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**FENDALTON/WAIMAIRI COMMUNITY BOARD
28 SEPTEMBER 2010**

**Minutes of a meeting of the Fendalton/Waimairi Community Board
held on Tuesday 28 September 2010 at 4pm
in the Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads**

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

APOLOGIES: Nil.

The Board reports that:

PART A - REPORTS REQUIRING COUNCIL DECISION

1. HEATON STREET/ALLISTER AVENUE/CIRCUIT STREET- PROPOSED PARKING RESTRICTIONS

The report and accompanying recommendation that the wider project be considered in the 2012 LTCCP was submitted to the Council meeting on 30 September 2010 as a report from the Chairperson.

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Peter Barnes, Consultation Leader, Capital programme

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek the Community Board approval of the proposed parking management of Heaton Street (Papanui Road to Allister Avenue), Allister Avenue and Circuit Street as illustrated on **Attachment 1**.
 - (b) Recommend to Council that further improvements to this section of the network be considered in the 2012-22 LTCCP.

EXECUTIVE SUMMARY

2. Proposed parking restrictions in the area of Heaton Street, Allister Avenue and Circuit Street are to address the high level of 'all day' parking in these Streets. This proposal includes school drop off /pick up areas and new bus stop locations.
3. Parking management in this area has been the subject of significant discussion between the Council and the community over the past three years. More recently, an initial survey (August 2009), workshop (June 2010) and formal submission period (July 2010) have provided the project team with a good understanding of residents' and other stakeholders' perspectives on parking issues in this area. The attached plan (**Attachment 1**) shows the proposed parking restrictions, school drop off/pick up areas and bus stop locations.
4. In addition to recent consultation and feedback, the project builds upon previous work. This includes:
 - (a) **September 2004**
The Council commissioned a parking occupancy survey together with a resident and motorist perception survey of the Streets surrounding Merivale Mall. This was in response to local residents and retailers concerned about parking availability. In April 2005 Abley Transportation Consultants produced a report addressing the issues raised by this survey.

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- (b) **February 2009**
The Fendalton/Waimairi Community Board approved the Merivale Parking Plan. In doing so the Board resolved:
- “That a separate detailed study be undertaken on Heaton Street between Allister Avenue and Papanui Road, to include Allister Avenue and Circuit Street. This study should consider changes to parking restrictions and general traffic management including possible introduction of cycle lanes and changes to nearby bus stop locations. The study should focus on school safety, parking demand and changing parking demands due to surrounding activities, support of the Proposed Merivale Parking Plan, and any changing parking demands on Allister Avenue and Circuit Street.”*
- (c) **October 2009**
Following an initial issues survey of residents (August 2009), Abley Transportation Consultants analysed the results and assessed and scored based on meeting technical and community objectives. A preferred scheme was identified.
- (d) **December 2009**
A report was submitted to the F/W Community Board recommending that formal consultation on the preferred option (from the Abley report) take place with residents and other stakeholders. However it was apparent that many residents and other stakeholders would benefit from, and welcome, a further opportunity to discuss all of the proposals and as a consequence the formal consultation was deferred to enable a workshop with residents to take place (see Clause 3 above).

PROPOSAL

5. This proposal is based on analysis over a period of time of investigation. While staff initially considered a more encompassing traffic parking and management plan for the area, with additional elements such as intersection improvements and cycle lanes, this proposal focuses on residents' primary concerns around parking and school drop off/pick up areas. Staff still acknowledge the need to consider these additional matters in the future, however that will be subject to further planning and consultation at that time.
6. The project team has reviewed feedback received to date and believe the proposed concept plan strikes a fair balance between the needs of residents, schools and other road users. A summary of the features of the proposal (refer to attachment 1 for full details) is as follows:
- (a) P120 restricted parking on sections of Heaton Street between Papanui Road and Allister Avenue, 11am – 3pm, Monday to Friday.
 - (b) P120 restricted parking on both sides of Circuit Street, 11am – 3pm, Monday to Friday.
 - (c) P120 restricted parking on the north-east side of Allister Avenue, 11am – 3pm, Monday to Friday.
 - (d) P3 school “drop off” area on both sides of the Street outside Heaton Normal Intermediate, 8am – 9:30am and 2:30pm – 3:30pm on school days only (and reverts to P120 11am – 3 pm at other times on Monday to Friday).
 - (e) North east bound bus stop, located outside 121/123 Heaton Street.
 - (f) South west bound bus stop, located outside 138 Heaton Street.
7. A report by Traffic Engineering Consultants (Abley Transportation) was submitted to the Board in December 2009, and identified and considered a number of parking restriction options.
8. The Abley Report was used as a starting point for both staff and residents to consider further (sub)options. As a result, this concept was developed and consulted on in July 2010.

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FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$8,000. This cost includes the installation of signs and posts associated with the implementation of the parking management.

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

10. Yes. The installation of road markings and signage is within the current LTCCP Streets and Transport operational budgets.

LEGAL CONSIDERATIONS

11. 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.
12. 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?

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. The recommendations align with a number of Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation for this project built upon previous consultation undertaken for the Merivale Parking Plan (2008). More recent consultation consisted of three stages:

(a) **August 2009**

Residents of the three subject Streets were consulted with initial an issues survey and asked to identify traffic and parking issues and the severity of these issues. Residents identified key issues as pedestrian safety, parking and school drop-off areas.

(b) **1 June 2010**

A workshop was held with residents and Heaton Intermediate School representatives to allow staff to outline the consultation process, preferred option development, and to enable residents to provide their own perspectives and feedback on the various options identified in the Abley Report. A clear preference and outcome from the meeting was that residents requested for parking restrictions as a matter of priority. Other improvements to this section of the network for example potential cycle lanes, intersection changes etc. would require additional funding and would therefore need to be considered in future LTCCP funding rounds.

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(c) **1-15 July 2010**

A public information leaflet and submission form was distributed to all residents/property owners of the three Streets, and other stakeholders.

