

**FENDALTON/WAIMAIRI COMMUNITY BOARD
AGENDA**

TUESDAY 14 JULY 2009

AT 4.00 PM

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

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

Community Board Adviser
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**PART A - MATTERS REQUIRING A COUNCIL DECISION
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1. APOLOGIES

Sally Buck and Faimeh Burke.

2. CONFIRMATION OF MEETING MINUTES – 1 JULY 2009

The minutes of the Board's ordinary meeting of Wednesday 1 July 2009 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

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

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. PRESENTATION OF PETITIONS

Nil.

14. 7. 2009

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ATTACHMENT TO CLAUSE 2

13. 8. 2009

**FENDALTON/WAIMAIRI COMMUNITY BOARD
1 JULY 2009**

**Minutes of a meeting of the Fendalton/Waimairi Community Board,
held on Wednesday 1 July 2009 at 8am
in the Boardroom, Fendalton Service Centre, corner Jeffreys and Clyde Roads.**

PRESENT: Val Carter (Chairperson), Cheryl Colley, Mike Wall and Andrew Yoon.

APOLOGIES: Apologies for absence were received and accepted from Sally Buck, Faimeh Burke and Jamie Gough.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

Nil.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

Nil.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

7.1 Community Services Awards 2009

The Chairperson, on behalf of the Board, thanked Liz Gualofa, Administration Support Officer, for her excellent work and a very successful Fendalton/Waimairi Community Services Award event held on 25 June 2009 at the Russley Golf Club.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING MINUTES – BOARD MEETINGS OF 16 AND 24 JUNE 2009

The Board **resolved** that the minutes of its ordinary meeting and extraordinary meeting of 16 and 24 June 2009 respectively, be confirmed.

10. ESTABLISHMENT OF A FENDALTON/WAIMAIRI YOUTH DEVELOPMENT SCHEME 2009/10

The Board's approval was sought to set aside \$10,000 from its 2009/10 Discretionary Response Fund for the purpose of establishing a Youth Development Scheme.

The Board **resolved** to:

- (a) Establish a Youth Development Scheme for the 2009/10 year.
- (b) Approve the transfer of \$5,000 from its 2009/10 Discretionary Response Fund to the Fendalton/Waimairi Youth Development Scheme, with the amount to be reviewed after the community grants funding decision, regarding possible changes to Board funding, is made by the Council.

11. APPLICATION TO THE BOARD'S YOUTH DEVELOPMENT SCHEME – KYLEAB ELLIS

The Board's approval was sought for funding from the Board's 2009/10 Youth Development Scheme for Kyleab Ellis to compete in the Australian National Gymnastic Championships.

The Board **resolved** to allocate \$500 from its 2009/10 Youth Development Scheme to Kyleab Ellis to compete in the Australian National Gymnastic Championships in Brisbane in July 2009.

12. APPLICATION TO THE BOARD'S YOUTH DEVELOPMENT SCHEME – REBECCA JURY

The Board's approval was sought for funding from the Board's 2009/10 Youth Development Scheme for Rebecca Jury to compete in the CP Maddern Under 19 Australian Badminton Championships.

The Board **resolved** to allocate \$500 from its 2009/10 Youth Development Scheme to Rebecca Jury to compete in the CP Maddern Under 19 Australian Badminton Championships in Victoria in July 2009.

13. APPLICATION TO THE BOARD'S YOUTH DEVELOPMENT SCHEME – JAMIE PREBBLE AND NICHOLAS PREBBLE

The Board's approval was sought for funding from the Board's 2009/10 Youth Development Scheme for Jamie and Nicholas Prebble to compete in the Inaugural Winter Games.

The Board **resolved** to allocate from its 2009/10 Youth Development Scheme \$200 each to Jamie Prebble and Nicholas Prebble to compete in the Inaugural Winter Games in Central Otago in August 2009.

The meeting concluded at 8.15am.

CONFIRMED THIS 14TH DAY OF JULY 2009

**VAL CARTER
CHAIRPERSON**

5. NOTICES OF MOTION

- 5.1 The following Notice of Motion has been submitted under Standing Order 3.10 by resolution of the Fendalton/Waimairi Community Board at its meeting of 16 June 2009.

“That subject to Standing Order 3.9.15 (Revocation or alteration of resolutions), the Board reconsider its decision made on 19 May 2009 regarding the Hartley Avenue Street Renewal Project, specifically in regard to the number of road narrowings in the section between Normans Road and the Halton Street intersection.”

Note: The Board will only be considering the specific matter of the road narrowings as identified above. All other decisions made regarding the Hartley Avenue Street Renewal Project will stand.

For full details of the Hartley Avenue Street Renewal Project and the Board decision making process, please see the public agendas and minutes of the Fendalton/Waimairi Works, Traffic & Environment Committee meeting of 27 April 2009 and the Fendalton/Waimairi Community Board meeting of 19 May 2009. These can be accessed on the Christchurch City Council website: <http://www.ccc.govt.nz/Council/Agendas/>

BACKGROUND

At its meeting on 16 June 2009 the Board received deputations from Hartley Avenue residents regarding a Board decision with respect to road narrowings as part of the street renewal plan. As a result the Board resolved as follows:

*“The Board **decided**:*

- (a) To reconsider its decision made on 19 May 2009 regarding the Hartley Avenue Street Renewal Project, specifically in regard to the number of road narrowings in the section between Normans Road and the Halton Street intersection.*
- (b) That a Notice of Motion to this effect be presented to the 14 July 2009 Board meeting as outlined in the process for revocation or alteration of resolutions, detailed under Standing Order 3.9.15.*
- (c) To request that staff consult all residents in Hartley Avenue regarding their preference for either of two options for road narrowings in the section between Normans Road and the Halton Street intersection, with the options being:*
 - Option one – only one narrowing near number 31 Hartley Avenue, as approved by the Board on 19 May 2009.*
 - Option two – the recommendation in the original staff report, which was for two narrowings.*
- (d) To request that staff present the results of the consultation, and any further staff comment, in the form of a memorandum as supporting information to the Notice of Motion to be considered on 14 July 2009.”*

A memorandum detailing results of the consultation (refer (d) above) is **attached**.

Christchurch City Council City Environment Group

Memorandum

Date: Tuesday 7 July 2009
From: Peter Barnes (Consultation Leader)
To: Fendalton/Waimari Community Board
Copy to: Euan Gutteridge and Barry Cook

HARTLEY AVENUE (BETWEEN NORMANS ROAD AND HALTON STREET) TRAFFIC CALMING

I am writing this memorandum on behalf of Jennie Hamilton, Consultation Leader for the Hartley Avenue Street Renewal Project.

