

**FENDALTON/WAIMAIRI COMMUNITY BOARD
AGENDA**

TUESDAY 14 AUGUST 2012

AT 4PM

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

Community Board: Val Carter (Chairperson), Cheryl Colley (Deputy Chairperson), Sally Buck, Faimeh Burke, David Cartwright, Jamie Gough and David Halstead.

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 30 JULY 2012**

The minutes of the Board's ordinary meeting of Monday 30 July 2012 are **attached**.

STAFF RECOMMENDATION

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

3. DEPUTATIONS BY APPOINTMENT

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

6.1 HAROLD SURGENOR – DRAINAGE ISSUES

Correspondence received from Mr Harold Surgenor regarding drainage issues outside his property at 38 Westmont Street is **attached**.

7. BRIEFINGS

7.1 TONY ARMSTRONG – AVONEHEAD PARK GUM TREE REMOVAL

At its meeting of 2 July 2012 resulting from a deputation by Mr Chris Nielson and a prior site visit made by Board members and arborist to the park, the Board resolved “... *to request advice from staff to address the shading , tree litter and various other issues relating to the gum trees and the options that might be available ...*”. Tony Armstrong, Arborist will be in attendance to speak to the Board regarding this matter.

8. COMMUNITY BOARD ADVISER’S UPDATE

8.1 REVIEW PROGRESS OF BOARD RESOLUTIONS

Staff will provide an update on Board resolutions.

9. PAPANUI ROAD RIGHT TURN SIGNAL REQUEST AT BEALEY AVENUE/PAPANUI ROAD/VICTORIA STREET INTERSECTION

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Sean Lewis, Traffic Systems Team Leader

PURPOSE OF REPORT

1. At the Fendalton/Waimairi Community Board meeting on 30 April 2012, the following request was made: *"...the Board decided to request staff to investigate the feasibility of a right hand turn arrow at the Papanui Road/Bealey Avenue intersection to alleviate traffic congestion during peak times, and that this report be presented to the 12 June 2012 meeting."*
2. The purpose of this report is to present to the Board the expected effects of installing this right turn signal, to highlight the on-street work which will be required, and to seek a recommendation to the Council on this matter.
3. This report will also be considered by the Hagley/Ferrymead Community Board on 1 August 2012, and a joint report will be presented to the Council, as this intersection is on the boundary of the two wards.

EXECUTIVE SUMMARY

4. Following the February 2011 earthquakes, there has been a steady increase in the volume of vehicles making a right turn from Papanui Road onto Bealey Avenue towards Riccarton. Pre-quake, staff had been resistant to installing right turn signals (green arrows) for Papanui Road because of the low traffic volumes and the inefficiencies associated with green arrows. With the changed travel patterns, and demands at this intersection, staff are now supportive of the installation of these right turn signals.
5. Installing green arrows requires time to be taken away from other green-time allocated at the intersection. This requires a conscious decision to remove green-time from each of the other approaches to the intersection, or to choose a specific approach to be disadvantaged.
6. It is not possible to reduce the green time given to Bealey Avenue, as this is a co-ordinated corridor, and the effects of reducing this green-time would impact the entire length of Bealey Avenue, and further. In this case, staff have made a conscious decision to reduce the green-time allocated to traffic exiting Victoria Street at Bealey Avenue. All modelling data presented is made with this assumption.
7. The modelling results show an increase in the average wait time for vehicles exiting Victoria Street at this intersection. This increase in average delays across the modelled time periods shows a general increase in average delays per vehicles of 40 seconds in the AM peak, 10 seconds in the interpeak period, and 75 seconds in the PM peak. **Attachment 1** has the modelled Levels Of Service (LOS) results per period.
8. If there is no change to the traffic volumes on Victoria Street, there will be longer delays for vehicles exiting Victoria Street at Bealey Avenue. It is expected that some drivers will avoid this approach to the intersection, preferring to use Montreal Street through to Bealey Avenue instead. This will reduce the demand at this approach, therefore reducing the delays experienced.
9. As part of the project, temporary signage will be erected at the Montreal Street approach to Victoria Street warning of the potential delays, and advising the recommended route.
10. This proposal requires the Bealey Avenue pedestrian crossing facilities to be split, creating what is called a staggered-crossing. Separate green-man time is given to crossing each half of the road. This makes the crossing safer for pedestrians, as they will have a facility in the centre median to stop and rest. The proposed new layout is shown in **Attachment 2**.