19. Of the 135 leaflets that were distributed in early July 2010, a total of 25 leaflets were returned (19%). Eighteen responses stated they "generally supported the proposal" (72%), while five responses stated that they "generally did not support the proposal" (20%).
20. When respondents were asked if they supported the extension of P120 restricted parking on Heaton Street between Allister Avenue and Rossall Street, nine respondents supported this (36%), and five respondents (20%) opposed. It is noted that of those respondents that supported the extended parking to Rossall Street, only one was a resident within that section of Heaton Street.
21. The project team received strong feedback comments supporting both sides of Circuit Street restricted P120 parking, as opposed to just one side as per the consultation plan.
22. The school drop off zones received no feedback (including no comment from Heaton Intermediate).
23. The location of bus stops was touched upon in four submissions.
24. The project team received some feedback on the timing and duration of P120 parking restriction restrictions. A survey of the Merivale Parking Plan has indicated that the P120 11am to 3pm parking restriction (week days only) is very effective at deterring all day parking and the project team recommends that this format is used for ease of interpretation and consistency. A monitoring regime will be implemented that will measure the effectiveness of each implemented phase. Any identified problems or opportunities will be addressed as part of a subsequent review.
25. Following the evaluation of submissions by the project team, it was determined that the following amendment to the concept (as circulated) was appropriate:
 - (a) Both sides of Circuit Street to have P120 restricted parking, 11am to 3pm weekdays.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the following:
 - (i) That all existing parking restrictions on the southeast side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction to its intersection with Allister Avenue be revoked.
 - (ii) That all existing parking restrictions on the northwest side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction to its intersection with Circuit Street be revoked.
 - (iii) That all existing parking restrictions on the northwest side of Heaton Street commencing at its intersection with Circuit Street and extending in a south westerly direction for a distance of 361 metres be revoked.
 - (iv) That all existing parking restrictions on the northeast side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction to its intersection with Leinster Road be revoked.
 - (v) That all existing parking restrictions on the south west side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction to its intersection with Leinster Road be revoked.

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- (vi) That all existing parking restrictions on the north east side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction to the road termination be revoked.
- (vii) That all existing parking restrictions on the south west side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction to the road termination be revoked.
- (viii) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 55 metres.
- (ix) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 55 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 35 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (x) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Circuit Street and extending in a north easterly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Circuit Street and extending in a south westerly direction for a distance of 29 metres.
- (xii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 29 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 43 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xiii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the north west side of Heaton Street commencing at a point 78 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 17 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xiv) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at a point 95 metres south west of Circuit Street and extending in a south westerly direction for a distance of 35 metres.
- (xv) That a Bus stop be created on the north west side of Heaton Street, commencing at a point 130 metres south west of Circuit Street and extending in a south westerly direction for a distance of 19 metres.
- (xvi) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at a point 149 metres south west of Circuit Street and extending in a south westerly direction for a distance of 10 metres.
- (xvii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the north west side of Heaton Street commencing at a point 159 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 48 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.

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- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 217 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 144 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xix) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 36 metres.
- (xx) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Heaton Street commencing at a point 36 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 75 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxi) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 111 metres south west of Papanui Road and extending in a south westerly direction for a distance of 58 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the south east side of Heaton Street commencing at a point 169 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 11 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xxiii) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 180 metres south west of Papanui Road and extending in a south westerly direction for a distance of 8 metres.
- (xxiv) That a Bus stop be created on the south east side of Heaton Street, commencing at a point 188 metres south west of Papanui Road and extending in a south westerly direction for a distance of 14 metres.
- (xxv) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 202 metres south west of Papanui Road and extending in a south westerly direction for a distance of 36 metres.
- (xxvi) That the parking of vehicles be restricted to a maximum period of 3 minutes on the south east side of Heaton Street commencing at a point 238 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 49 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xxvii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Heaton Street commencing at a point 301 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 177 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxviii) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at its intersection with Allister Avenue and extending in a north easterly direction for a distance of 27 metres.
- (xxix) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 9 metres.

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- (xxx) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at a point 19 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 33 metres.
- (xxxii) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at its intersection with Leinster Road and extending in a north westerly direction for a distance of 16 metres.
- (xxxiii) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 18 metres.
- (xxxiiii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Allister Avenue commencing at a point 18 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 36 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxv) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at a point 54 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 32 metres.
- (xxxvi) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Allister Avenue commencing at a point 86 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 50 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxvii) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at its intersection with Leinster Road and extending in a north westerly direction for a distance of 16 metres.
- (xxxviii) That the stopping of vehicles be prohibited (at any time) on the north east side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction for a distance of 9 metres.
- (xxxix) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north east side of Circuit Street commencing at a point 9 metres north west of its intersection with Heaton Street and extending in a north westerly direction for a distance of 159 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxix) That the stopping of vehicles be prohibited (at any time) on the south west side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction for a distance of 9 metres.
- (xxxx) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Circuit Street commencing at a point 9 metres north west of its intersection with Heaton Street and extending in a north westerly direction for a distance of 159 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxxi) That the stopping of vehicles be prohibited (at any time) on the south west side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction for a distance of 9 metres.
- (xxxxii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Circuit Street commencing at a point 9 metres north west of its intersection with Heaton Street and extending in a north westerly direction for a distance of 159 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxxiii) That the stopping of vehicles be prohibited (at any time) on the north east side of Circuit Street commencing at a point 168 metres north west of its intersection with Heaton Street and extending in an anti clockwise direction around the cul-de-sac kerb line to a point on the south western kerb side that is 168 metres north west of its intersection with Heaton Street.

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- (b) Recommend to the Council that the related Capital works be put into the 2012/22 LTCCP planning process for consideration.

BOARD RECOMMENDATION

The Fendalton/Waimairi Community Board recommend to the Council that staff recommendation (b) be considered.

Refer clause 13 of these minutes for the delegated decisions regarding this item.

2. RURAL YALDHURST AREA – PROPOSED NIGHT-TIME RESTRICTION FOR VEHICLES

The report and accompanying recommendations from the Board were submitted to the Council meeting on 30 September 2010 as a report from the Chairperson.

