

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 14 FEBRUARY 2012

AT 5PM

**IN THE COMMUNITY ROOM,
UPPER RICCARTON LIBRARY, 71 MAIN SOUTH ROAD
UPPER RICCARTON**

Community Board: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Ishwar Ganda, Sam Johnson, Judy Kirk, and Peter Laloli.

Community Board Adviser

Liz Beaven

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 31 JANUARY 2012**

The minutes of the Board's ordinary meeting of Tuesday 31 January 2012 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 31 January 2012 be confirmed as a true and correct record.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

8. AVONHEAD SCHOOL – VARIABLE SPEED LIMIT

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|-------------------------------------|---|
| General Manager responsible: | General Manager, City Environment Group, 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 request that the Board endorse the installation of a new variable speed limit (40 kilometres per hour school speed zone) on Avonhead Road, at Avonhead School (refer **Attachment 1**), and that the Board recommend to the Council that it approve the new variable speed limit and include it in the Christchurch City Council Register of Speed Limits.

EXECUTIVE SUMMARY

2. The Council has a commitment to improve road safety. Reducing excessive vehicle speeds where appropriate, outside schools during peak arrival and departure periods improves the safety for children. The Council has a programme of installing 40 kilometres per hour variable speed limits (known as “school zones”) outside schools according to a prioritisation process. This process, (including the methodology behind it) was recently endorsed again by the Council as the most appropriate method of improving road safety outside certain schools. Avonhead School currently has the next highest priority, following zones already commissioned. To date 35 schools have benefited from this treatment. The “school zone” can operate on school days, for a period of no more than 45 minutes in the morning before the start of school and for a period no more than 30 minutes in the afternoon, beginning no earlier than five minutes before the end of school. The “school zone” can also operate for a period of 10 minutes at any other time when children cross the road, or enter or leave vehicles at the roadside.
3. The Council can resolve to set new variable speed limits, in accordance with the Christchurch City Council Speed Limits Bylaw and the Land Transport Rule: Setting of Speed Limits 2003. Accordingly infrastructure for these variable speed limits cannot be commissioned until they have been formally resolved by the Council.

FINANCIAL IMPLICATIONS

4. The estimated cost for this school zone is \$40,000 and will be funded from an existing approved budget.

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

5. The recommendations of this report align with 2009-19 Long Term Council Community Plan (LTCCP) budgets.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of the New Zealand Transport Agency in the *New Zealand Gazette* (21/4/2011, No. 55, p. 1284) approving a variable speed limit of 40 kilometre per hour in school zones and setting out conditions for those speed limits. A copy of that notice is attached (**Attachment 2**). Council resolution is required to implement the speed limit restrictions and traffic management changes.
7. The Land Transport Rule: Setting of Speed Limits 2003.
8. The Land Transport Rule: Traffic Control Devices 2004.
9. Christchurch City Council Speed Limits Bylaw 2010.

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

8 Cont'd

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP.
12. This project aligns with the Transport and Greenspace Units' "Our Community Plan 2009-2019".

ALIGNMENT WITH STRATEGIES

13. This project is consistent with key Council strategies including the Road Safety Strategy and the Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons who must be consulted before the Council sets a speed limit are:
- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed;
 - (b) a territorial authority that is affected by the existing or proposed speed limit;
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit;
 - (d) the Commissioner of Police;
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated;
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand;
 - (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and
 - (h) The Director of Land Transport New Zealand now the New Zealand Transport Agency (NZTA).
16. Section 7.1(3) of the Rule states a road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.
17. Representatives of the Commissioner of Police, the Director of NZTA, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, the Taxi Federation and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered to be affected by the proposed speed limits. No neighbouring road controlling authority is affected.

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18. A spokesperson for the New Zealand Transport Agency supported the proposed variable speed limits outside Avonhead, Roydvale and Heathcote Valley Schools. He noted that they meet all the requirements of the warrant as set out in Traffic Note 37 Section 4. The schools exceed the requirement of 50 children crossing the road or entering a vehicle, and have traffic speeds above the requirements and/or are on a main traffic route.
19. A consultation plan was circulated to 60 residents in Avonhead Road on 22 November 2011. In most cases the Consultation Leader spoke to property owners near proposed school speed signs. The school also provided details to the school community via its newsletter.
20. The Chairperson of the Ilam and Upper Riccarton Residents' Association supports the introduction of a school speed zone for Avonhead Road. She said that motorists need warning that a school crossing is approaching, especially on major connecting roads such as Avonhead Road.
21. Responses were received from two residents who both supported the proposed school speed zone. However, one respondent was concerned about a dip in the road which he felt would reduce the visibility of the sign outside his property. Traffic engineers have since revisited the site and believe that the sign will be clearly visible.
22. Avonhead School administrators support the installation of a variable speed limit outside their school and are prepared to operate it.
23. Those who made comments were sent a copy of the plan for Council approval, and a letter outlining the project team's responses to their suggestions and concerns. They were also advised of the Community Board meeting date and time, and how to contact the Board Adviser if they wished to seek speaking rights.