To assist the Community Board in resolving the matter of the proposed Hartley Avenue traffic calming measures, after hearing conflicting concerns from two separate deputations, residents views have been sought on this matter.

A cover letter, plan and feedback form was delivered to Hartley Avenue residents on 23 June 2009. Residents were asked to indicate their preferred option, given the following two options:

- Option 1: One narrowing with platform near No. 31 Hartley Avenue, as approved by the Board on 19 May 2009; or,
- Option 2: Two narrowings with platforms outside No. 21 and 39, as recommended in the original staff report.

As at 5pm on 6 July 2009 (the date at which feedback was stated as being required), the results are:

- Those favouring Option 1: 17
- Those favouring Option 2: 16

Total: 33

The Staff recommendation for two narrowings as discussed in the Memorandum to the Board dated 11 May 2009, still stands.

If you have any questions, or if I can be of further assistance, please contact me on 941-5208 or 021 334 563.

PETER BARNES
CONSULTATION LEADER

6. CORRESPONDENCE

6.1 CHRISTCHURCH BEAUTIFYING SOCIETY

The **attached** correspondence was received from the Christchurch Beautifying Society in regard to a request from the Streets and Garden Awards Committee regarding a meeting with members in relation to a new initiative.

7. BRIEFINGS

Nil.

14. 7. 2009

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ATTACHMENT TO CLAUSE 6



2 July 2009

Community Board Chairs
Community Board Advisers

STREETS AND GARDEN AWARDS COMMITTEE

At a recent meeting of the Streets and Gardens Awards Committee, which incorporates community pride, the matter of awarding certificates to members of the community for activities outside the community pride awards was raised. There has been a limited number of awards made by some community boards e.g. physically handicapped and elderly gardeners and others making extra efforts to maintain the garden city image.

The Committee was keen to extend the scheme to a more formal basis involving all Community Boards in the urban area of Christchurch City and the need for a process to be put in place to achieve what was envisaged. The following points were agreed –


- The need for Community Boards' members/staff to identify those worthy of nomination for subsequent judging.
- This would not be part of the Community Pride Awards which are not viewed from the street, but could pick-up aspects that sit outside the Community Pride Awards. The presentations could be made at the same time as those for Community Pride.
- Need to draw-up a list of those matters that could be used as examples for qualification
 - Residents who have a garden hidden behind a high fence
 - Elderly or disabled who garden to their abilities
 - Children who develop and tend a garden
 - Residents maintaining large areas of council land
 - Community gardens

All these people have a common interest in the garden – whatever form it may take

- A meeting with all Community Boards would be the most appropriate process to progress the concept.

It is understood that the Community Boards from time to time have combined seminars involving all members and this may be the best way to progress the matter. David Moyle, Co-ordinator of the Streets and Garden Awards and I are willing to attend such a meeting and look forward to your reply in due course.

Thank you

Peter Berry 
Chair, Christchurch Streets and Gardens Award Committee
Phone 359 5205 email: cantyypassn@xtra.co.nz

PO Box 29276, Christchurch, New Zealand.

8.  **THE PROPOSED HAREWOOD ROAD CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (HAREWOOD ROAD) BYLAW 2009**

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Jennie Hamilton, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to request that the Board recommends to Council that a Special Consultative Procedure be commenced for the establishment of a cycle lane on both sides of Harewood Road between Highsted Road and Nunweek Boulevard, and the amendment of the Christchurch City Council Traffic and Parking Bylaw 2008.

EXECUTIVE SUMMARY

2. The proposal originates from the Breens Intermediate School Cycle Bubble project to investigate and, where possible, implement improvements to road safety for children cycling to and from school. As a result of these investigations a Special Vehicle Lane (Cycle Lane) is proposed on both sides of Harewood Road between Highsted Road and Nunweek Boulevard as part of a more comprehensive scheme to improve safety at the intersection of Harewood Road with Breens Road and Gardiners Road. The proposed cycle lane will link with an existing lane between Farrington Avenue and Highsted Road. Traffic lanes will be reduced from two to one in each direction between Nunweek Boulevard and Highsted Road.
3. In order to establish a cycle lane it will be necessary to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008. Under the Council's bylaw making powers in section 72(1) (kb) of the Transport Act 1962, a special vehicle lane can only be created by specifying the road on which the lane is on in a bylaw. To ensure that the proposed cycle lane can be enforced it needs to be specified by inclusion in Schedule 2 of the Bylaw, and following a special consultative procedure for making amendments to the Bylaw.
4. Harewood Road is a "major arterial road" with an average daily traffic count (Monday-Thursday) of approximately 17,400 vehicles at Highsted Road, dropping to about 12,100 vehicles at Crofton Road. Proposed roading projects are not expected to limit its capacity. The City Council plans to build a roundabout at the Sawyers Arms Road and Gardiners Road intersection while the New Zealand Transport Agency (NZTA) is proposing to widen Russley Road to four lanes. A flyover at the Memorial Avenue intersection is being considered as part of the Russley Road project. One option is to have a left-in left-out arrangement onto Wairakei Road but no decision has yet been made by NZTA. The Council's network transport planners advise that even if both proposals proceed, a single traffic lane in each direction along this section of Harewood Road will have the capacity to cope with any increase in traffic volumes in the project area for at least the next 20 years.
5. The New Zealand Transport Agency Crash Analysis System shows that 37 vehicle crashes were recorded on Harewood Road between Highsted Road and Nunweek Boulevard in the five year period between January 2003 and December 2007, an average of 7.4 crashes per annum.
6. While at peak periods (one and a half hours) up to 27 cyclists travel along Harewood Road, it is anticipated that the proposed cycle lanes will encourage more cyclists to use this route. In a 2005 survey, some Breens Intermediate School pupils indicated they felt that cycling on Harewood Road was a moderate to serious problem. One accident involving a cycle has been registered within 50 metres of the Breens-Gardiners-Harewood intersection in the last 10 years.
7. The length of road within this safety project has adjacent land uses split between recreational reserve, retail, and residential. Customers of the retail areas at Bishopdale Mall, Highsted Road corner and the Trafford Street corner predominantly use the Mall parking area, an off-street parking lot and the on-street parking in Trafford Street respectively.