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manage
Author:	George Kuek, Traffic Engineer – Transport

PURPOSE OF REPORT

1. The purpose of this report is for the Council to consider a recommendation from the Fendalton/Waimairi Community Board that it prohibit motor vehicles weighing less than 3,500 kilograms from stopping, entering and/or being used on the roads listed in paragraphs five and six below and as shown on the plan **Attachment 1**.

EXECUTIVE SUMMARY

2. At the Board meeting on 18 August 2009, a deputation by several residents living in the rural area of Yaldhurst sought measures to be implemented to curb anti-social driver (boy racer) activities and behaviour in their community.
3. The delegation outlined their experiences and concerns regarding the safety for road users and for local residents and they described the wilful damage occurring to private and public property, the litter being generated, the intimidation and fear arising from the activities, and the pollution resulting from fuel deposits and tyre burnouts.
4. In the past two years, Police have responded to numerous callouts (refer to paragraph 19 below) from residents related to the illegal activities as detailed in paragraph three above.
5. Following the deputation, the Board decided that staff be requested to investigate whether Clause 68A (*"Prohibition Times on Roads"*) of the **Traffic and Parking Bylaw 1991** can be extended to include the Streets below:
 - (a) Ryans Road (from Russley Road to Guys Road)
 - (b) Grays Road (from Avonhead Road to Ryans Road)
 - (c) Pound Road (from Yaldhurst Road to McLeans Island Road)
 - (d) Guys Road (from School Road to Conservators Road)
 - (e) School Road (from Yaldhurst Road)
 - (f) Savills Road
 - (g) Conservators Road
 - (h) Coringa Road.
6. During investigations, it has been noted that the following roads are not among the roads listed above but they are linked, and have the potential to attract undesirable anti-social driver activities (refer Attachment 1):
 - (a) **Jessons Road** – this is a local no-exit road which runs east off the north end of Pound Road near its existing intersection with McLeans Island Road. Police records show that anti-social driver activities have taken place in this location.
 - (b) **Avonhead Road** – this is the 1270 metre long section at the west end of Avonhead Road, linking Russley Road with the north end of Grays Road.

2 Cont'd

- (c) **Hasketts Road** – this is the 200 metre long section at the north end of Hasketts Road providing access to School Road from West Coast Road.
 - (d) access (no road name) to School Road from West Coast Road – this is the 80 metre long access road near the east end of School Road.
7. Given the potential to attract anti-social driver activities, it is recommended that the roads listed in paragraph six above should also be considered for appropriate prohibition to curb these activities.
8. Note that Clause 68A (*“Prohibition Times on Roads”*) of the **Traffic and Parking Bylaw 1991** referred to in paragraph five above has been superseded by Clause 15 (*“Prohibited Times on Roads”*) in Part 2 of the current **Traffic and Parking Bylaw 2008**.
9. At its 22 April 2010 meeting, the Council resolved the following **additions** and **amendments** to council's *“Prohibited Times on Roads”* policy:
- (a) that the following be added as a second and third paragraph of the Scope and Definitions section of the *“Prohibited Times on Roads”* policy (**Attachment 2** to the agenda):
 - (i) *Where a “Prohibited Times on Roads” request is for well-defined industrial areas with no through function, the prohibition should be seven days a week, from 10 pm to 5 am the following morning.*
 - (ii) *Where a “Prohibited Times on Roads” request is for an area where people live or where the roads have a through function then the prohibition is to apply only during limited times, in particular: – Thursday to Friday 10 pm - 5 am; Friday to Saturday 10 pm – 5 am; Saturday to Sunday 10 pm – 5 am; Sunday to Monday 10 pm – 5 am; and from 10 pm on the day preceding any public holiday until 5 am on that statutory holiday; and from 10 pm on the public holiday to 5 am the following morning.*
 - (b) That the issues to be considered section of the flowchart (Attachment 2 to the agenda) in the *“Prohibited Times on Roads”* policy be amended so that the second bullet point reads *“The problem has persisted for a considerable period of time, even though other enforcement has been carried out.”*
 - (c) That the issues to be considered section of the flowchart in the *“Prohibited Times on Roads”* policy be amended so that the fourth bullet point reads *“No arterial roads, or collector roads, are included.”*
 - (d) That the existing *“Prohibited Times on Roads”* be reassessed into the two categories and a report be presented to the Council to align the days and times of the prohibitions on the existing roads with (a)(i) and (ii) above.
10. Prior to the prohibition time regime and *“days of the week”* regime resolved by the Council at their meeting on 22 April 2010, several different time regimes and *“days of the week”* regimes existed for several areas of prohibition around the city. The Police had indicated that the inconsistencies would cause issues for enforcement, and could cause confusion over what days and times existed when a callout came in, therefore requiring Police to check the details on the signs on arrival would not provide effective enforcement.
11. The *Prohibited Times on Roads* recommended in this report are consistent with the above amended council's *“Prohibited Times on Roads”* policy.
12. All the roads covered in this report are located in the sparsely populated rural area of Yaldhurst and Harewood west and south of Christchurch International Airport, where the properties are mainly farms and lifestyle blocks. The rural setting of this area attracts anti-social driver behaviour at night.