9. Cont'd

11. There will be more opportunities in each signal-cycle for pedestrians to cross these split sections of Bealey Avenue as pedestrians will be able to cross the shorter sections during several different signal phases. To permit these additional crossing opportunities, U-turns on Bealey Avenue will have to be banned.
12. Care will be taken to ensure that work performed while improving the waiting areas in the centre median will be done without harming the protected trees.

FINANCIAL IMPLICATIONS

13. The estimated costs of installing the right turn signals, and associated roading and street-light works is estimated to be \$160,000.

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

14. The installation or removal of road markings, signs, and traffic signals is within the LTCCP Streets and Transport Operational Budgets, and would be programmed to be completed in the 2012/2013 financial year.

LEGAL CONSIDERATIONS

15. Subject to the Local Government Act 1974 and 2002. Subject to the Land Transport Rule 54002, Traffic Control Devices.
16. The Community Boards do not have the delegated authority from the Council to make alterations to traffic control facilities on an arterial road. Therefore, the Community Board must make a recommendation to the Council.

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

17. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.
19. The down-grading of the attractiveness of Victoria Street as a traffic through-route from Montreal Street to Bealey Avenue is in accordance with the 'Main Street' ambitions of the Draft Central City Plan.

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

20. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

22. As above.

CONSULTATION FULFILMENT

23. As the improvements are network wide, and of minimal local effect, no consultation has been undertaken.

9. Cont'd

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board recommend that the Council approve:

- (a) That the pedestrian crossing facilities across Bealey Avenue at the intersection of Papanui Road and Victoria Street are realigned (refer **Attachment 2**).
- (b) That the U-turning of vehicles travelling east or west on Bealey Avenue at its intersection with Papanui Road and Victoria Street, be banned.

Both of these recommendations are required to ensure the green arrows for Papanui Road can be safely installed.

10. NUNWEEK PARK - PROPOSED LEASE CANTERBURY HOCKEY ASSOCIATION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Asset and Network Planning Manager
Author:	Derek Roozen, Parks and Waterways Planner

PURPOSE OF REPORT

1. To request the Board to recommend to the Council to accept the temporary surrender of part of the existing lease over part of Nunweek Park to the Canterbury Artificial Surfaces Trust.
2. To obtain approval from the Board, under delegated authority from the Council, to the granting of a temporary ground lease over part of Nunweek Park to the Canterbury Hockey Association for a building to be used as a sports administration office.

EXECUTIVE SUMMARY

3. The Canterbury Hockey Association Incorporated ("CHA") is the regional sports organisation responsible for the administration and delivery of the sport of hockey in Canterbury. It is a registered incorporated society, incorporated on 13 March 1936.
4. The CHA owns a single-storied building currently located on Porritt Park. It has operated this building as a sports administration office up unto the time of the earthquake on 4 September 2010, when Porritt Park was closed due to ground damage. Since then, the CHA has occupied temporary commercial offices adjacent to Nunweek Park.
5. The CHA says this temporary office arrangement is not a viable one for it in the short to medium term; but still needs to have its offices located close to or on Nunweek Park, where some of its staff are directly involved in supporting hockey activities.
6. Nunweek Park is the home of the Harewood Hockey Club and is also the location of two hockey artificial turf playing fields, with a third field currently being developed. These fields lie within the leased premises of the Canterbury Artificial Surfaces Trust ("CAST"). CAST is a registered charitable trust, incorporated on 17 May 2010. The CHA leases the turf from CAST.
7. The CHA has requested that it temporarily relocate its sports administration office building from Porritt Park to Nunweek Park until such time as a replacement hockey venue for Porritt Park is established. This building is single storied, with plan dimensions of 12.85 by 7.78 metres, and will have an attached external ramp and steps located at the front of the building. Up to seven CHA staff will operate out of the office. **Attachment A** shows the location of Nunweek Park, its component parcels of land and the proposed site for the CHA sports administration office building. **Attachment B** shows a front view of the building at its present location at Porritt Park. In consultation with Council officers, a site to the side of the entrance to the No. 1 Artificial Hockey Turf at Nunweek Park, and straddling the boundary of the existing CAST leased premises has been proposed. The building front and entrance will face east, towards the artificial turf. The proposed site is shown on the plan given in **Attachment C**. Proposed site photos are provided in **Attachment D**.
8. To put into effect this proposed occupation by the CHA, a new ground lease incorporating the building footprint will need to be granted to the CHA. Prior to this, the part of the premises already leased to CAST that will be occupied by the CHA will need to be surrendered by CAST. **Attachment C** shows the areas involved.