8. Cont'd

8. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch. Enhancing the physical environment is a key method of achieving the Strategy's objectives. (The Council's Full Cycle Network Plan includes Harewood Road and Breens Road.)
9. Provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes. Priority (of provision) is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.
10. Opportunities are also taken to co-ordinate cycle lane construction with other road network improvement projects such as road reconstructions, kerb and channel renewal, safety improvements etc to create a network of continuous routes for existing use and anticipated future growth.
11. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009) and **Attachment 2** is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
12. The process for making the Amendment Bylaw (which will amend Schedule 2 of the Traffic and Parking Bylaw 2008) is as follows:
 - (a) The Council resolves that the Amendment Bylaw is the most appropriate way to address the perceived problems (which are identified above), the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act (see recommendations below);
 - (b) The Council approves the statement of proposal and summary of information, publicises it to enable public submissions and appoints a hearings panel to hear submissions (see recommendations below);
 - (c) The special consultative procedure will be from Monday, 31 August 2009 to Friday, 2 October 2009;
 - (d) If any submitters wish to be heard, hearings will take place during the week 2 to 6 November 2009;
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the Amendment Bylaw (**Attachment 1**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

13. Funding is provided in the Transport and Greenspace Capital Work Programme as follows:
 - (a) Breens Intermediate Cycle Bubble:
 - (i) 2008/09: \$236,000 (\$180,000 carried forward to 2009/10);
 - (b) The funding for this project covers all costs from design and consultation through to construction and implementation.

Do the Recommendations of this Report Align with the draft 2009-2019 Long Term Council Community Plan (LTCCP) budgets?

14. The recommendations of this report align with the draft 2009-2019 LTCCP budgets.

8. Cont'd

LEGAL CONSIDERATIONS/SECTION 155

15. Section 155 of the Local Government Act 2002 requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

16. The proposed Harewood Lane cycle lane project (between Nunweek Boulevard and Highsted Road) is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.
17. The following four options were considered to improve safety at the Breens Road-Harewood Road-Gardiners Road intersection:

OPTION 1

18. Involves reducing the number of through-lanes on each side of Harewood Road from two to one. This is achieved through the painting of chevron marking alongside the median island to effectively reduce the road width available to vehicles and provide space for the introduction of cycle lanes.
19. Benefits of this option are:
- (a) Cycle lanes will improve safety for cyclists, traffic crossing Harewood Road only has to find a gap in one through lane in each direction, while the storage area in the centre of the intersection allows a staged crossing for cars;
 - (b) Speeds on Harewood Road may reduce through the reduction in available road width;
 - (c) Pedestrian crossing facilities are located closer to the intersection and are therefore more likely to be used by pedestrians.
20. Possible disadvantages of this option are:
- (a) The scheme may see a reduction in capacity of Harewood Road by removing one of the through lanes (although traffic counts along Harewood Road show that one through lane would be sufficient to accommodate traffic volumes for at least 20 years);
 - (b) The overall crossing width of Harewood Road does not change.

OPTION 2

21. Involves the installation of traffic signals at the intersection. This option retains two through-lanes (one shared with left turning traffic) and a right-turn lane on Harewood Road. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed. The option involves widening the existing central median island adjacent to the right-turn lanes on Harewood Road to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate two through-traffic lanes, a cycle lane and parking lane in each direction. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build-outs.

8. Cont'd

22. Benefits of this option are:

- (a) Controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles and creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections;
- (b) Cycle lanes marked on all approaches to the intersection will improve safety for cyclists and pedestrians have a signalised crossing facility.

23. Possible disadvantages of this option are:

- (a) Nose-to-tail vehicle crashes are likely to increase at the intersection;
- (b) Through traffic on Harewood Road is delayed;
- (c) The overall crossing width of Harewood Road for traffic does not change;
- (d) There is a reduction in the amount of parking in the vicinity of the intersection;
- (e) Increased noise associated with additional acceleration and deceleration movements;
- (f) The construction cost is expected to considerably exceed the allocated budget.

OPTION 3

24. Involves the installation of traffic signals at the intersection, retaining two through lanes and a right-turn lane on Harewood Road and a separate left-turning lane. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right-turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed and central median island adjacent the right-turn lanes on Harewood Road widened to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate the additional traffic lane and cycle lane. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build- outs.

25. Benefits of this option are:

- (a) Controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles;
- (b) Creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections;
- (c) The separate left turn lane reduces delays for through traffic on Harewood Road;
- (d) Cycle lanes marked on all approaches to the intersection improve safety for cyclists;
- (e) Pedestrians have a signalised crossing facility.

26. Possible disadvantages of this option are:

- (a) Nose-to-tail vehicle crashes are likely to increase at the intersection;
- (b) Through traffic on Harewood Road is delayed and the overall crossing width of the road increases in order to accommodate the additional traffic lane;

8. Cont'd

- (c) There is also increased noise associated with additional acceleration and deceleration movements;
- (d) A reduction in the amount of parking near the intersection;
- (e) The construction cost is expected to considerably exceed the allocated budget.

OPTION 4

- 27. Involves the installation of kerb build-outs and reduction in kerb radii at the intersection, retaining two through-lanes and a right-turn lane on Harewood Road. Changes to the configuration of the Breens and Gardiners Road approaches are not proposed as part of this option. The existing central median island adjacent to the right-turning lanes on Harewood Road is widened so that the pedestrian refuge can be located closer to the intersection. Cycle lanes are marked on the approach and departure of the intersection on Harewood Road.
- 28. Benefits of this option are:
 - (a) The marked cycle lanes on Harewood Road improve safety for cyclists;
 - (b) Kerb build-outs reduce the carriageway width and crossing distance for pedestrians;
 - (c) Vehicle speeds on Harewood Road may slightly decrease;
 - (d) Associated no stopping will improve visibility for traffic entering the intersection from Breens Road and Gardiners Road.
- 29. The perceived shortfalls are:
 - (a) A reduction in the amount of parking in the vicinity of the intersection;
 - (b) Increased visibility may reduce compliance at the stop signs on Breens Road and Gardiners Road;
 - (c) The crossing width of Harewood Road for pedestrians does not change.

PREFERRED OPTION

- 30. Option 1 is the preferred option as it best meets project objectives for the following reasons:
 - (a) Replacement of the vehicle lane with a cycle lane in each direction on Harewood Road between Nunweek Boulevard and Highsted Road improves the level of service and safety for cyclists;
 - (b) Pedestrian safety is improved by new pedestrian facilities closer to the Breens Road intersection, widening of the median island, and new kerb build-outs on the eastern and western quadrants of the intersection which reduce the crossing distance;
 - (c) Widening the central islands provides an area for vehicles attempting to turn right from either Breens Road or Gardiners Road into Harewood Road to wait until there is an appropriate space to pull into. This will reduce the risk of crashes;
 - (d) Removing one traffic lane reduces the road width available to vehicles and will assist in reducing vehicle speeds;
 - (e) Larger stop signs are likely to improve compliance at stop controls on Breens Road and Gardiners Road;

8. Cont'd

- (f) Funding is available from the 2009/10 Breens Intermediate Cycle Bubble budget and work can be co-ordinated with proposed resurfacing which is also scheduled for the 2010 calendar year;
- (g) This option creates a Special Vehicle Lane. Under the Transport Act 1962, Special Vehicle Lanes must be specified in a Bylaw. The Local Government Act 2002 prescribes that any alterations or additions to a bylaw may only be undertaken using the Special Consultative Procedure.