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13. Apart from Pound Road which is a collector road, all the other roads (including the additional roads listed in paragraph six) are classified as local roads.
14. The current speed limit is 50 kilometres per hour on School Road east of Hasketts Road, and on the access road to School Road from West Coast Road. On all the other roads under consideration, the current speed limit is 100 kilometres per hour. However, the following roads are listed on Council's current Speed Limit Review:
 - (a) Pound Road, from Yaldhurst Road to Ryans Road
 - (b) Guys Road, from School Road to Ryans Road
 - (c) Hasketts Road, from West Coast Road to School Road
 - (d) School Road, from Hasketts Road to west end.
15. Currently there are plans to stop and close off the section of Pound Road, from a point approximately 1120 metres north of Ryans Road, to its intersection with McLeans Island Road north of Jessons Road. This is to facilitate the provision of a protection area extension of the Christchurch International Airport east-west runway, as required by New Zealand Civil Aviation Authority. The plan includes re-aligning Pound Road to re-join McLeans Island Road at a point approximately 1660 metres west of the existing McLeans Island Road/Pound Road intersection (see Attachment 1). The re-alignment work is planned to be completed by October 2011, after which the road stopping of Pound Road (as described above) will be implemented.
16. Apart from approximately 330 metres of existing No Stopping restrictions (No Stopping broken yellow lines) on Pound Road along the Airport boundary at the west end of the airport east-west runway, there are no other restrictions on the other roads. **Note:** the section of Pound Road with No Stopping restrictions is in the section to be stopped and closed, as discussed in paragraph 15 above.
17. The traffic survey carried out on Pound Road in May 2010 showed that traffic volumes were 3,950 vehicles per day.
18. On Guys Road and School Road, a traffic survey carried out in May 2008 showed that traffic volumes were recorded at approximately 236 vehicles a day and 313 vehicles a day, respectively. No traffic volume data are available for the other roads.
19. The following reported information on traffic incidents have been provided by Police (refer to **Attachment 2** copy of letter dated 20 July 2010 from Police):
 - (a) between July 2008 and June 2010, Police received 288 complaints regarding anti-social driver behaviour
 - (b) in that same period, Police received a further 192 complaints regarding general traffic offending, some of which could have been related to anti-social drivers
 - (c) although there are records of anti-social driver behaviour dating back to 1999, Police have noticed an increase in incidents involving such behaviour in the last five years
 - (d) Police records for the area show that anti-social drivers are most active on Pound Road, Ryans Road, Guys Road, Yaldhurst Road and West Coast Road, and to a lesser extent on School Road, Grays Road, Savills Road, Conservators Road, Jessons Road and Avonhead Road.
20. Based on the above information provided by Police, an average of between two to three Police complaints per week were laid. These do not include the 192 complaints in paragraph 19 (b) above.

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21. The Police have powers to deal with offences relating to the lack of traction of vehicles and the speed of vehicles. However, this behaviour usually stopped by the time the Police arrived on the scene. It can start up again minutes after the Police leave. Prohibiting both the spectators and the participants from taking their cars on the affected roads will allow the Police to deal with this undesirable behaviour. The most effective way to achieve this is to prohibit those vehicles from using or parking on the road unless they are driven by residents or bona fide visitors of properties in that road.
22. Pound Road being a collector road should not be included on the "*Prohibited Times on Roads*" Register as this road is a designated traffic route and therefore the 'New Zealand Bill Of Rights' issues need to be considered. It is therefore more appropriate to install a night time parking restriction on this road, which would give the Police the power to stop anti-social drivers from gathering on Pound Road at night, which is an effective method of dealing with the problem.
23. Given the planned stopping, closing off and re-alignment of Pound Road as discussed in paragraph 15 above, the following options for this section of Pound Road were considered:

Option One:

- (a) Install appropriate signs on Pound Road, including in the section to be stopped and closed. Upon completion of the re-alignment of Pound Road, shift the affected signs to the newly re-aligned section of Pound Road.

Option Two:

- (b) Install appropriate signs on Pound Road, but not in the section to be stopped and closed. Upon completion of the re-alignment of Pound Road, installed the remaining signs in the newly re-aligned section of Pound Road.
24. Option two is the preferred option because it will not involve installing, removing and re-installing the affected signs. Even if anti-social driver activities take place on Pound Road before it is stopped, closed and re-aligned, the disturbance will be minimal given that the nearest dwelling is 240 metres away on Savills Road.
 25. It is proposed that the following prohibitions be imposed:
 - (a) the stopping of vehicles on Pound Road, from Yaldhurst Road to a point approximately 1120 metres north of the Pound Road/Ryans Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
 - (b) the stopping of vehicles on Pound Road along its new alignment, from a point approximately 1120 metres north of the existing Pound Road/Ryans Road intersection to the new Pound Road/McLeans Island Road intersection approximately 1660 metres west of the current Pound Road/McLeans Island Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
 - (c) the entry and/or use of vehicles weighing less than 3,500 kilograms on the roads listed below, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day:
 - (i) Ryans Road (from Russley Road to Guys Road)
 - (ii) Grays Road (from Avonhead Road to Ryans Road)
 - (iii) Guys Road (from School Road to Conservators Road)
 - (iv) School Road (from Yaldhurst Road)
 - (v) Savills Road
 - (vi) Conservators Road
 - (vii) Coringa Road
 - (viii) Jessons Road (from Pound Road)

2 Cont'd

- (ix) Avonhead Road (from Russley Road to Grays Road)
- (x) Hasketts Road (from West Coast Road to School Road)
- (xi) access road near east end of School Road (from West Coast Road to School Road)

26. If adopted by the Council, the names of the roads affected by the *Prohibited Times on Roads* proposal will be added to the "*Prohibited Times on Roads*" Register.
27. This will allow the Police to carry out effective enforcement.
28. Police have also pointed out that "law abiding" members of the public regularly park in the area at night to observe aircraft movements (aircraft watching) at the airport. The vantage points for aircraft watching in the affected area are Pound Road, Grays Road and Avonhead Road.
29. Current domestic flight schedules show that the first and last flight arrivals are at approximately 7.30am and 10.05pm respectively, while the first and last flight departures are at approximately 5.40am and 8.45pm respectively. The proposed prohibitions on the roads will only minimally affect aircraft watching of the arrival of the last domestic flight.
30. International flight schedules for winter show that the first and last flight departures are at approximately 6.00am and 7.05pm respectively, so aircraft watching of departing international flights will not be affected by the proposed hours of prohibitions on the roads.
31. The first and last international flight arrivals in winter are at approximately 12.25am and 11.55pm respectively. Of the 100 international weekly arrivals, 43 of these flights arrive between 10.25pm and 1.00am during the proposed hours of prohibition for the roads.
32. Aircraft watching on Grays Road and Avonhead Road during the times of prohibition will not be possible if the proposed prohibition of vehicles weighing less than 3,500 kilograms entering and/or being used on the roads is imposed.
33. Similarly, aircraft watching on Pound Road will not be possible if the proposed prohibition on stopping on the road by vehicles is imposed. However, when patrolling Pound Road, Police can exercise discretion if they encounter legitimate aircraft watchers who are not engaging in anti-social driver activities.
34. Other than the Police, no consultations have been carried out due to the fact that residents in the area initiated the deputation to the Board.