FINANCIAL IMPLICATIONS

9. There are no financial implications for the Council arising from granting permission for the CHA to temporarily occupy the proposed site in Nunweek Park with their sports administration office building. The CHA will meet all costs associated with the establishment and operation of the facility, including all resource and building consents (already obtained), and costs to reinstate the site, to the satisfaction of the Transport and Greenspace Manager or his designate, at the end of the occupation.

10. Cont'd

10. Officers propose that the temporary occupation of the site is formalised with a lease, with a rental or charge determined by the Corporate Support Manager in consultation with the Property Consultancy Team.

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

11. Not applicable.

LEGAL CONSIDERATIONS

12. The Council's powers to grant leases on recreation reserves are contained in section 54 of the Reserves Act 1977.
13. As the grant of any lease to the CHA of land at Nunweek Park requires the approval of the Minister of Conservation, City Environment Group staff have sought the view of Department of Conservation staff on the appropriateness of the proposed lease. Department staff have indicated that they consider that it is possible to grant the proposed lease, provided that it is granted under section 54(1)(d) of the Reserves Act. This section authorises the Council to grant leases "for the "carrying on of any trade, business, or occupation on any specified site within the reserve" that is "necessary to enable the public to obtain the benefit and enjoyment of the reserve or for the convenience of persons using the reserve".
14. It is therefore necessary for the Fendalton/Waimairi Community Board to consider if the proposed lease is, to use the words of the section, "necessary to enable the public to obtain the benefit and enjoyment of the reserve or for the convenience of persons using the reserve". The reported High Court case of Summit Road Society Incorporated v The Minister of Conservation (1990) 14 NZTPA 217, involving the proposal to lease land in Mt Cavendish Scenic Reserve to the gondola operator, is relevant to the meaning of "necessary" in this context. That case considered the use of that word in the sister provision of the Reserves Act concerning the leasing powers in respect of scenic reserves (section 56(1)(b), Reserves Act), and adopted the meaning of "necessary" as meaning something "falling between expedient or desirable on one hand, and essential on the other". In that case, the judge found that the lease was "necessary" to enable a much larger portion of the public to obtain the benefit of the reserve than would have been the case if the lease was not granted.
15. With this decision of the High Court referred to in the paragraph above in mind, the Legal Services Unit is of the view that it is arguable that the proposed lease to the CHA at Nunweek Park is "necessary" as it will facilitate much greater use of Nunweek Park through CHA staff being immediately available to deliver effective training and development of hockey players at a range of levels. The location of the sports administration office building on the reserve will permit CHA staff to be readily available to train, and be directly involved in the development of, hockey players using the artificial turfs. Given that it is the intention that two thirds of the CHA staff to be located on the proposed leased premises at Nunweek Park will be directly involved in the use and enjoyment of the reserve by the public and will be there for the convenience of persons using the reserve, the view of the Legal Services Unit is that the requirements of section 54(1)(d) of the Reserves Act will be met. This advice accords with the advice received from Department of Conservation staff referred to in paragraph 13 of this report.
16. As around two thirds (approximately 107 square metres) of the proposed leased premises for the CHA building is on the existing leased premises of CAST (as shown on the plan in **Attachment C**) it will be necessary to obtain the agreement of CAST to surrender part of their existing lease for the term of the proposed CHA lease.
17. CAST has confirmed in writing that it is prepared to surrender the part of its existing leased premises as shown on the plan in **Attachment C**, on the understanding that upon termination of the temporary lease with the CHA the land reverts back to the lease with CAST.
18. The Council's powers to grant leases on reserves have been delegated to community boards. However, the Council's power to agree to the proposed lease surrender by CAST has not been delegated and requires a Council decision.