STAFF RECOMMENDATION

That the Riccarton/Wigram Community Board recommend that the Council approve:

- (a) the installation of a 40 km/hr variable speed limit on Avonhead Road (school zone), as meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003, and the New Zealand Gazette notice (21/04/2011, Number 55, page 1284), including the times of operation.
- (b) subject to Council approving recommendation (a), that pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, a variable speed limit (40 kilometres per hour School Speed zone) apply on:
 - (i) Avonhead Road, commencing at a point 30 metres south westerly of the Parkstone Avenue intersection and extending in a south westerly direction for a distance of 375 metres;
- (c) subject to the Council approving recommendation (a), that the abovementioned variable speed limit shall come into force on completion of infrastructure installation, and public notification.

BACKGROUND

24. Avonhead School is currently second equal on the Council's prioritisation list for installation of new school speed zones. This process ranks each road fronting a school by scoring the following 10 factors: road classification (i.e. local, major arterial etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, number of children crossing the roadway, cyclist volume, percentage of trucks, and whether a school patrol exists. There are 293 frontage roads at the 162 schools in the Christchurch City area.
25. Two options were considered by the project team. The first and preferred option is to install a 40 kilometre per hour variable speed limit using electronic and static signage that operates outside Avonhead School before and after school during the school term. The other option is to

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maintain the status quo. The school is keen to see a speed zone installed in Avonhead Road to improve safety for pupils.

9. PROPOSED LEASE – HORNBY HOCKEY CLUB INCORPORATED AT WYCOLA PARK

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| General Manager responsible: | General Manager, City Environment Group, DDI 941 8608 |
| Officer responsible: | Unit Manager, Transport and Greenspace |
| Author: | Tony Hallams, Leasing Consultant, Corporate Support Unit |

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to grant a new lease to the Hornby Hockey Club Incorporated over their existing leased area at Wycola Park, within which they have built a hockey pitch and pavilion (**Attachment 1**).

EXECUTIVE SUMMARY

2. The lease previously granted to the Hornby Hockey Club Incorporated has expired.
3. The Club has requested a new lease over their existing leased site, on which their pavilion and artificial surface in their fenced off area is built.
4. The Club's sports ground appears to have come through undamaged after the earthquakes.
5. Council officers from the Network Planning Unit support a new lease being entered into for a period of up to 33 years, broken into three eleven year periods with rights of renewal at the end of the first two periods subject to complying with the conditions amplified in section 11 below.

FINANCIAL IMPLICATIONS

6. The Club has three subscription types; open and senior, high school, and primary school. The Club indicates that the installation of the artificial surface within the lease area has been the catalyst for the growth of hockey in the area. The Club fields 30 teams in the Canterbury Hockey competition. The surface is also used by local primary and high schools, Lincoln University, and the New Zealand Army as preparation for tournaments. Canterbury Hockey also runs a competition for 7-8 year olds every Saturday morning during the hockey season.
7. The Club has submitted copies of its audited financial accounts dating back the last five years. Officers have formed the view that the Club is financially sound having sufficient funds to undertake the maintenance and development of their club assets, and maintain their membership.

Do the Recommendations of this Report Align with 2009-19 Long Term Plan (LTCCP) budgets?

8. The proposal will not impinge on LTCCP budgets, staff time etc required to put a new Sports Club lease in place being budgeted for in existing budgets. The cost of placing the advertisement in the paper will be on-charged to the Club.
9. The current rent assessed in accordance with the Council's new Sports Club Leases Charging Policy has no adverse financial implications for the Council. The current annual lease rental being paid by the Club to the Council is \$ 322.71 including GST in accordance with this policy.