FINANCIAL IMPLICATIONS

35. The estimated cost of this proposal is approximately \$55,000.

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

36. The installation of traffic signs is within the LTCCP Transport and Greenspace Operational Budgets.

LEGAL CONSIDERATIONS

37. Complies with the provisions of the New Zealand Bill of Rights Act 1990.
38. Clause 15 (1) of the Christchurch City Council Traffic and Parking Bylaw 2008 provides that "The Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on the road or part of that road or roads".
39. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

2 Cont'd

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

40. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

41. Aligns with the Transport and Greenspace 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?

42. This contributes to improve the level of service for safety and access.

ALIGNMENT WITH STRATEGIES

43. The recommendations align with the Council's Road Safety Strategy, Safer Christchurch Strategy and Litter Strategy.

Do the recommendations align with the Council's Strategies?

44. As above.

CONSULTATION FULFILMENT

45. The Police support this recommendation.
46. The request for the "*Prohibited Times on Road*" to be extended to the Yaldhurst area came from the Board during its meeting on 18 August 2009 following a deputation from area residents who outlined their experiences and concerns resulting from anti-social driver activities and behaviour in their community.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board recommends to the Council:

- (a) to prohibit the stopping of vehicles on Pound Road, from Yaldhurst Road to a point approximately 1120 metres north of the Pound Road/Ryans Road intersection, between 10 pm and 5 am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10 pm to 5 am the following day.
- (b) to prohibit the stopping of vehicles on Pound Road along its new alignment, from a point approximately 1120 metres north of the existing Pound Road/Ryans Road intersection to the new Pound Road/McLeans Island Road intersection approximately 1660 metres west of the current Pound Road/McLeans Island Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
- (c) that pursuant to the Clause 15 in Part 2 of the Christchurch City Council's **Traffic and Parking Bylaw 2008**, motor vehicles weighing less than 3,500 kilograms be prohibited from entering and/or being operated on the following roads between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day:
- (i) Ryans Road (from Russley Road to Guys Road)
 - (ii) Grays Road (from Avonhead Road to Ryans Road)
 - (iii) Guys Road (from School Road to Conservators Road)
 - (iv) School Road (from Yaldhurst Road)
 - (v) Savills Road
 - (vi) Conservators Road

2 Cont'd

- (vii) Coringa Road
- (viii) Jessons Road (from Pound Road)
- (ix) Avonhead Road (from Russley Road to Grays Road)
- (x) Hasketts Road (from West Coast Road to School Road)
- (xi) access road near east end of School Road (from West Coast Road to School Road).

BOARD RECOMMENDATION

The Fendalton/Waimairi Community Board recommends to the Council that the staff recommendation be adopted.

3. POUND ROAD STOPPING

The report and accompanying recommendations from the Board were submitted to the Council meeting on 30 September 2010 as a report from the Chairperson.

General Manager responsible:	General Manager, City Environment Group DDI 941-8608
Officer responsible:	Asset and Network Planning Manager
Author:	Weng – Kei Chen, Asset Engineer and Bill Morgan, Property Consultant

PURPOSE OF REPORT

1. The purpose of the report is to seek a resolution from the Council, in accordance with Section 342 (1) of the Local Government Act 1974 to stop part of Pound Road (as defined in the resolution below). Notice is not to be published until the new alternative road is open and available to traffic.

EXECUTIVE SUMMARY

2. The Council at its meeting on 26 November 2009 approved the Fendalton/Waimairi Community Board's recommendation to commence road stopping procedures, pursuant to the Tenth Schedule of the Local Government Act 1974, with respect to those parcels of Pound, Savills and Jessons Roads shown as Sections 16 to 23 inclusive on Survey Office Plan 424971 (**Attachment 1**). This was prompted by a request from CIAL to realign the location of the existing Pound Road from Savills Road to McLean's Island Road. The deviation is required to meet with Civil Aviation regulations for the operation of the east/west runway which must be complied with by the end of 2011.
3. The Council has complied with the requirements of the Tenth Schedule by notifying all of the owners adjoining the road proposed to be stopped, publicly notifying the intention to stop the road twice as required, in the Christchurch Press, calling for objections to the proposal and placing a copy of the notice at each end of the portion of the road to be stopped.
4. In all eleven submissions were received of which two were in support, two were from Companies seeking to protect their services and seven opposed to the proposal. Following discussions with the Companies they have accepted that their services (electricity and fibre copper cables) will be protected by easements. With respect to the private objectors their concerns were generally based around boy racer problems being experienced in Jessons Road. It was agreed at a meeting with the residents to undertake some traffic treatment measures to the intersection of Jessons and Pound Roads and if found necessary CIAL has agreed to gate Pound Road, once stopped, to prevent activity in the area outside of normal business hours. Having completed the traffic improvements and accepted CIAL's undertaking the residents have now withdrawn their objections.
5. The next step in the process is for the Council to resolve by public notice to declare that the road is stopped and to forward two copies of the notice and plans to the Chief Surveyor so that the land records can be noted. The road stopping will not take effect until the matter has been actioned by the Chief Surveyor.
6. This action cannot, however, be completed until the realignment of the road has been constructed, legalised and opened for traffic. The passing of the resolution to give public notice of the stopping will enable the stopping to be completed to coincide with the opening of the new road.

FINANCIAL IMPLICATIONS

7. There are no financial implications for the Council as all costs are being met by CIAL.

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

8. Not applicable.

3. Cont'd

LEGAL CONSIDERATIONS

9. The requirements of the Local Government Act 1974 section 342 Stopping and Closing of roads have been met.

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

10. Yes - see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Yes - the resolution required for the road stopping will enable the realignment of Pound Road to proceed. The new road alignment will provide a safer, sustainable network that enables access to goods and services, work and leisure activities.