10. Cont'd

19. In addition to concluding the required lease arrangements, the applicant is responsible to obtain all required resource and building consents before commencing work on the site. These statutory consents have already been obtained.

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

20. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. Not applicable.

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

22. Not applicable.

ALIGNMENT WITH STRATEGIES

23. Not applicable.

Do the recommendations align with the Council's strategies?

24. Not applicable.

CONSULTATION FULFILMENT

25. Public notice, in accordance with the requirements of section 54(2) of the Reserves Act, of the proposed ground lease was made in The Press on Saturday 26 May 2012, inviting public comment, to be received no later than 5pm, Friday 29 June 2012. No objections or submissions were received by the closing date.

STAFF RECOMMENDATION

It is recommended that the Board resolves as follows:

- (a) To recommend to the Council that it agrees to the surrender of part of the premises at Nunweek Park currently leased to Canterbury Artificial Surfaces Trust Incorporated to enable the grant of the lease to Canterbury Hockey Association Incorporated referred to in paragraph (b) of this resolution, subject to the following conditions:
- (i) the surrender being effective only during the duration of the lease to the Canterbury Hockey Association Incorporated; and
 - (ii) the part so surrendered being reinstated by Canterbury Hockey Association Incorporated upon the termination of the lease granted to Canterbury Hockey Association Incorporated.
- (b) Subject to the surrender of lease referred to in paragraph (a) of this resolution being approved by the Council and agreed with Canterbury Artificial Surfaces Trust Incorporated, to seek the consent of the Minister of Conservation to grant, and, if that consent is granted, to grant to Canterbury Hockey Association Incorporated, for the purpose of locating a sports administration office building, a ground lease pursuant to section 54(1)(d) of the Reserves Act 1977 of that part of Nunweek Park containing approximately 152 square metres as is shown on the Proposed Premises Plan in **Attachment C** to this report, subject to the following conditions:
- (i) the lease to be granted for a term of up to a maximum of five years, with no right of renewal, and on the Council's standard lease terms for leases of recreation reserves in compliance with the Reserves Act 1977; and

10. Cont'd

- (ii) provision be made in the Deed of Lease for termination of the lease upon any shorter term than five years upon request of the Lessee.
- (c) That the Corporate Support Manager be delegated the power to negotiate and enter into, on behalf of the Council, the surrender of lease and the new lease referred to above on such terms and conditions as he shall consider necessary, including the obligation on Canterbury Hockey Association Incorporated, at its cost, to remove the developments and to reinstate the land on the expiry of the lease.
- (d) That the Lessee be required to sign a temporary access licence before accessing the site, the purpose of which is to clearly delineate the Council's and Lessee's responsibilities during any construction phase of the developments on the leased site.

10. Cont'd

BACKGROUND (THE ISSUES)

