

RICCARTON/WIGRAM COMMUNITY BOARD

AGENDA

TUESDAY 18 MAY 2010

AT 4.30PM

**IN THE BOARDROOM,
SOCKBURN SERVICE CENTRE
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Community Board: Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Mike Mora and Bob Shearing.

Community Board Adviser

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 4 MAY 2010**

The minutes of the Board's ordinary meeting of Tuesday 4 May 2010 are **attached**. (Public Excluded minutes are **circulated separately**).

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 4 May 2010 (*both Open and Public Excluded*) be confirmed as a true and correct record.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICE OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

7.1 David Dally, Unit Manager Customer Services, will outline to the Board the role and responsibilities of the Customer Services Unit.

8. STRENGTHENING COMMUNITIES FUNDING – KEY LOCAL PROJECTS 2010

General Manager responsible:	General Manager Community Services, DDI 941-8607
Officer responsible:	Unit Manager Community Support
Author:	Denise Galloway, Community Development Adviser, Community Services

PURPOSE OF REPORT

1. The purpose of this report is for the Riccarton/Wigram Community Board to consider whether there should be any new Key Local Projects recommended to the Metropolitan Strengthening Communities Fund for 2010/11.

EXECUTIVE SUMMARY

2. In a public excluded seminar, held on 13 April 2010, the Riccarton/Wigram Community Board considered the issue of Key Local Projects (KLPs) for 2010/11.
3. In 2008/09, the Riccarton/Wigram Community Board recommended five projects be funded as KLPs. Two of these projects received funding from the Metropolitan Strengthening Communities Fund for a three year period. No new KLPs were recommended by Riccarton/Wigram Community Board in 2009/10.
4. Based on the accountability reports that have been submitted, as well as staff wider knowledge of the group and the projects, staff recommend that the Board continue to support the existing projects as KLPs for the final year of their three year funding.
5. Following discussions at the Board seminar, and after reviewing the list of applications for 2010/11, staff recommend that no new projects be recommended from Riccarton/Wigram Community Board as KLPs for 2010/11.
6. A list of all applications to the Riccarton/Wigram Community Board Strengthening Communities Fund 2010/11 is attached (**Attachment 1**).

FINANCIAL IMPLICATIONS

7. There are no new financial implications.
8. In 2010/11, the Riccarton/Wigram Community Board will have \$238,918 to allocate in its Strengthening Communities Fund.

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

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

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

10. Yes. Community Board funding decisions are made under delegated authority from the Council.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2009 19 LTCCP?**

11. Yes. Strengthening Communities Funding and Community Board Funding, see LTCCP pages 176 and 177 regarding community grants schemes including Board funding.

8 Cont'd

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

12. The funding allocation process carried out by Christchurch Community Boards is covered in the Council's Strengthening Communities Strategy.

CONSULTATION FULFILMENT

13. Not required.

STAFF RECOMMENDATION

It is recommended that no new projects be recommended from the Riccarton/Wigram Community Board as Key Local Projects for 2010/11.

BACKGROUND

14. In October 2007, the Council adopted the Strengthening Communities Fund operational procedures which included the process for nominating Key Local Organisations (KLOs), subsequently renamed Key Local Projects (KLPs).
15. Projects that are recommended by the Community Board as a KLP are considered for funding from the Metropolitan Strengthening Communities Fund. The agreed process to determine if a "local" funding application should be processed as a KLP was detailed as bullet point 16 in the report adopted by the Council on 4 October 2007.
16. In the assessment process undertaken by staff, the following guidelines were used to assist staff in determining candidates for KLP funding consideration:
- Proven track record with the Council in providing a high quality level of service.
 - Provides a significant contribution towards the Council's Funding Outcomes and Priorities.
 - Demonstrates leadership and innovation.
 - Demonstrates best-practice and collaboration.
17. The process for considering KLPs is as follows:
- (i) Community Boards nominate and prioritise their KLPs and make a recommendation to the Metropolitan Funding Sub-Committee.
 - (ii) The Metropolitan Funding Sub-Committee makes decisions on Board recommended KLPs.
 - (iii) Successful KLPs are allocated funding from the Metropolitan Strengthening Communities Fund.
 - (iv) Unsuccessful KLPs are returned to the Community Board for consideration under the local Strengthening Communities Fund.
18. If a KLP is successful in receiving funding from the Metropolitan Funding Subcommittee, then there can be no further call on the Board for that project, even if the project is funded to a lower level than has been recommended by the Board. This reflects the "Funding Constraints" criteria agreed by the Council in Appendix F of the 4 October 2007 report, which states that *"Groups receiving funding at a Metropolitan level may only receive Local level funding if the project is specifically local and no portion of it has been funded at the Metropolitan level"*.
19. In 2008/09, the Riccarton/Wigram Community Board recommended five projects be funded as KLPs from the Metropolitan Strengthening Communities Fund. The two projects, which were funded for a three year term, were:

Organisation Name	Name of Project	Amount Funded
Te Puawaitangi ki Otautahi Trust	Community Support/ Development Worker for Maori	\$51,800
Te Puawaitangi ki Otautahi Trust	Community Facilities Coordinator	\$51,250

8 Cont'd

20. Each of the KLPs are required to submit twice-yearly accountability reports to the Council so that staff can monitor the progress of the projects.
21. It should be noted that funding for existing KLPs for 2009/10 was not released until staff were satisfied with the 2008/09 accountability report.
22. In the case of Te Puawaitanga ki Otautahi Trust, the year two payment for 2008/09 was withheld in October 2009 due to staff concerns over the accountability measures which were submitted. Staff subsequently met with the group and developed a set of agreed performance measures that more accurately depicted the outcomes of the Community Facilities Co-ordinator and the Community Development Worker for Maori. Full payments were resumed in December 2009.

New Accountability Measures

23. In 2008/09, a new accountability system, based on results Based Accountability framework developed by Mark Friedman, was implemented to better measure the impact and efficiency of the projects funded.
24. The system uses the following three basic questions:
How much did you do?
How well did you do it?
Is anyone better off?
25. Mark Friedman is a speaker, consultant and author of the book '*Trying Hard Is Not Good Enough: How to Produce Measurable Improvements for Customers and Communities*'. Mr Friedman directs the Fiscal Policy Studies Institute (FPSI) in Santa Fe, New Mexico. His work has been used in over 40 states in America and countries around the world, including Australia, New Zealand, the United Kingdom, Ireland, the Netherlands and Norway.
26. Mark Friedman gave a presentation on the Results Based Accountability System to Elected Members on 10 June 2009 at Civic Chambers.
27. All groups that received funding in the 2008/09 year were invited to attend a seminar with Mark Friedman on 5 December 2008. The seminar explained the reasoning behind Results Based Accountability and showed groups how to measure their project's outcomes in this way.
28. Staff have also been trained on the Results Based Accountability System and are available to groups to help them to complete their accountability reports.

New Key Local Projects for 2010/11

29. Staff have reviewed the applications to the Strengthening Communities Fund 2010/11 to identify if there are any projects that should be considered for recommendation to the Metropolitan Funding Committee as Key Local Projects for 2010/11.
30. A list of all applications to Riccarton/Wigram Community Board is attached (**Attachment 1**). This list of all applicants was previously provided to the Riccarton/Wigram Community Board to inform their discussions at the public excluded seminar that was held on 13 April 2010.
31. Staff recommend that no new projects be recommended from Riccarton/Wigram Community Board as KLPs for 2010/11.

9. MONA VALE AVENUE AND MATAI STREET EAST – PROPOSED NIGHT TIME NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Paul Forbes, Network Operations, Transport and Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for Night Time No Stopping restriction on the western side of Mona Vale Avenue and on Matai Street East operating from 11pm to 5am. (**Attachments 1 and 1A**).