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

12. Not applicable.

ALIGNMENT WITH STRATEGIES

13. This work is consistent with the traffic objectives in the Christchurch City Plan.

CONSULTATION FULFILMENT

14. All of the requirements have been met.

STAFF RECOMMENDATION

That the Board recommends to Council:

- (a) That pursuant to the provisions of Section 345 (1) (a) of the Local Government Act 1974, the Council, by public notice, hereby declares that those parcels of Pound, Jessons and Savill's Roads, as defined in the following schedule, are stopped; and the road shall, subject to the Council's compliance with clause 9 of the Tenth Schedule of the Act, thereafter cease to be road.

SCHEDULE

Road to be stopped

Section	Plan No	Area
16	SO 424971	0.6230 ha
17	SO 424971	0.4731 ha
18	SO 424971	0.0515 ha
19	SO 424971	0.3930 ha
20	SO 424971	0.3858 ha
21	SO 424971	2.0236 ha
22	SO 424971	1.0157 ha
23	SO 424971	0.9488 ha

- (b) That the above resolution only be actioned to coincide with the opening of the new realigned road between Savills and McLean's Island Road.

BOARD RECOMMENDATION

The Fendalton/Waimairi Community Board recommends to the Council that the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

4. DEPUTATIONS BY APPOINTMENT

4.1 MR AND MRS G DENIJS – PARK TREE REMOVAL, MEMORIAL AVENUE

Mr Denijs was in attendance and spoke to the Board regarding his concerns about the trees near their Memorial Avenue property. (refer clause 16 of this report for the decision on this matter).

5. PRESENTATION OF PETITIONS

Nil.

6. NOTICE OF MOTION

Nil.

7. CORRESPONDENCE

7.1 MR A HUNTER – BROOKSIDE TERRACE

The Board **received** correspondence from Mr Allan Hunter, a resident of Brookside Terrace, regarding excessive speeding in Brookside Terrace.(refer clause 15 of this report for the decision on this matter).

7.2 SADDLE HILL COMMUNITY BOARD

The Board **received** a tabled letter from the Saddle Hill Community Board of Dunedin expressing support and sympathy to fellow Community Boards during this extraordinary and devastating time.

The Board **decided** to send a response to the Saddle Hill Community Board thanking them for their support and kind regards during this difficult time.

8. BRIEFINGS

Nil.

9. COMMUNITY BOARD ADVISER'S UPDATE

9.1 CURRENT ISSUES

- **Capital Programme**

The Board was informed that the Capital Programme was in the process of being revised to take into account the reconstruction work needing to be undertaken after the earthquake.

- **Earthquake Update**

The Board was informed that it was not possible to provide the requested detailed update of the damage and work required within the ward at this time.

9 Cont'd

- **Confirmation Of Minutes Of The 28 September Board Meeting**

The Board was reminded of the process of confirming the minutes for the current meeting. The Board acknowledged that the Community Board Adviser and the Chairperson would be responsible for confirming the minutes.

- **Community Development Team Report**

The Community Development team report was circulated to members for their information.

9.2 **BOARD FUNDING**

It had come to the Board's attention that the operational funding to support the Community Liaison meetings had been withdrawn for the 2010/11 financial year.

The Board, after receiving further detailed information from staff on this matter, **resolved** to allocate \$1,000 from its 2010/11 Discretionary Response fund to support the running costs involved with continuing the important work done at the Community Liaison meetings held at the Fendalton Service Centre.

10. **ELECTED MEMBERS' INFORMATION EXCHANGE**

- **EARTHQUAKE COMMEMORATION**

Discussion took place as to whether it would be possible to utilise bricks from buildings damaged by the earthquake to commemorate the 2010 earthquake in some way.

The Board **decided** to recommend that a review be done in 12 months time by the incoming Board of an appropriate commemoration object, feature or plaque, potentially using old bricks from earthquake damaged and/or historic properties.

- **VALEDICTORIES**

The Members of the Board officially thanked the Chairperson for her excellent work, for and on their behalf during the current term.

The Chairperson extended her thanks and appreciation to Board members and to staff for their input and contributions to the work and decisions made by the Board over the last three years.

11. **QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C - REPORT ON DELEGATED DECISIONS
TAKEN BY THE BOARD**

12. **CONFIRMATION OF MEETING MINUTES – BOARD MEETING OF 1 SEPTEMBER 2010**

The Board **resolved** that the report of its ordinary meeting of Wednesday 1 September 2010, be confirmed.

13. HEATON STREET/ALLISTER AVENUE/CIRCUIT STREET– PROPOSED PARKING RESTRICTIONS

The Board considered the proposed parking restrictions and the feedback from the public consultation.

The Board noted that there was a discrepancy between the diagrammatic plan representing the proposed parking restrictions and the report content and in turn the diagrammatic plan issued for consultation. The consultation plan proposed parking restrictions on the eastern side of Allister Avenue, whereas the plan submitted to the Board had restrictions on the western side.

Staff confirmed this was an error and that there had been no public feedback to cause the alteration of the original parking proposals.

The Board **resolved** that:

- (a) The staff recommendations be adopted with the proviso that staff should review the recommendations and correct any errors in the report and ensure the diagrammatic plan is suitably updated to reflect the plan used for public consultation.
- (b) That parking restrictions be reviewed in 12 months time, taking into account the impact on Heaton Street between Allister Avenue and Rossall Street.

Note:

Staff provided the following corrections to the staff recommendations in accordance with (a) above.

Current Recommendation (xxx)

That the stopping of vehicles be prohibited (at any time) on the north-east side of Allister Avenue commencing at a point 19 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of 33 metres.

To be replaced with:

That the stopping of vehicles be prohibited (at any time) on the north-east side of Allister Avenue commencing at a point **34** metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of **18** metres.

Current Recommendation (xxxiii)

That the parking of vehicles be restricted to a maximum period of 120 minutes on the south-west side of Allister Avenue commencing at a point 18 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of 36 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.

To be replaced with:

That the parking of vehicles be restricted to a maximum period of 120 minutes on the **north-east** side of Allister Avenue commencing at a point **9** metres south east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of **25** metres. This restriction is to apply from 11am to 3pm, Monday to Friday.

Current Recommendation (xxxv)

That the parking of vehicles be restricted to a maximum period of 120 minutes on the south-west side of Allister Avenue commencing at a point 86 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of 50 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.