26. With the closure of Porritt Park, two other locations, being Nunweek Park and Marist Park (the latter located at St Bedes College), remain the sole locations in Christchurch with hockey artificial turfs available for use. Both these two available venues, though, do not provide artificial turfs that are considered by the CHA to be of a scale and/or standard to host international and major national level hockey games in Christchurch. That had officially been the role of the facility at Porritt Park. Therefore, there is a need to develop a new venue to replace Porritt Park. That new venue, when it is established, will be where the CHA intends to permanently locate its sports administration office.
27. Grounds for the CHA re-locating its sports administration office building to Nunweek Park include:
 - It being advantageous for CHA staff, approximately two thirds of whom are involved in training hockey sports people who are at various levels of playing the game from learners to regional representative players, to be close to an artificial hockey surface;
 - A similar arrangement having previously applied at Porritt Park, with the building currently located there also on CAST leased premises and used as a sports administration office (formalised as a tenant's improvement on the Deed of Lease);
 - It being a temporary occupation only, with the intention of Canterbury Hockey to shift their staff to the replacement venue for Porritt Park when that is decided upon and built;
 - CAST, as the existing tenant at Nunweek Park directly affected by the proposed building placement, is in support;
 - The impact on Nunweek Park is likely to be minimal or able to be mitigated. The proposed site for locating the building is already modified and filled with built features, such as high security fencing and hard surfaces. Existing car parking and trees will not be affected and, with plantings, landscaping, sympathetic building colour and the accompanying removal of part of an unsightly security fence, the placement of the building should not result in a diminished visual landscape for the Park;
 - Council staff, including those in the landscape architecture profession, support the proposed site being the better of the more than two site options that were considered at Nunweek Park. Factors taken into account include locating at the approved main access point of the Park, having buildings clustered in one area, permitting only minimal encroachment into a currently unoccupied part of the Park, not creating any unsafe areas for the public, and having no impact on existing trees;
 - There are no other viable potential site options off Nunweek Park able to be considered by the CHA that meet its particular needs, which includes being close to the artificial turfs at the Park.
28. Nunweek Park comprises eight parcels of land totalling 19.5886 hectares in area. Five of these parcels, making up the majority of the Park area, are vested in the Christchurch City Council as recreation reserve subject to the Reserves Act 1977 ("Act"). Four of these recreation reserves were classified for this purpose pursuant to section 16(2A) of the Act by resolution of the Waimairi District Council at its meeting on 27 September 1989.
29. There is a grouped parks management plan approved by the Waimairi District Council on 20 August 1986 that includes Nunweek Park. Buildings policies in this management plan provide for the "erection of buildings and structures associated with and necessary for the use of the reserve for outdoor recreation" and "with the prior consent of the Minister of [Conservation], buildings and structures for public recreation and enjoyment not directly associated with outdoor recreation." (policy 3(a), Management plan for parks and reserves Waimairi District Open Space A zone (active recreation) August 1986).

10. Cont'd

30. Nunweek Park is zoned Open Space 2 (District Recreation and Open Space) in the Christchurch City Plan. This zone includes parks that have substantial physical resources within them such as clubrooms, changing sheds and toilet facilities. Environmental results anticipated for this zone include the provision of buildings and facilities necessary to facilitate both formal and informal recreation, consistent with overall maintenance of an open space character which is not dominated by buildings and hard surfacing. The building proposed to be added on a temporary basis is relatively small and will not have a major impact on Nunweek Park.

11. JUNIPER PLACE –PARKING MANAGEMENT

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval of a parking management plan for Juniper Place to resolve parking congestion issues.

EXECUTIVE SUMMARY

2. On 14 February 2012, staff reported on the school speed zone proposal on Roydvale Avenue and Juniper Place to benefit Roydvale School schoolchildren.
3. While there were no significant issues about lowering vehicle speeds at school start and finish times, many residents responded with concerns about all day parking in Juniper Place associated with the shift in employment to the adjacent commercial area, especially post earthquakes.
4. The concerns received at that time can be summarised as follows:
 - (a) All kerbside car parks taken throughout the day, leaving no on-street parking for residents and/or their visitors.
 - (b) Fully occupied parking spaces on both sides of the road, creating difficulty for some motorists to pass each other, particularly if a larger service vehicle needs to use the street.
 - (c) Residents' concerns about waste removal vehicles being able to access their bins around parked vehicles.
 - (d) Difficulty for larger vehicles turning at the cul de sac turning head, due to parked cars.
 - (e) No available parking for school parents wishing to drop off/pick up children from the Juniper Place school entrance. Residents have reported the following:
 - (i) double parking;
 - (ii) parking over vehicle entrances; and
 - (iii) parking up residents driveways.
5. The Board recommended that the Council approve the school speed zone. After receiving a deputation from a resident who spoke about parking issues in Juniper Place the Board also resolved:

"That due to increased traffic in this area, staff be asked to report back by the end of June 2012 on parking restrictions in Juniper Place, including two hour parking restrictions, no stopping in the turning circle and school drop off zones near the walk way."
6. Proposed solutions: (refer **Attachment 1**)
 - (a) Install parking for a maximum of three minutes (P3) outside the school entrance, from number 14 to 22 Juniper Place. This drop off/pick up zone would apply for one hour at school start and finish times only.
 - (b) Install parking for a maximum of 120 minutes (P120) on both sides of Juniper Place. This two hour parking restriction would apply from 11am to 3pm each day, except public holidays.
 - (c) Install no stopping restrictions (broken yellow lines) at the cul de sac turning head, and near the intersection with Roydvale Avenue to improve manoeuvrability and visibility.

11. Cont'd

7. Explanation of the proposed changes

- (a) Council staff have had experience balancing the parking needs of residents, visitors, commuters and school parents/caregivers' drop off /pick up needs.
- (b) Many studies have investigated vehicle movements and pedestrian safety outside the school gates. The most effective solution to maximising turnover and minimising parking too close or over driveways has been a three minute parking zone (P3).
- (c) A maximum time limit can remove all day parking. The two hour parking maximum provides a good balance between removing all day parkers (due to risk of infringement notices) yet still providing a reasonable time for residents and/or their visitors to park outside their properties. This two hour parking is, however, not ideal for all local residents as there will always be someone who needs to park outside their property for more than 120 minutes. Note: If the sign displays P120 only, then the times that this operates is between 8am and 6pm any day, except public holidays.
- (d) Recently, on a street (Heaton Street) with similar issues as Juniper Place - all day parking needs, school drop off/pick up needs, and residents'/visitor parking needs - a combination of P3 (school start and finish times) and P120 (operating between 11am to 3pm) was introduced. Prior to this introduction, there were numerous complaints made to the Council about parking, with many meetings held. Since its introduction I am aware of only one complaint - a resident wanting the parking restriction extended to a wider area.
- (e) The logic behind the P120 operating between 11am to 3pm is that it does not allow commuter parkers to park all day as they risk incurring an infringement notice during the middle of day (between 11am and 3pm). It is less onerous on the residents of the street. For example, a resident could park their vehicle on the street at say 1:01pm and leave the vehicle parked until 12:59pm the next day. In this example the resident would not incur an infringement notice as they have not parked the vehicle for longer than 120 minutes at the time the restriction is in operation.
- (f) By introducing these parking management changes the kerbside will become more available for resident parking and for parents dropping off or picking up children. Experience has found that this virtually eliminates the problems of parking too close to driveways, parking over driveways and double parking.
- (g) A bus stop exists on Roydvale Avenue, just north west of Juniper Place. It is positioned between the intersection and the first driveway entrance (motor lodge). The residents' request to improve visibility by removing parking adjacent to the intersection, provides the opportunity to also upgrade the bus stop to current best standards.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$2,900.

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

9. The installation of road markings and signs is within the LTCCP Street and Transport Operational budgets.

LEGAL CONSIDERATIONS

10. The installation of any signs and /or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
11. Part 1, clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

11. Cont'd

12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.

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

13. As above

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

15. As above

ALIGNMENT WITH STRATEGIES

16. Aligns with the Council's Parking Strategy 2003, and the Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

17. As above

CONSULTATION FULFILMENT

18. A letter was sent to all property owners and occupiers of properties in Juniper Place, outlining the parking issues and suggested changes. Also, Roydvale School, the Airport Lodge motel and the ABC Learning Centre were contacted. Twenty nine responses have been received. A summary of the comments with corresponding Council staff responses are listed below:

- (a) Support for all changes - 93 percent (27 responses)

Council staff response: support noted for any submission in total support.

- (i) Support, but questioned the need for the restrictions to apply on the weekends, as the problem is only occurring on week days.