APPROPRIATE FORM OF BYLAW

- 31. The form in which the proposed Amendment Bylaw has been drafted is considered appropriate in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008.
- 32. If a greater level of detail was specified then, if any changes were made to the road in the future which required the alteration of the special vehicle lane, then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult.

NEW ZEALAND BILL OF RIGHTS ACT (NZBORA) 1990

- 33. The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

LEGAL REQUIREMENTS OF A SPECIAL CONSULTATIVE PROCEDURE

- 34. The special consultative procedure under the Act requires that the Council prepares a statement of proposal that must include:
 - “(a) *as the case may be,—*
 - (i) *a draft of the bylaw as proposed to be made or amended; or*
 - (ii) *a statement that the bylaw is to be revoked; and*
 - (iii) *the reasons for the proposal; and*
 - (iv) *a report on any relevant determinations by the local authority under section 155.”*
- 35. The Act also requires the Council to determine the form of the summary of information. Section 89(c) requires that it be distributed, "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*"; Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.
- 36. The proposed Amendment Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the summary of information be distributed to all properties and businesses along the route and nearby properties in adjacent streets and any absentee owners identified within the distribution area. The summary of information will also be sent to other relevant stakeholders, including the Spokes, Taxi Federation, transport groups, and any resident groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and selected Council service centres and libraries.

8. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

37. Yes.

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

38. Yes.

ALIGNMENT WITH STRATEGIES

39. The proposed cycle lane is aligned to the following strategies:

- (a) The City Council's Cycle Strategy 2004;
- (b) New Zealand Land Transport Strategy;
- (c) National Walking and Cycling Strategy;
- (d) Metro Strategy;
- (e) Sustainable Energy Strategy;
- (f) Physical Recreation and Sport Strategy;
- (g) Road Safety Strategy.

CONSULTATION FULFILMENT

40. Internal consultation has taken place between relevant units. Details of the proposed Harewood Road Cycle Lane project were presented as a seminar to the Fendalton/Waimairi Community Board on 3 June 2009. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

STAFF RECOMMENDATION

The Fendalton/Waimairi Community Board recommends that the Council:

- (a) Resolve that the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009, amending the Christchurch City Council Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Harewood Road, is the most appropriate way to address the identified issues.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.
- (c) Resolve that Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009) and the Summary of Information be adopted for consultation and made available for public inspection at selected Council Service Centres, Council libraries and on the Council's website.
- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets as shown on the distribution plan within the summary of information, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups including Spokes, Taxi Federation, Transport Groups, and any resident groups in the distribution area.

8. Cont'd

- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009.
- (g) Note that this report is to be included in the Council agenda of 13 August 2009.

8. Cont'd

BACKGROUND

41. This project was initiated in 2005 by a survey undertaken at Breens Intermediate School as part of a Cycle Bubble project. The principal aim was to improve the safety of children cycling to and from school. Several student cyclists identified the Breens-Harewood-Gardiners intersection as the most intimidating part of their journey to school.
42. An Initial Issues survey of residents in the vicinity of the intersection of Harewood Road, Breens Road and Gardiners Road in 2005 identified safety as a key issue. Traffic volume and traffic speed were identified as key concerns for Breens Road and Harewood Road. Pedestrian safety in terms of road crossing was a key issue for Harewood Road.
43. The Fendalton/Waimairi Works, Traffic and Environment Committee supported the introduction of traffic signals at its meeting on 26 August 2006. However the Council's project team advised that the cost of traffic signals would be approximately \$422,000, well in excess of the budget for a cycleway. In addition, the provisions of signals at this intersection fell below the priority threshold. Staff were asked to continue their investigations and consider these in relation to the Gardiners Road-Sawyers Arms Road intersection.

THE OBJECTIVES

44. The primary (must do) objectives for the project are as follows:
 - (a) To increase safety for pedestrians and cyclists;
 - (b) To decrease vehicle speeds;
 - (c) To increase compliance with stop controls on Breens Road and Gardiners Road;
 - (d) To complete the project within the allocated budget;
 - (e) To complete the project within the 09/10 financial year.
45. Key features of the proposed Harewood Road Cycle Lane extension and Breens-Gardiners-Harewood intersection safety improvements are as follows:
 - (a) Reduction of traffic lanes on Harewood Road from two to one in each direction by painting chevron markings alongside the median island;
 - (b) Widening of the central median at the intersection to improve pedestrian crossing facilities;
 - (c) Existing pedestrian refuges on Harewood Road relocated closer to the Breens-Gardiners-Harewood intersection;
 - (d) New kerb build-outs on the eastern and western quadrants of the intersection to reduce the crossing distance;
 - (e) The marking of cycle lanes, 1.8 metres wide, on both sides of Harewood Road between Highsted Road and Nunweek Boulevard;
 - (f) No stopping lines at the intersection;
 - (g) Existing stop signs on Breens Road and Gardiners Road replaced with larger stop signs;
 - (h) Installation of tactile pavers in the median and pedestrian crossing points at the Breens-Gardiner-Harewood intersection;
 - (i) Construction of a kerb build-out at the junction of Harewood Road and Crofton Road to remove the informal left turn slip from Crofton Road.

THE PREFERRED OPTION

46. Commence the special consultative procedure to make the recommended amendments to the Bylaw.

**STATEMENT OF PROPOSAL FOR
THE PROPOSED HAREWOOD ROAD CYCLE LANE EXTENSION AND THE CHRISTCHURCH
CITY COUNCIL TRAFFIC AND PARKING AMENDMENT(HAREWOOD ROAD) BYLAW 2009**

1. DETAILS OF THE PROPOSAL

The Council proposes to reduce the number of traffic lanes and install a cycle lane on both sides of Harewood Road between Highsted Road and Nunweek Boulevard and to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (“the Bylaw”) by extending the existing Harewood Road cycle lane in Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Under s72 (1)(kb) of the Transport Act 1962 the Council has power to create a special vehicle lane (which under the Land Transport Rules includes a cycle lane) by way of a bylaw. It is proposed that the extension to the Harewood Road cycle lane (from Highsted Road to Nunweek Park Boulevard) be established through an amendment to Schedule 2 of the Traffic & Parking Bylaw 2008. Under s86 of the Local Government Act 2002 if the Council is to amend a bylaw then it must be by way of a Special Consultative Procedure.

Harewood Road is a “major arterial road” with an average annual daily traffic count of just over 12,000 vehicles near the Breens Road, Harewood Road and Gardiners Road intersection. In the last 10 years there has been one reported cycle accident in this section of Harewood Road. However there were 37 reported vehicle crashes between 2003 and 2007, including eight at the intersection.

