers' Response**

The officers supported the meeting outcome and will make the necessary arrangements for the island and markings, subject to the funding of \$7,000 being provided by the Board.

(e) **MATIPO STREET/MAXWELL STREET INTERSECTION**

Difficulties are experienced here for traffic exiting Maxwell Street on to Matipo Street, in both directions. Perhaps some road lane markings on Maxwell Street here could be of assistance. It was acknowledged that queuing was a regular occurrence, but that this intersection was working well. Also, there is some confusion between traffic indicating to turn left into the Mall and those indicating to turn left into Maxwell Street when coming south on Matipo Street and this was acknowledged. Surveys indicated that the excessive queuing was not a regular occurrence.

In conjunction with the pedestrian safety improvements for Maxwell Street, a short 'Lane Line' at the Matipo Street intersection between the island and kerb will be installed. This will help guide motorist to position their vehicle so both left and right turning movements can be made simultaneously.

**Public Meeting Outcome**

That a short "lane line" be installed in Matipo Street between the island and the kerb.

**Officers' Response**

Officers will make arrangements for the short "lane line" to be installed.

(f) **WHARENUI SCHOOL (MATIPO STREET) CROSSING**

Vehicles travelling south on Matipo Street are "overtaking" queued traffic by using the painted median, in order to turn right into Rex Street or Blenheim Road. The drivers could be unaware of the existence of the Wharenui School patrolled 'Zebra' crossing. This presents a safety concern that can be overcome by installing an island within the flush median. This could be installed north of the crossing or the 'Zebra' crossing removed and a pedestrian island installed with a 'Kea' crossing at school times.

**Public Meeting Outcome**

That an island be installed in the painted flush median north of the 'Zebra' crossing and that a report be presented to the full Board requesting funding for its installation.

**Officers' Response**

The officers will make the necessary arrangements to have the island installed, subject to funding of \$5,000 being provided by the Community Board.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The cost of one Pedestrian Refuge and one Traffic Island is \$12,000.
6. The costs cannot be met by existing budgets within the next three years. The City wide ranking of the two pedestrian islands puts them outside this time frame. These funds are therefore sought from the Board's Project/Discretionary Funds.
7. Land Transport Rules provides for the above.

**7 Cont'd**

**STAFF RECOMMENDATIONS**

It is recommended that the Community Board:

- (a) Receives the information and notes the actions to be carried out in the officers' responses to the traffic issues of concern around the Riccarton Westfield Mall.
- (b) Agree to fund \$7,000 from its Transport and Roothing Committee Project Fund for the installation of a Pedestrian Refuge Island in Maxwell Street .
- (c) Agree to fund \$3,000 from its Transport and Roothing Committee Project Fund, and \$2,000 from its Discretionary Fund, for the installation of a Pedestrian Refuge Island in Matipo Street.

**CHAIRPERSON'S RECOMMENDATION**

That the Committee's recommendations be adopted.

**8. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE  
REPORT OF 28 NOVEMBER 2005 MEETING**

<b>General Manager responsible:</b>	General Manager, Regulation and Democracy Services
<b>Officer responsible:</b>	Lisa Goodman, Community Board Principal Adviser
<b>Author:</b>	Roger Cave, Community Board Secretary, DDI 941-5112

**PURPOSE OF REPORT**

The purpose of this report is to submit the outcomes of the Environment Committee meeting held on Monday 28 November 2005.

The meeting was attended by Neville Bennett (Chairperson), Helen Broughton, Lesley Keast, Peter Laloli, Mike Mora, Bob Shearing and Tony Sutcliffe.

**1. "TOWARDS ZERO WASTE" – DRAFT WASTE MANAGEMENT PLAN**

The Committee gave consideration to the Draft Waste Management Plan.

A majority of members supported a submission on "Option 2: Recycling and Rubbish Wheelie-Bins".

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3. **COMMITTEE RECOMMENDATION**

It is recommended that staff provide a report on the residents' request for a sealed footpath through Rosella Reserve.

**CHAIRPERSON'S RECOMMENDATION**

That the Committee recommendation be adopted.

9. **RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE  
REPORT OF 30 NOVEMBER 2005 MEETING**

<b>General Manager responsible:</b>	General Manager, Regulation & Democracy Services
<b>Officer responsible:</b>	Lisa Goodman, Community Board Principal Adviser
<b>Author:</b>	Roger Cave, Community Board Secretary, DDI 941-5112

**PURPOSE OF REPORT**

The purpose of this report is to submit the outcomes of the Community Services Committee meeting held on Wednesday 30 November 2005.