EXECUTIVE SUMMARY

2. The Riccarton/Wigram Community Board requested advice on options available to decrease the anti-social drivers' ability to park in the Mona Vale area at night and make a nuisance of themselves. (**Attachments 1 and 1A**).
3. Anti-social drivers are a constant problem for many people in Christchurch. Their behaviour, which includes wheel spinning, drinking, loitering, vandalism and littering is experienced wherever they go. The Police have powers to deal with offences relating to the lack of traction of vehicles, speed of vehicles and the road worthiness of vehicles (however, this behaviour will usually have stopped by the time the Police arrive on the scene).
4. The Council recently installed Night Time No Stopping parking restrictions on Harper Avenue and Deans Avenue to stop anti-social drivers (boy racers) gathering, which has significantly reduced the anti-social activity in the immediate area. Unfortunately, the same problems are now being endured by residents of Mona Vale Avenue and Matai Street East.
5. Current parking restrictions installed on Mona Vale Avenue include No Stopping located at the northern end of Mona Vale Avenue. Current parking restrictions installed on Matai Street East include two sections of P120 time restricted parking, 56 metres in total on the south side of Matai Street East, P5 time restricted parking and a school bus stop on the northern side outside the main entrance to Christchurch Girls High School.
6. All remaining kerbside parking spaces on Mona Vale Avenue and Matai Street East is unrestricted parking. Approximately half of the unrestricted parking on these streets is 45 degree angle parking with the balance being parallel to the kerb.
7. Five options were considered during this investigation:
 - (a) Status quo: Not considered to be a viable option as it will not address the problem;
 - (b) Police enforcement: Monitoring is already being carried out by police with limited effect on anti-social activity in the area;
 - (c) Night time parking ban: To install time specific parking restrictions on these sections of Mona Vale Avenue and Matai Street East (preferred option);
 - (d) Prohibition of light vehicles during night time hours: Not considered suitable in this situation due to the residential nature of the roads;
 - (e) Physical features (traffic calming devices): There is already a platform in place on Matai Street East and staff do not consider the addition of more traffic calming devices a suitable option as these structures often attract anti-social drivers and can encourage wheel spinning and increase vehicle noise level on the street.
8. Staff consider option (c) to be the preferred option as it is the only option that will have any positive impact on anti-social drivers' activity in the area.

9 Cont'd

9. For consultation details refer to clause 20, 21, 22 and 23.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$1,500.

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

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

LEGAL CONSIDERATIONS

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
13. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
14. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

17. As above.

ALIGNMENT WITH STRATEGIES

18. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

19. As above.

CONSULTATION FULFILMENT

20. Christchurch Girls High School, The Chateau Hotel, residents within this section of Mona Vale Avenue and residents of Matai Street East were consulted on the proposal. Staff received 20 replies to the consultation letter. All replies were in full support of the proposed night time parking restrictions on Mona Vale Avenue and Matai Street East.
21. The Deans Avenue Precinct Society supports this proposal.
22. The Officer in Charge, Parking Enforcement, agrees with this recommendation.
23. New Zealand Police support the proposal and agree to enforce the proposed restrictions.

9 Cont'd

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Revoke the following parking restrictions:
 - (i) That any existing parking restrictions on the western side of Mona Vale Avenue be revoked;
 - (ii) That any existing parking restrictions on the northern side of Matai Street East be revoked;
- (b) Approve the following restrictions on Mona Vale Avenue:
 - (i) That the stopping of vehicles be prohibited on the western side of Mona Vale Avenue commencing at its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 131 metres between the hours of 11pm to 5am seven days per week.
 - (ii) That the stopping of vehicles be prohibited at all times on the western side of Mona Vale Avenue commencing at a point 131 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 35 metres.
- (c) Approve the following restrictions on Matai Street East:
 - (i) That the stopping of vehicles be prohibited on the northern side of Matai Street East between the hours of 11pm to 5am seven days per week.
 - (ii) That the stopping of vehicles be prohibited at all times on the northern side of Matai Street East commencing its intersection with Deans Avenue and extending in a westerly direction for a distance of 19 metres.
 - (iii) That the stopping of vehicles be prohibited at all times on the northern side of Matai Street East commencing at a point 94 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 48 metres.
 - (iv) That the stopping of vehicles be prohibited at all times on the northern side of Matai Street East commencing its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 12 metres.
 - (v) That a Bus Stop be installed on the northern side of Matai Street East commencing at a point 142 metres east from its intersection with Deans Avenue and extending in a westerly direction for a distance of 25 metres.
 - (vi) That the parking of vehicles be restricted to a maximum period of five minutes on the northern side of Matai Street East commencing at a point 72 metres east of its intersection with Deans Avenue and extending in a westerly direction for a distance of 11 metres. This restriction is to apply to 8am to 6pm Monday to Friday on school days.
 - (vii) That the stopping of vehicles be prohibited on the southern side of Matai Street East from the intersection of Deans Avenue to the intersection of Darvel Street between the hours of 11pm to 5am seven days per week.

18. 5. 2010

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10. ELECTED MEMBERS' INFORMATION EXCHANGE

11. MEMBERS' QUESTIONS UNDER STANDING ORDERS