13 Cont'd

To be replaced with:

That the parking of vehicles be restricted to a maximum period of 120 minutes on the **north-east** side of Allister Avenue commencing at a point **52** metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of **84** metres. This restriction is to apply from 11am to 3pm, Monday to Friday.

14. ILAM ROAD – JOYCE CRESCENT – PROPOSED NO STOPPING RESTRICTION

The Board's approval was sought to the proposal that the stopping of vehicles be prohibited at any time at the south-east corner of the Ilam Road/Joyce Crescent intersection. This was in response to the Fendalton/Waimairi Works, Traffic and Environment Committee recommendation of 26 July 2010 that the no stopping zone be clearly identified and painted.

To Board **resolved** to approve the following:

- (a) that the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at its intersection with Joyce Crescent and extending in a southerly direction for a distance of six metres.
- (b) that the stopping of vehicles be prohibited at any time on the south side of Joyce Crescent commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of six metres.

15. BROOKSIDE TERRACE – ISSUES WITH SPEEDING ON THE STREET

The Board was advised of the findings of staff investigations into the complaints about speeding vehicles, and the request for traffic calming measures, along Brookside Terrace.

The Board **resolved** that:

- (a) The appropriate Council staff work with the community to identify the offenders and to pass the information on to the Community Police to enable them to appropriately address the matter of excessive speeding in Brookside Terrace.
- (b) A copy of this report be formally forwarded to the Community and Traffic Police in the area for their information.
- (c) That the Brookside Terrace residents, Community Police and Council staff be invited back to a meeting of the Board in six months to update progress on this matter.

16. 254 MEMORIAL AVENUE - PARK TREE REMOVAL

The Board's consideration was sought on the removal and replacement of two pin oak trees in the reserve bordering the property at 254 Memorial Avenue. The Board accepted the staff recommendations and sought further advice on timescales for the work.

The Board **resolved** to;

- (a) Approve the immediate removal of the two pin oak trees from the reserve adjacent to 254 Memorial Drive; and
- (b) That the replacement planting be undertaken when the reprioritisation of the Capital Programme has been completed in consultation with residents at 254 Memorial Avenue over the species and consistent with the Memorial Avenue theme of blood and fallen soldiers.

17. WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE – MEETING REPORT OF 24 AUGUST 2010

The Committee Chairperson presented the report of the meeting held on Tuesday 24 August 2010 and moved the Committee recommendations as follows:

The Board adopted the Committee's recommendations as follows:

1. STAFF BRIEFINGS

1.1 John Revell – Park Litter Bins

The Board **decided** to request that the bins in Avonhead Park, Millbrook Park and one bin in Burnside Park be reinstated and that monitoring of the situation be carried out resulting in a report back to the Board in February 2011. The Board also **decided** that any reinstatement or alteration to other park bins will be dependent on the advice contained within the monitoring report and feedback in February 2011.

2. POUND ROAD STOPPING

This matter was dealt with in clause 3 of these minutes.

3. TAYLORS' DRAIN – EASEMENT TO DRAIN WATER OVER ROAD RESERVE ADJACENT TO 95 WAIRAKEI ROAD

Committee Recommendation:

The Board **resolved**, acting under delegated authority under the provisions of the Reserves Act 1977, consent and approve without public notice the grant of an easement to drain water in gross over Lot 39 DP 20815 as shown on Digital Title Plan LT 412108.

4. OFFICE ROAD – PROPOSED RELOCATION OF EXISTING MOBILITY PARK

The Board **resolved** to:

- (a) Revoke the following existing parking restrictions:
 - (i) The existing Mobility Park on the southeast side of Office Road, commencing at a point 11.5 metres south-west of its intersection with Papanui Road and extending in a south-westerly direction for a distance of 6.5 metres
 - (ii) The existing P60 Parking Restrictions on the southeast side of Office Road, commencing at a point 18 metres south-west of its intersection with Papanui Road and extending in a south-westerly direction for a distance of 26 metres
- (b) Approve the following parking restrictions:
 - (i) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south-east side of Office Road commencing at a point 11.5 metres south-west of its intersection with Papanui Road and extending in a south-westerly direction for a distance of 26.5 metres.
 - (ii) That the parking of vehicles be reserved for disabled persons displaying the appropriate permit on their vehicle and restricted to a maximum period of 60 minutes on the south-east side of Office Road commencing at a point 38 metres south-west of its intersection with Papanui Road and extending in a south-westerly direction for a distance of 6 metres.

17 Cont'd

5. NUNWEEK PARK - PROPOSED EASEMENT FOR THE CONVEYANCE OF ELECTRICITY

The Board **resolved** to approve the granting of an easement to Orion New Zealand Limited over approximately 80 square metres of Nunweek Park, Lot 2 DP 37685, Lot 2 DP 22949, Lot 2 DP 36594 and Reserve 5135 contained in CT CB44C/37 a recreation reserve held under the Reserves Act 1977 in which to lay a 11 KVA cable and build a transformer subject to the following conditions:

- (a) The consent of the Minister of Conservation being obtained.
- (b) The easement terms being negotiated by the Corporate Support Unit Manager or his nominee.
- (c) The easement construction area being maintained by the applicant, and their contractors, in a safe and tidy condition at all times.
- (d) All costs associated with the survey and registration of the easement on the Council's title, being paid for by the applicant.
- (e) All the services that are to be placed underground are to be placed within the easement.
- (f) The applicant is to provide the Council, within three months of completion of the work, a surveyed easement plan on which the new easements are shown.
- (g) The applicant is to provide the Council, within three months of completion of the work, a copy of the title on which the easement is shown.
- (h) That the Council resolves **not** to request a one off compensatory payment for the privilege of having the easement encumbrance placed on the Council's title in accordance with Council policy (27 September 2001), because the easement being requested is only to service a lessees complex built on the park.
- (i) The Council is to charge the applicant for officers' time, and other processing costs (DOC approval fees etc) to process the application for the easement in accordance with Council Policy (12 July 2001).
- (j) The applicant is to pay a \$2,000 bond to the Council via the Greenspace Contract Manager, Fendalton Service Centre. It will be necessary to sign a temporary access license and pay the bond before any construction work commences on the site, this will need to be arranged at least two weeks prior to commencement. The bond will be refunded to the payee upon completion of the development when the Greenspace Contract Manager is satisfied that the park has not been damaged in any way or that reinstatement has been carried out to an acceptable level.