In response to safety concerns for children crossing Harewood Road while going to and from Breens Intermediate School, the Council proposes to improve pedestrian and cycle facilities at the Breens-Gardiners-Harewood intersection. This proposal involves reducing the number of traffic lanes on Harewood Road from two to one in order to provide a wider central median at the Breens Road intersection to construct improved pedestrian crossing facilities. This will also provide a better refuge area for vehicles crossing Harewood Road. The reduction in traffic lanes in Harewood Road provides the opportunity to install a cycle lane on both sides of Harewood Road which requires an amendment to the Second Schedule of the Traffic and Parking Bylaw 2008 by amending the description of the Harewood Road cycle lane in the Second Schedule of that Bylaw.

The Council’s proposal is in accordance with its Cycling Strategy 2004, New Zealand Land Transport Strategy and the National Walking and Cycling Strategy, which seeks to increase the numbers, enjoyment and safety of both cyclists and pedestrians, as well as promoting sustainable modes of transport.

The Council’s Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.

The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on road and off road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

The proposed Harewood Road cycle lane project is identified as part of Christchurch’s Primary Cycle Network within the Council’s full Cycle Network Plan for Christchurch. The proposed project supports the Council’s Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

The project also supports the Council's Metropolitan Christchurch Transport Statement towards increasing levels of sustainable transport modes in the city.

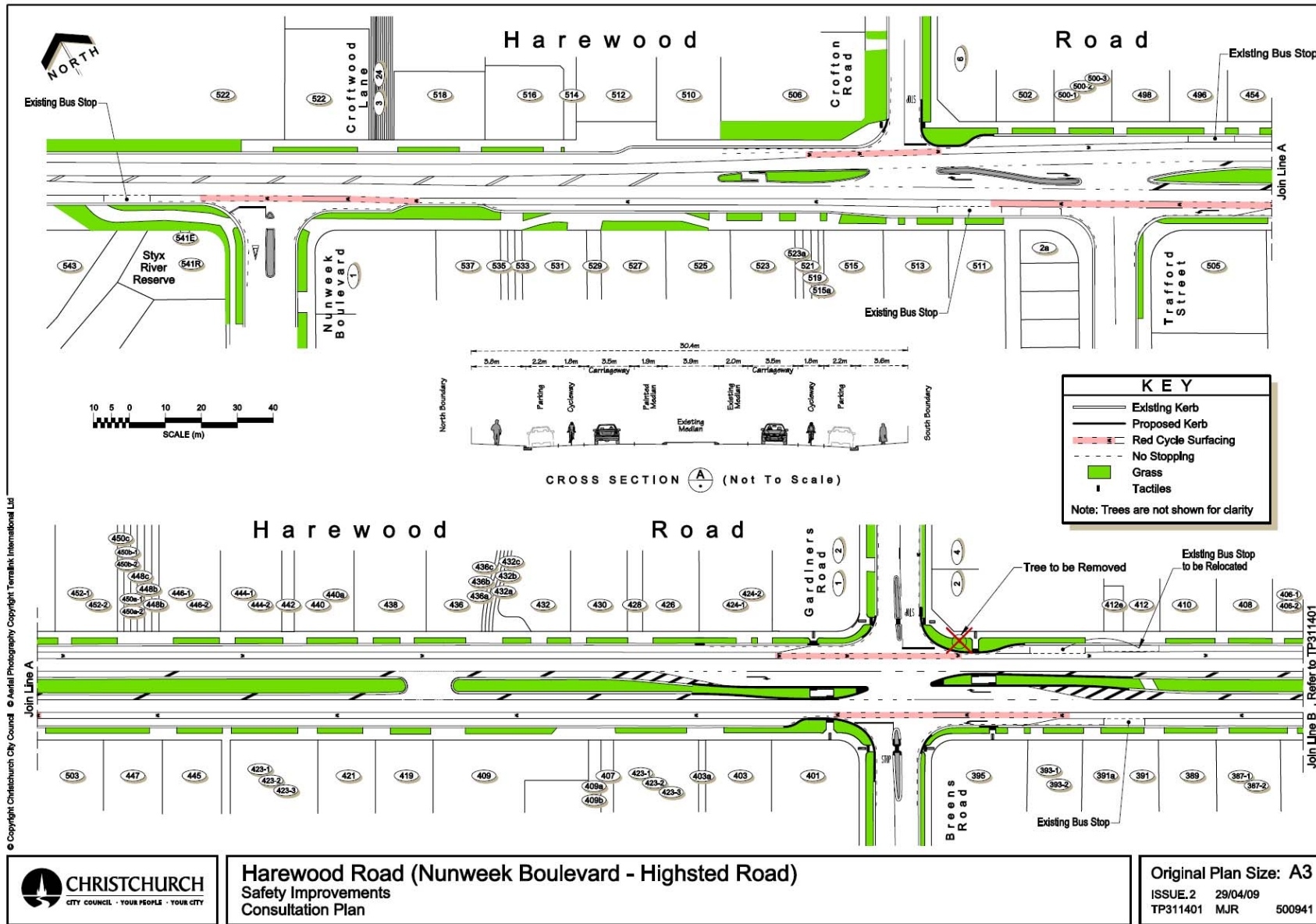
The primary (must do) objectives for the project are as follows:

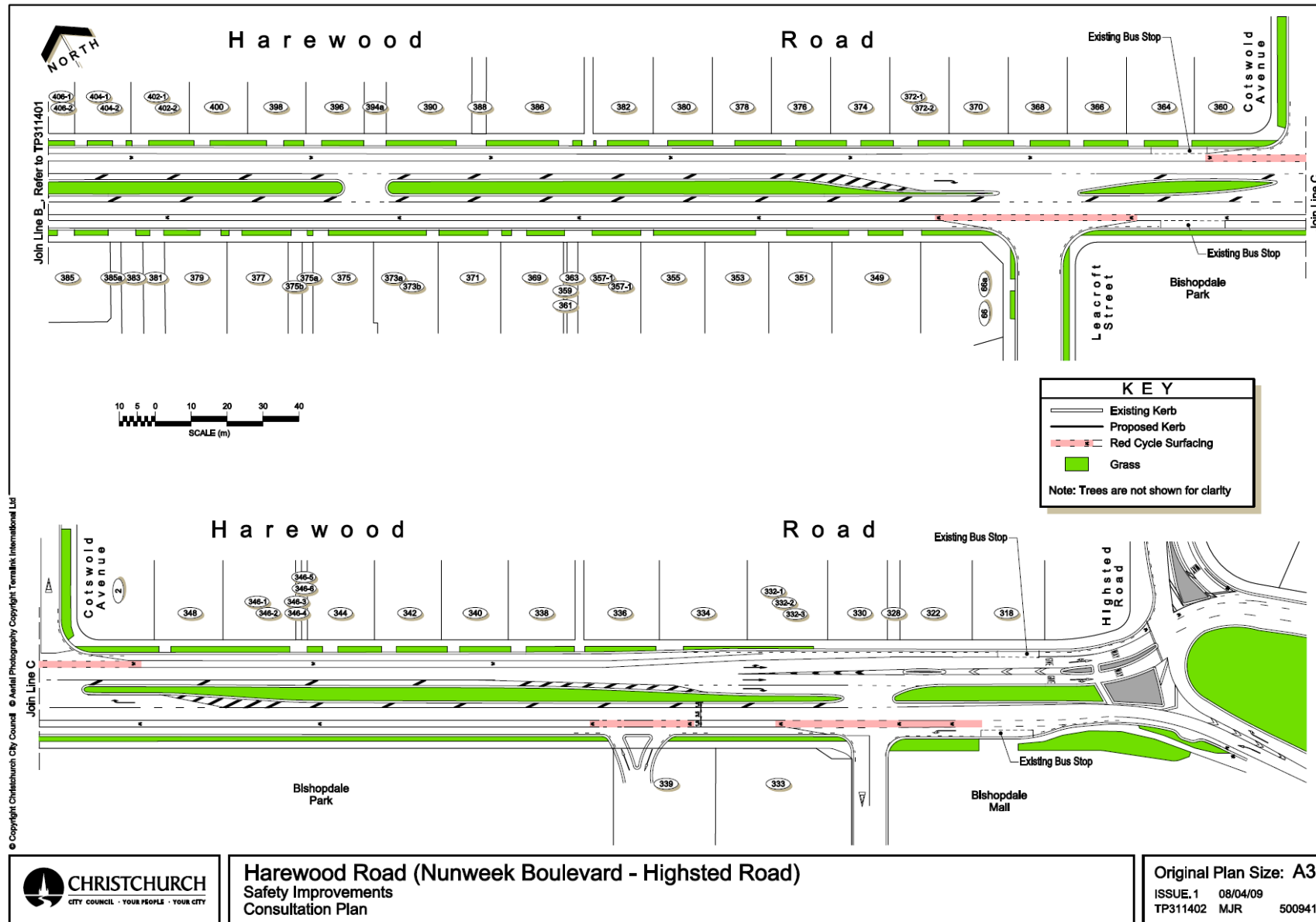
- (a) To increase safety for pedestrians and cyclists;
- (b) To decrease vehicle speeds;
- (c) To increase compliance with stop controls on Breens Road and Gardiners Road;
- (d) To complete the project within the allocated budget;
- (e) To complete the project within the 2009/10 financial year.

Key features of the proposed Harewood Road cycle lane extension and Breens-Gardiners-Harewood intersection safety improvements:

- (a) Reduction of traffic lanes on Harewood Road from two to one in each direction by painting chevron markings alongside the median island;
- (b) Widening of the central median at the Breens-Gardiners-Harewood intersection to improve pedestrian crossing facilities;
- (c) Existing pedestrian facilities on Harewood Road will be relocated closer to the intersection;
- (d) New kerb build-outs on the eastern and western quadrants of the intersection to reduce the crossing distance;
- (e) The marking of cycle lanes, 1.8 metres wide, on both sides of Harewood Road between Highsted Road and Nunweek Boulevard;
- (f) No stopping lines at the intersection;
- (g) Existing stop signs on Breens Road and Gardiners Road replaced with larger stop signs;
- (h) Installation of tactile pavers in the median and pedestrian crossing points at the Breens-Gardiner-Harewood intersection;
- (i) Construction of a kerb build-out at the junction of Harewood Road and Crofton Road to remove the informal left turn slip from Crofton Road.

The attached plan shows the proposed cycle lane.





2. SECTION 155 CONSIDERATIONS

Section 155 of the Act requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

The proposed most appropriate way to address the intersection safety problem is to reduce the number of traffic lanes on Harewood Road to provide the required crossing facilities at the Breens Road intersection. This provides the opportunity to install an extension of the cycle lane in Harewood Road (so that it will also run between Highsted Road and Nunweek Boulevard) which would become part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

The following four options were considered by the Council in relation to improving traffic safety on Harewood Road at its intersection with Breens and Gardiners Roads:

Option 1 involves reducing the number of through lanes on each side of Harewood Road from two to one. This is achieved through the painting of chevron marking alongside the median island to effectively reduce the road width available to vehicles and provide space for the introduction of cycle lanes.

The benefits of this option are: cycle lanes will improve safety for cyclists; traffic crossing Harewood Road only has to find a gap in one through lane in each direction, while the storage area in the centre of the intersection allows a staged crossing for cars. Speeds on Harewood Road may reduce through the reduction in available road width. Pedestrian crossing facilities are located closer to the intersection and are therefore more likely to be used by pedestrians.

Possible disadvantages of this option are: the scheme may see a reduction in capacity of Harewood Road by removing one of the through lanes (although traffic counts along Harewood Road show that one through lane would be sufficient to accommodate traffic volumes for at least 20 years); and the overall crossing width of Harewood Road does not change.

Option 2 involves the installation of traffic signals at the intersection. This option retains two through lanes (one shared with left turning traffic) and a right turn lane on Harewood Road. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed. The option involves widening the existing central median island adjacent to the right turn lanes on Harewood Road to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate two through traffic lanes, a cycle lane and parking lane in each direction. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build-outs.

Benefits of this option are: controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles and creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections. Cycle lanes marked on all approaches to the intersection will improve safety for cyclists and pedestrians have a signalised crossing facility.

Possible disadvantages of this option are: nose-to-tail vehicle crashes are likely to increase at the intersection; through traffic on Harewood Road is delayed; and the overall crossing width of

Harewood Road for traffic does not change. There is a reduction in the amount of parking in the vicinity of the intersection; increased noise associated with additional acceleration and deceleration movements and the construction cost is expected to considerably exceed the allocated budget.

Option 3 involves the installation of traffic signals at the intersection, retaining two through lanes and a right turn lane on Harewood Road and a separate left turning lane. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed and central median island adjacent the right turn lanes on Harewood Road widened to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate the additional traffic lane and cycle lane. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build- outs.

Benefits of this option are: controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles; creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections; and the separate left turn lane reduces delays for through traffic on Harewood Road. Cycle lanes marked on all approaches to the intersection improve safety for cyclists and pedestrians have a signalised crossing facility.