LEGAL CONSIDERATIONS

10. The Board has delegated authority from the Council to authorise the granting of the proposed new lease, (refer page 3 of the Christchurch City Council Register of Delegations as at 24 November 2011, which refers to Community Boards, Section 5.7, delegating Community Boards to approve or decline the granting of leases or licence on reserves which are subject to the Reserves Act 1977.) because the subject Land is held as Public Reserve (1933 1988 New Zealand Gazette Notices).

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11. There is an obligation on the Council when granting a new lease to grant it only if it considers there is sufficient need to continue to provide the facilities for hockey, and that there is not a greater demand for some other sport or recreational activity and that in the public interest some other sport, game, or recreational activity should not have priority that will provide a greater public benefit. Current Club membership numbers justify a new lease being put in place. Staff in the Council's Recreation and Sports Unit and Network Planning Units have been consulted on the application and they support a new lease being granted
12. Territorial authorities have been delegated by the Minister of Conservation, pursuant to section 10 of the Reserves Act 1977, authority to grant or decline a lease of land under section 54(1)(a), (b), (c), and (d) where the effects of the proposed use will be the same or similar in character, intensity and scale. There will be no changes to these effects by granting the proposed lease, and therefore the Minister of Conservation's delegation can be exercised.
13. As part of that delegation it is necessary for the Council to fulfil the requirements of section 4 of the Conservation Act 1987, that being to consider its obligations to give effect to the Treaty of Waitangi. There are no cultural materials, or fresh water fisheries of importance to Ngai Tahu within the area of Wycola Park to be leased to the Hornby Hockey Club Incorporated and the area is not identified as a site of significance to Tangata Whenua in the Christchurch City Plan. Council officers have therefore considered the Council's obligations under section 4 of the Conservation Act 1987 determining that this issue does not require specific consultation with Te Runanga o Ngai Tahu.

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

14. Yes. Refer paragraphs 10 – 13 above.

ALIGNMENT WITH LONG TERM PLAN (LTCCP)

15. The LTCCP's Council Activities and Services Section promotes the provision of safe, accessible and attractive multi sports parks in order to:
 - (a) Provide leisure and recreation activities opportunities, including spaces for organised sport
 - (b) Usefully locate sports parks across the city
 - (c) Provide green spaces for the city
 - (d) Support community health and well being
 - (e) Provide leased space for clubs to develop sports facilities

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

16. Yes. Refer to paragraph 15 above.

ALIGNMENT WITH STRATEGIES

17. This application is aligned with the Christchurch Active Living Strategy, by supporting member's mental stimulation, physical exercise, and enabling the general public to gain another experience in life by playing hockey.
18. This application also supports the Christchurch Visitor Strategy by maintaining an attraction that visitors both to Christchurch and the park can experience.
19. The approval of this application is in alignment with the Council's Strategic Direction to support Strong Communities. It encourages residents to enjoy living in the city and to have fun, thereby supporting Christchurch as being a good place to live.

9.Cont'd

Do the recommendations align with the Council's strategies?

20. Yes. Refer to paragraphs 17-19 above.

CONSULTATION FULFILMENT

21. The Council does not need to publicly advertise the proposal or enter in to a formal consultation process because the present sports club has occupied the site continuously for a considerable period of time.

STAFF RECOMMENDATION

That the Riccarton/Wigram Community Board under delegated authority from the Council and Minister of Conservation:

- (a) Approve the granting of a new lease to the Hornby Hockey Club Incorporated over the part of Wycola Park on which the existing building and artificial surface is located, within their existing fences, being approximately 1850 square metres of Wycola Park, a recreation reserve vested in the Christchurch City Council as detailed in Gazette Notice 1983/1385 for a period of up to 33 years broken into three eleven year periods with rights of renewal at the end of the first two periods of 11 years. These rights of renewal being subject to the Council being satisfied that the terms and conditions of the lease have been complied with, and that there is sufficient need for the sports, games, or other recreational activity specified in the lease, and that in the public interest some other sport, game, or recreational activity should not have priority.
- (b) Authorise the Corporate Support Manager in association with the Policy & Leasing Administrator (Network Planning Unit) to conclude and administer the terms of the lease.
- (c) Resolve that the Council's obligations under section 4 of the Conservation Act 1987, have been considered, and determine that this issue does not require specific consultation with Te Runanga o Ngai Tahu, for the reasons set out in section 13 above.

23. 02. 2012

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- 8. COMMUNITY BOARD ADVISER'S UPDATE**
- 9. ELECTED MEMBERS' INFORMATION EXCHANGE**
- 10. MEMBERS' QUESTIONS UNDER STANDING ORDERS**