Council staff response: the P3 will only operate on school days. The P120 proposal has been modified in the resolution to operate Monday - Friday only.

- (ii) Support, but requested broken yellow lines at the Roydvale Avenue /Juniper Place, to improve visibility when exiting Juniper Place.

Council staff response: Site lines at the intersection have been assessed and the parking restriction resolutions have been amended to reflect safe site lines.

11. Cont'd

- (iii) Support, but does not want parking signs or road markings which define exactly where cars can be parked.

Council staff response: Parking signs are required to advise the motorists of the time limits, and to legalise the time limits for enforcement purposes. Wherever possible, the signs are mounted on existing lighting poles. Invariably, the signs need to be mounted on new dedicated poles at the kerbside. They can be placed up to 100 metres apart, but experience shows that if someone parks the maximum distance away from a sign, and does not have 100 percent vision, they can potentially not read the sign. Accordingly, it is better practice to install signs at 50 metre intervals. The parking lines (often referred to as "parking ticks" similar to those markings at metered spaces in commercial areas), are not mandatory. With the removal of all day parkers and reduction in parking congestion, it is very likely that motorists will not park too close to resident's driveways. If this does happen, then council staff can install these lines at a later date, and this action does not require Board approval. These lines do not have a regulatory function, but act as guidance for the parking motorist.

- (iv) Support, but want the P120 to operate earlier in the morning, as they observe parking from 8:30 am.

Council staff response: The objective of the P120, operating between 11 am and 3 pm, Monday to Friday, is to remove all day parkers but not be too restrictive on residents and/or their visitors, as described above.

- (b) Support for the broken yellow lines and P3, but does not support the P120.

Council staff response: support noted regarding the P3 and broken yellow lines proposals.

- (i) one resident considers that the P120 will give employees from motel across Roydvale Avenue, who usually park in Juniper place, advantages over rate paying residents.

Council staff response: as discussed , the P120 will remove all day parkers from Juniper place. This will free up kerbside for residents and their visitors.

- (ii) One resident does not consider it necessary to install time limited parking restrictions, as residents have off street parking on their property.

Council staff response: The objective of the parking restrictions is to also remove the issue of vehicles parked too close to driveways, reducing the effective roadway, and providing parking opportunities for school drop off/pick up activity.

19. The Parking Enforcement team leader agrees with this parking plan.

STAFF RECOMMENDATION

It is recommended that the Board:

Revoke the following:

- (a) All existing parking restrictions on the north western side of Roydvale Avenue commencing at its intersection with Juniper Place and extending in a south westerly direction for a distance of 20 metres.
- (b) All existing parking restrictions on the north western side of Roydvale Avenue commencing at its intersection with Juniper Place and extending in a north easterly direction for a distance of 36 metres.

11. Cont'd

- (c) All existing parking restrictions on the south west side of Juniper Place, commencing at its intersection with Roydvale Avenue, and extending in a north westerly direction to the cul de sac turning head, and then extending in a clockwise direction around the cul de sac turning head, and then extending on the north east side of Juniper place in a south easterly direction to its intersection with Roydvale Avenue.

Approve the following No Stopping Restrictions:

- (d) That the stopping of vehicles be prohibited at any time on the north western side of Roydvale Avenue commencing at its intersection with Juniper Place and extending in a south westerly direction for a distance of 20 metres.
- (e) That the stopping of vehicles be prohibited at any time on the north western side of Roydvale Avenue commencing at its intersection with Juniper Place and extending in a north easterly direction for a distance of 18 metres.
- (f) That the stopping of vehicles be prohibited at any time on the north western side of Roydvale Avenue commencing at a point 32 metres north east of its intersection with Juniper Place, and extending in a north easterly direction for a distance of 4 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south west side of Juniper Place, commencing at its intersection with Roydvale Avenue, and extending in a north westerly direction for a distance of 10 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north east side of Juniper Place, commencing at its intersection with Roydvale Avenue, and extending in a north westerly direction for a distance of 10 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south west side of Juniper Place commencing at a point 290 metres north west of its intersection with Roydvale Avenue, and extending in a clockwise direction around the cul de sac turning head, and terminating on the north east side of Juniper Place at a point 279 metres north west of its intersection with Roydvale Avenue.