Possible disadvantages of this option are: nose-to-tail crashes are likely to increase at the intersection; through traffic on Harewood Road is delayed and the overall crossing width of the road increases in order to accommodate the additional traffic lane. There is also increased noise associated with additional acceleration and deceleration movements and a reduction in the amount of parking near the intersection. In addition, the construction cost is expected to considerably exceed the allocated budget.

Option 4 involves the installation of kerb build-outs and reduction in kerb radii at the intersection, retaining two through lanes and a right turn lane on Harewood Road. Changes to the configuration of the Breens and Gardiners Road approaches are not proposed as part of this option. The existing central median island adjacent to the right turning lanes on Harewood Road is widened so that the pedestrian refuge can be located closer to the intersection. Cycle lanes are marked on the approach and departure of the intersection on Harewood Road.

Benefits of this option are: the marked cycle lanes on Harewood Road improve safety for cyclists; kerb build-outs reduce the carriageway width and crossing distance for pedestrians; vehicle speeds on Harewood Road may slightly decrease; and associated no stopping will improve visibility for traffic entering the intersection from Breens Road and Gardiners Road.

The perceived shortfalls are: a reduction in the amount of parking in the vicinity of the intersection; increased visibility may reduce compliance at the stop signs on Breens Road and Gardiners Road; and the crossing width of Harewood Road for traffic does not change.

PREFERRED OPTION

Option 1 is the preferred option as it best meets the project objectives for the following reasons:

- (a) Replacement of the vehicle lane with a cycle lane in each direction on Harewood Road between Nunweek Boulevard and Highsted Road improves the level of service and safety for cyclists;
- (b) Pedestrian safety is improved by new pedestrian refuges closer to the Breens Road intersection, widening of the median island, and new kerb build-outs on the eastern and western quadrants of the intersection which reduce the crossing distance.

- (c) Widening the central islands provides an area for vehicles attempting to turn right from either Breens Road or Gardiners Road into Harewood Road to wait until there is an appropriate space to pull into. This will reduce the risk of crashes;
- (d) Removing one traffic lane reduces the road width available to vehicles and will assist in reducing vehicle speeds;
- (e) Larger stop signs are likely to improve compliance at stop controls on Breens Road and Gardiners Road;
- (f) Funding is available from the 2009/10 Breens Intermediate Cycle Bubble budget and work can be co-ordinated with proposed resurfacing which is also scheduled for the 2010 calendar year.

In addition:

- I. This option is aligned to and meets the objectives in the Cycle Strategy, sustainable transport modes and provides additional safety benefits for all road users in this section of Harewood Road.
- II. This option creates a Special Vehicle Lane. Under the Transport Act 1962, Special Vehicle Lanes must be specified in a Bylaw. The Local Government Act 2002 prescribes that any alterations or additions to a Bylaw may only be undertaken using the Special Consultative Procedure.
- III. The Councils intention is to make an amendment bylaw which amends Schedule 2 of the Traffic and Parking Bylaw 2008 to allow a marked cycle lane on Harewood Road between Highsted Road and Nunweek Boulevard.
- IV. There is no other way of creating a legally enforceable cycle lane on the road; therefore the bylaw amendment is the most appropriate way of addressing this problem.

Option 2 and 3 are not preferred as the construction cost is expected to considerably exceed the allocated budget. Option 4 is not preferred because the cycle lane only extends through the Breens-Gardiners-Harewood intersection and does not reduce the crossing distances across Harewood Road for pedestrians.

Appropriate form of bylaw

The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate, in specifying the road where the special vehicle lane will be, and the approximate location in the road. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, and then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement more difficult.

New Zealand Bill of Rights Act (NZBORA) 1990

The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

3. PROPOSED AMENDMENT (HAREWOOD ROAD) BYLAW

The amendments proposed to the Christchurch City Council Traffic and Parking Bylaw 2008 are set out in the attached Christchurch City Council Traffic and Parking Amendment (Harewood Road) Bylaw 2009.

4. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will be from Monday 31 August 2009 to Friday 2 October 2009
- (c) If any submitters wish to be heard then the hearing of submissions will take place during the week of 2-6 November 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

5. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

Attachment A to this Statement of Proposal is the proposed amendment bylaw (amending Schedule 2 of the Traffic and Parking Bylaw 2008).

The special consultative procedure for this proposal will be from **Monday 31 August 2009 to Friday 2 October 2009**. Local residents and other interested people can discuss the project with City Council staff **between 4.00pm and 6.30pm on Wednesday 9 September 2009 in Breens Intermediate School hall, 85 Breens Road, Bishopdale.**

Written submissions should be submitted either through:

- Council's website ("Have Your Say"), or
- Sent by email to cycllane@ccc.govt.nz (please write 'Harewood Road' in subject line), or
- Posted to: Freepost 178, Harewood Road consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic & Parking Bylaw 2008 is available on the Council web page <http://www.ccc.govt.nz/Bylaws/>. The summary of information and this statement of proposal are available as follows

- The "Have your Say" link on the following Council web page www.ccc.govt.nz, or
- Bishopdale Library, Fendalton Library and Service Centre, Papanui Library and Service Centre, or
- Ringing the Council on 941 8999.

9. WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE MEETING – REPORT OF 24 JUNE 2009

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

PURPOSE OF REPORT

The purpose of this report is to submit the following outcomes of the Works, Traffic and Environment Committee meeting held on Wednesday 24 June 2009 at 8.00am.

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

1. DEPUTATIONS BY APPOINTMENT**1.1 NIGEL ATHERFOLD – TREE REMOVAL REQUEST OUTSIDE 16 RUGBY STREET**

Mr Nigel Atherfold was in attendance and discussed the removal of two silver birch street trees in front of his home.

The Chairperson thanked Mr Atherfold for his attendance. Refer to clause 2 for the Committee's recommendation on this matter.

2. TREE REMOVAL REQUEST OUTSIDE 16 RUGBY STREET

The Committee's recommendation was sought in considering a resident's request for the removal of one (or two) silver birch trees located outside 16 Rugby Street, Merivale.

COMMITTEE RECOMMENDATION

That the Board resolve:

- (a) To approve the removal of both silver birch trees outside number 16 Rugby Street and that one tree, of an appropriate species, be planted to serve as a replacement.
- (b) That the cost of the removal and replacement be borne by the applicant Mr Atherfold.

3. CORINGA RESERVE PLAYGROUND UPGRADE

The Committee's recommendation was sought for the Board's approval for the Coringa Reserve playground upgrade plan to proceed to detailed design and construction.

COMMITTEE RECOMMENDATION

That the Board approve the final plan, as attached to the report in the Committee agenda, for the Coringa Reserve Playground Upgrade Project to proceed to detailed design and construction.