The meeting was attended by Tony Sutcliffe (Chairperson), Neville Bennett, Lesley Keast, Peter Laloli, Mike Mora and Bob Shearing.

An apology was received and accepted from Helen Broughton.

1. **NEIGHBOURHOOD WEEK 2005**

The Committee was in receipt of a schedule of approved Neighbourhood Week applications. Twenty five grants had been made to local street neighbourhood "get togethers".

The Board had approved project funds of \$4,000, and the total allocated was \$3,970.

The Committee **received** the information.

2. **COMMUNITY ENGAGEMENT ADVISER UPDATE**

Members received an update on the Aquatic Facilities Plan, which was now available for stakeholder consultation.

As the deadline for submissions is 31 December 2005, the Committee agreed that a working party (Tony Sutcliffe, Mike Mora, Peter Laloli and Neville Bennett) meet to prepare a submission, and that it be referred on to the Board meeting of 13 December 2005 for consideration and adoption.

**CHAIRPERSON'S RECOMMENDATION**

That the information be received.

10. **COMMUNITY BOARD FEEDBACK ON THE DRAFT AQUATIC FACILITIES PLAN 2005**

As agreed at the Community Services Committee meeting on 30 November 2005, the working party (Tony Sutcliffe, Mike Mora, Neville Bennett and Peter Laloli) met on Wednesday 7 December 2005 to prepare draft feedback on the plan.

The draft will be tabled at today's meeting for consideration.

## 11. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE REPORT OF 2 DECEMBER 2005 MEETING

<b>General Manager responsible:</b>	General Manager, Regulation and Democracy Services
<b>Officer responsible:</b>	Lisa Goodman, Community Board Principal Adviser
<b>Author:</b>	Roger Cave, Community Board Secretary, DDI 941-5112

### PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 2 December 2005.

The meeting was attended by Mike Mora (Chairperson), Neville Bennett, Helen Broughton, Lesley Keast, Peter Laloli, Bob Shearing and Tony Sutcliffe.

### 1. CURRENT ISSUES

The Committee **received** the tabled information on progress relating to current traffic/street issues in the Riccarton/Wigram area.

In discussion on the Brynley Street/Oakhampton Street traffic issues, the Committee received additional information from staff, and noted that this issue achieved a high Neighbourhood Improvement Works priority ranking. Funding for this work could be secured for 2006/07. The Committee indicated that it could provide some funding support for streetscape enhancement works if the work does receive funding in 2006/07.

A recommendation is recorded in clause 6(a) of this report.

### 2. DEPUTATION BY APPOINTMENT

Mr & Mrs M Hann (on behalf of Mrs J Nolan of 91 and 93 Dunbars Road) were in attendance to express their concern relating to the proposal to place a bus stop outside No. 93 Dunbars Road, and also voice concern at the existing bus stop opposite at (Council-owned) 128 Dunbars Road.

Privacy and property security were of major concern to Mr & Mrs Hann. However, they indicated that an alternative option to relocate the current bus stop at 128 Dunbars Road to a portion further west would be acceptable. If that went ahead, they could support location of the bus stop at 93 Dunbars Road.

### 3. NEW BUS STOP LOCATIONS

The Transport and City Streets Unit had sought the Board's approval for the creation of seven new bus stops, and the removal of six redundant bus stops, five of which are temporary bus stops.

Arising from the deputation, it was **agreed** that staff investigate the possible relocation of the current bus stop at 128 Dunbars Road, and that this be referred directly to the Board meeting on Tuesday 13 December 2005 for consideration.

The Committee was supportive of the requested new bus stops, and the removal of the redundant bus stops. Their recommendations are recorded under clause 6(b) and (c) of this report.

### 4. ROBERTS ROAD – TRAFFIC MANAGEMENT REVIEW

Following the public meeting held on 16 November 2005, the Committee supported the proposed upgrading of the rural threshold site, and that it be undertaken as a maintenance work in the autumn of 2006.

**11 Cont'd**

**5. CAPITAL WORKS PROGRAMME UPDATE**

The Committee **received** the full schedule of capital works.