Approve the following 3 minute parking area:

- (j) That the parking of vehicles be restricted to a maximum period of 3 minutes on the north east side of Juniper Place, commencing at a point 130 metres north west of its intersection with Roydvale Avenue, and extending in a north westerly direction for a distance of 77 metres. This restriction is to apply from 8:15am to 9:15am and from 2:30pm to 3:30pm, on school days only.

Approve the following 120 minute parking areas:

- (k) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Juniper Place commencing at a point 10 metres north west of its intersection with Roydvale Avenue and extending in a north westerly direction for a distance of 280 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (l) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north east side of Juniper Place commencing at a point 10 metres north west of its intersection with Roydvale Avenue and extending in a north westerly direction for a distance of 120 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (m) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north east side of Juniper Place commencing at a point 207 metres north west of its intersection with Roydvale Avenue and extending in a north westerly direction for a distance of 72 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.

11. Cont'd

Approve the following Bus stop:

- (n) That a Bus Stop be created on the north west side of Roydvale Avenue, commencing at a point 18 metres north east of its intersection with Juniper Place and extending in a north easterly direction for a distance of 14 metres.

12. APPLICATION TO THE BOARD'S 2012/13 YOUTH DEVELOPMENT SCHEME – BURNSIDE HIGH SCHOOL ORCHESTRA

General Manager responsible:	General Manager, Community Services, DDI 941-8607
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Ken Howat, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Board's 2012/13 Youth Development Scheme.
2. The Balance of the 2012/13 Youth Development Scheme is \$7,850.

EXECUTIVE SUMMARY

3. At the Board meeting of 12 June 2012, the Board received and approved a Youth Development application from four members of the Burnside High School Orchestra to support a concert tour to Melbourne. Following that meeting staff were made aware of additional information, that had it been available at that time, may have affected the final decision of the Board. This additional information was presented to the Board at its 2 July 2012 meeting and the Board resolved to rescind the earlier decision and agreed to accept one application from Burnside High School on behalf of the orchestra.
4. Burnside High School is requesting funding assistance towards the cost of sending the school orchestra on a concert tour to Melbourne from 26 October to 7 November 2012. The tour will involve giving concerts, attending three recitals by professional orchestras and receiving tuition through various educational workshops. The orchestra has a total of 67 members with 19 residing in the Fendalton/Waimairi area.
5. The Burnside High School Orchestra is considered the premier high school orchestra in New Zealand, second only to the Christchurch Symphony Orchestra. Members are required to audition and the school advises that 90 percent of orchestra members go on to study music at tertiary level and become professional musicians.
6. Gaining international experience is immensely beneficial for young musicians and this trip is a rare opportunity for orchestra members to gain this experience and is also an opportunity to make connections with professional musicians.

FINANCIAL IMPLICATIONS

7. The total cost per person for the concert tour is \$2,780 which covers airfares, accommodation, tuition fee and entry fees.
8. This is the first time this group has applied to the Board for financial support.

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

9. This application is seeking funding from the Board's 2012/13 Youth Development Scheme which was established as part of the Board's 2012/13 Discretionary Funding.

LEGAL CONSIDERATIONS

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

10. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with page 170 LTCCP, regarding Community Board Project funding.

12. Cont'd

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

12. As above.

ALIGNMENT WITH STRATEGIES

13. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board make a grant of \$1,000 from its the 2012/13 Youth Development Scheme to Burnside High School towards the cost of the school orchestra concert tour to Melbourne.

13. COMMUNITY BOARD ADVISER'S UPDATE

13.1 CURRENT ISSUES

13.2 UPDATE ON LOCAL CAPITAL PROJECTS – JUNE 2012

Attached

13.3 2012/13 BOARD FUNDING UPDATE

Attached

14. ELECTED MEMBERS' INFORMATION EXCHANGE