4. PLANNING ISSUES ON MEMORIAL AVENUE AND FENDALTON ROAD

The Committee considered a report that provided background information to enable the Committee and Board to recommend to the Council that a new project be included in the District Plan work programme for the 2009/10 financial year. The project would be to initiate a review of the planning provisions relating to Memorial Avenue and Fendalton Road, with a view to better maintaining and enhancing the character and amenity of this key access to the City.

14. 7. 2009

- 27 -

9. Cont'd

COMMITTEE RECOMMENDATION

That the Board recommend to the Council that a new project be considered in the District Plan work programme for the 2009/10 financial year to initiate a review of the planning provisions relating to Memorial Avenue and Fendalton Road, with a view to better maintaining and enhancing the character and amenity of this key access to the City.

The meeting concluded at 8.30am.

STAFF RECOMMENDATION

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

10. COMMUNITY BOARD ADVISER'S UPDATE

10.1 CURRENT ISSUES

10.2 BOARD SUBMISSION

The Board recently had an informal meeting with an Independent Facilitator appointed by the Ministry of Education to facilitate community discussion about the future of Aorangi School in the Fendalton/Waimairi area. The Board may wish to make a formal submission on this matter.

10.3 2008/09 BOARD FUNDING UPDATE

Attached

10.4 CSR REPORT FOR JUNE 2009

Attached

11. ELECTED MEMBERS' INFORMATION EXCHANGE

12. QUESTIONS UNDER STANDING ORDERS

Processed by AMA to Accounts	Project/Service/Description/Group	Allocation 2008/2009
As at 26 Jun	Fendalton/Waimairi Discretionary Response Fund	
	Budget	60,000
	Allocations made	
	Youth Development Fund - Opening Balance allocation	10,000
	<i>Allocations made</i>	
21-Aug	Ashleigh Smith (NZ Secondary High Schools Hockey Tournament)	250
21-Aug	Michaela Smith (NZ Secondary High Schools Hockey Tournament)	250
21-Aug	Tara Moore (Oceania Karate Championships)	300
21-Aug	Hannah Bayard (Commonwealth World Youth Games India)	400
21-Aug	Zarif Turkmani (NZ Secondary Schools Premier Football Tournament)	300
22-Sep	Hannah Goslin (Spirit of Adventure Voyage)	200
22-Sep	Selena Metherell (Orienteering Championships Australia)	400
4-Sep	Paul Winter (Futsal Championships Australia)	300
26-Sep	Annalise Fletcher (World Forum Lillie conference France)	300
29-Sep	Benjamin Lyttle (2008 Indo Pacific Trampoline & Tumbling Championships)	300
29-Sep	Nicholas Rennie (ITU World Duathlon Championships)	200
24-Nov	Rosy Hogben (NZ Rep Junior Pan Pacific Games)	350
24-Nov	Amaka Gessler (NZ Rep Junior Pan Pacific Games)	450
24-Nov	Margot Gibson (NZ Rep Junior Pan Pacific Games)	350
24-Nov	Thomas Martin (NZ Rep Junior Pan Pacific Games)	350
24-Nov	Ezra Christensen (CIVS Camp - Guatemala)	450
24-Nov	Molly Probert(Pacific School Games)	350
17-Dec	Olivia Ddishington (Victoria Age Group Swimming Melbourne)	250
17-Dec	Grayson Moffat (NZ Diving Championships)	150
17-Dec	Phoebe Shilling (NZ Diving Championships)	150
17-Apr	Andrew Kelly (2009 Welsh International Bowls Open)	500
23-Apr	Nicki McFadzien(World Cross Country Championships in Jordan)	450
23-Apr	Matt Hall (International Trampoline Championships in Germany)	450
16-Apr	Lyu Ishizuka (Blackpool Junior Dance festival)	450
16-Apr	Michael McAuley (World Schools Golf Challenge - Adelaide)	115
16-Apr	Keelan Kilpatrick (World Schools Golf Challenge - Adelaide)	115
16-Apr	Regan Kilpatrick (World Schools Golf Challenge - Adelaide)	115
15-Apr	Annabelle Brown (AFS Student Exchange to Italy)	500
15-Apr	Brendan Chin (Future Problem Solving competition - Michigan)	200
15-Apr	Chun-Tang Pai (Future Problem Solving competition - Michigan)	200
15-Apr	Daniel Coats (Future Problem Solving competition - Michigan)	200
8-Apr	Taylor Catlow (National Federation Football Tournament - Napier)	150
8-Apr	Joshua Guillemot-Rodgerson (Theatrical Dance Championships)	350
8-Apr	Hayley Lee (Netball Tournament - Hamilton)	150
	Youth Development Fund Balance - Available for allocation	5
	Discretionary Response Fund - Total Allocation	50,000
17-Nov	Burnside Transformation Trust (Community Carols event)	2,000
19-Nov	Fendalton Bowling Club (Greens Spraying Unit)	1,966
19-Nov	Yaldhurst Tennis Club (Tennis Court Fencing)	4,000
24-Nov	Royal NZ Plunket Nth West Branch (Building Upgrade Fendalton Rooms)	15,000
22-Dec	Rahman I Trust	500
	Ilam Stream (Crosbie Park)	8,000
	Burnside Primary School Board of Trustees (International Garden)	2,500
	Isleworth School (Safe-fall Surfacing) - Subject to School raising the balance	10,000
	Elmwood Bowling Club (Upgrade Car Park)	6,034
	Discretionary Response Fund Balance	0
	TOTAL: Fendalton/Waimairi Discretionary Response Fund Unallocated	5



**Streets Maintenance CSR - By Community Board
from 1 April 2009- 30 June 2009**

As at 1 July 2009

Call Types	Month	APR	MAY	JUN
GRA	Graffiti	99	99	74
PAG	Parks General	2	2	1
PAM	Parks Maintenance	55	62	69
PKE	Parking Enforcement	13	8	10
SER	Sewer Reactive Maintenance	10	14	15
SET	Treatment Plant	0	0	0
STA	Road Markings	4	17	8
STB	City Street Bus Stops	3	3	4
STE	Street Cleaning / Sweeping	112	143	60
STF	Footpaths	29	30	32
STL	Street Lights	20	16	17
STM	Street Maintenance	36	28	42
STQ	Traffic Engineer Community Eng	11	10	16
STS	Street Signs	20	41	35
STW	Pavement Weed Control	0	1	1
STX	Street Grass Maintenance	13	4	7
STY	Street Shrubs Maintenance	9	10	9
TSA	Park Trees	16	12	11
TSS	Street Trees	65	53	39
WAQ	Water Quality	0	2	0
WAR	Water Reactive Maintenance	92	64	69
WWE	Waterways Environmental Asset	3	3	5
WWG	Waterways General	2	7	2
WWU	Waterways Utilities	0	2	3
Totals:		613	633	528