**6. COMMITTEE RECOMMENDATIONS**

It is recommended that:

- (a) The Community Board promotes the Brynley Street/Oakhampton Street Neighbourhood Improvement Work in 2006/07 as a high priority, and that it consider funding some streetscape enhancement works closer to that time.
- (b) The Community Board approves seven new bus stops in the following locations:
  - (i) On the south side of Dunbars Road commencing at the western boundary of 39 Dunbars Road and extending in a easterly direction for 12 metres.
  - (ii) On the south side of Dunbars Road commencing at the western boundary of 93 Dunbars Road and extending in a easterly direction for 12 metres.
  - (iii) On the south side of Dunbars Road commencing at a point 6 metres from the western boundary of 117 Dunbars Road and extending in a easterly direction of 12 metres.
  - (iv) On the west side of Halswell Road commencing at the northern boundary of 440 Halswell Road and extending in a southerly direction for 12 metres.
  - (v) On the north side of Sedgwick Way commencing at the eastern boundary of 16 Sedgwick Way and extending in a westerly direction for 12 metres.
  - (vi) On the south side of Woodside Common commencing at a point 6 metres from the south western boundary of 1 Woodside Common and extending in a north easterly direction for 12 metres.
  - (vii) On the south side of Woodside Common commencing at the western boundary of 21 Woodside Common and extending in a easterly direction for 12 metres.
- (c) The Community Board approves the removal of six redundant bus stops in the following locations:
  - (i) 47 Dunbars Road
  - (ii) 81A Dunbars Road
  - (iii) 109 Dunbars Road
  - (iv) 8 Woodside Common
  - (v) 436 Halswell Road
  - (vi) 15 Sedgwick Way.

**CHAIRPERSON'S RECOMMENDATION**

- (a) That consideration in respect to recommendation 6(b)(ii) be given upon receipt of staff information on the proposal to move the current bus stop at 128 Dunbars Road in a more westerly direction, as was discussed during the deputation portion of the Committee meeting.
- (b) That the balance of the recommendations be adopted.

**12. MEETING SCHEDULE 2006**

<b>General Manager responsible:</b>	General Manager, Regulation & Democracy Services
<b>Officer responsible:</b>	Lisa Goodman, Community Board Principal Adviser
<b>Author:</b>	Roger Cave, Community Board Secretary, DDI 941-5112

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval of a schedule for the Board's Committee meetings to be held in 2006.

**EXECUTIVE SUMMARY**

2. At its 14 November 2005 meeting, the Board approved a schedule of its meeting dates for 2006, based on the current practice of Board meetings being held on the second Tuesday and fourth Wednesday of each month.
3. Given the Board's 31 August 2005 decision to retain the current Committee structure, a full Committee schedule of meetings is now submitted for consideration.
4. The meeting venue would be the Sockburn Service Centre unless otherwise agreed (and publicly notified).

**STAFF RECOMMENDATION**

It is recommended that the Community Board adopt the following schedule of meetings for its Environment Committee, Community Services Committee, and Transport and Roading Committee:

<b>Environment Committee – 4.30pm</b>	<b>Community Services Committee – 8.45am (approx)</b>	<b>Transport and Roading Committee – 8.30am</b>
Monday 23 January	Wednesday 25 January	Friday 27 January
Monday 27 February	Wednesday 1 March	Friday 3 March
Monday 27 March	Wednesday 29 March	Friday 31 March
Monday 24 April	Wednesday 26 April	Friday 28 April
Monday 22 May	Wednesday 24 May	Friday 26 May
Monday 26 June	Wednesday 28 June	Friday 30 June
Monday 24 July	Wednesday 26 July	Friday 28 July
Monday 21 August	Wednesday 23 August	Friday 25 August
Monday 25 September	Wednesday 27 September	Friday 29 September
Tuesday 24 October	Wednesday 25 October	Friday 27 October
Monday 27 November	Wednesday 29 November	Friday 1 December

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**13. UPDATE OF BOARD FUNDS**

Attached is a schedule with up-to-date information regarding the Board's 2005/06 Project and Discretionary Funds (this excludes all financial recommendations contained within the agenda), together with a copy of the Objectives.

**CHAIRPERSON'S RECOMMENDATION**

That the information be received.

**14. BOARD MEMBERS' INFORMATION EXCHANGE**

Board Members will have an opportunity to provide updates on community activities/Council issues.

**13. 12. 2005**

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**15. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**

This is an opportunity for the Community Board Principal Adviser to give members an update on various matters of interest.

**16. QUESTIONS FROM MEMBERS (IF ANY HAVE BEEN SUBMITTED IN ACCORDANCE WITH STANDING ORDERS 4.1.1 TO 4.1.5)**