(Note: Cheryl Colley declared an interest in this item and retired from the table during the discussion and decision on in this matter. Andrew Yoon, Deputy Chairman, took the chair for this item.)

18. COMMUNITY SERVICES COMMITTEE – MEETING REPORT OF 1 SEPTEMBER

The Committee Chairperson presented the report of the meeting held on Wednesday 1 September 2010 and moved the Committee recommendations as follows:

The Board adopted the Committee's recommendations as follows:

18 Cont'd

1. STAFF BRIEFINGS

1.1 Maryanne Lomax and Senior Constable Withers

The Board **resolved**:

- (a) That staff provide appropriate advice on the Mosquito Youth Deterrent unit to the 14 September 2010 Board meeting.
- (b) That the Board consider the purchase of a Mosquito Youth Deterrent unit for predominant use within the Fendalton/Waimairi Ward.

2. APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND – COMMUNITY ART EXHIBITION

The Board **resolved** to allocate \$2,000 from its 2010/11 Discretionary Response Fund to Burnside Elim Church towards the cost of staging a community art exhibition

3. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – ANDREW-JAMES TYLER

The Board **resolved** to allocate \$200 from its 2010/11 Youth Development Scheme to Andrew James Tyler to compete in the National Primary Schools Hockey Tournament in Auckland in October 2010

4. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – PAIGE PRICE

The Board **resolved** to allocate \$350 from its 2010/11 Youth Development Scheme to Paige Price to compete in the World Futsal Championships in Kuala Lumpur, Malaysia, in October 2010.

5. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – ELIZABETH CAIN, CHRISTOPHER BOWMAN, BRENDON CHIN

The Board **resolved** to allocate \$200 each, to Elizabeth Cain, Christopher Bowman and Brendon Chin from its 2010/11 Youth Development Scheme to compete in the Queensland Swimming Championships in December 2010.

6. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – SAXON GREGORY-HUNT

The Board **resolved** to allocate \$200 from its 2010/11 Youth Development Scheme to Saxon Gregory-Hunt to compete in the New Zealand Secondary Schools Weightlifting Championships in Auckland in September 2010.

7. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – MATTHEW CHALK

The Board **resolved** to allocate \$200 from its 2010/11 Youth Development Scheme to Matthew Chalk towards the costs involved in attending the Adventure Jam International Scout Jamboree in Auckland.

8. NEW ZEALAND COMMUNITY BOARDS' CONFERENCE - BEST PRACTICE AWARDS 2011

The Board **resolved** that the following entries for the Best Practice Awards be considered by staff and feedback on the suggested projects be supplied to the Board for a final decision.

18. Cont'd

- **Safety Category/Harmonious Relations/Significant Projects**
Safety Expo, the potential purchase of Mosquito Youth Deterrent unit, safety camera and general working relationship with community constables within the ward to improve safety. The Culture Galore event to be referenced within this.
- **Consultation/Facilitation Category**
Wroxton Terrace, street renewal project to be investigated with these categories in mind.

19. **APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND – MOSQUITO ALARM**

The Board's consideration was sought to purchase a Mosquito anti-vandalism device as per the request made by the Community Services Committee at its meeting of 1 September 2010.

The Board **resolved** to allocate up to \$2,500 from its 2010/11 Discretionary Response Fund towards the purchase of a Mosquito anti-vandalism device.

20. **APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND – AVON UNITED FOOTBALL CLUB, JUNIOR DEVELOPMENT PROGRAMME**

The Board's consideration was sought on a funding request from its 2010/11 Discretionary Response Fund from the Avon United Football Club to run a Junior Development Programme.

The Board **resolved** to allocate \$1,300 from its 2010/11 Discretionary Response Fund to Avon United Football Club towards the cost of running a Junior Development Programme.

21. **APPLICATION TO THE BOARD'S 2010/11 DISCRETIONARY RESPONSE FUND – RICCARTON SCOUT GROUP**

The Board's consideration was sought on a funding request from its 2010/11 Discretionary Response Fund from the Riccarton Scout Group to purchase a marquee.

The Board **resolved** to allocate \$1,000 from its 2010/11 Discretionary Response Fund to the Riccarton Scout Group towards the cost of purchasing a marquee.

22. **APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – STACI DE GEEST AND ANNA COTTERELL**

The Board's consideration was sought on two funding requests from its 2010/11 Youth Development Scheme from Staci de Geest and Anna Cotterell.

The Board **resolved** to allocate \$200 each to Staci de Geest and Anna Cotterell to compete in the New Zealand Gymnastics Nationals.

23. **APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – KURT MCKENDRY**

The Board's consideration was sought for a funding request from its 2010/11 Youth Development Scheme from Kurt McKendry.

The Board **resolved** to allocate \$200 to Kurt McKendry to compete in the New Zealand Dance Sport Championships.

24. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – MIKAYLA WIEBLITZ

The Board's consideration was sought for funding request from its 2010/11 Youth Development Scheme from Mikayla Wieblitz.

The Board **resolved** to allocate \$300 to Mikayla Wieblitz to attend the training and development camp in Brisbane, Australia.

25. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – AMY MITCHELL

The Board's consideration was sought for funding request from its 2010/11 Youth Development Scheme from Amy Mitchell.

The Board **resolved** to allocate \$200 to Amy Mitchell to compete in the New Zealand Gymnastics Nationals.

26. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – PAPANUI HIGH SCHOOL TOUCH RUGBY

The Board's consideration was sought for a funding request from its 2010/11 Youth Development Scheme from the Papanui High School Touch Rugby Team.

The Board **resolved** to allocate \$200 each to Ofa Veainu, Langi Veainu, Rebekah Crake, Matthew Crake and Janelle Cavanagh to compete in the Queensland All Schools Touch Tournament.

27. APPLICATION TO THE BOARD'S 2010/11 YOUTH DEVELOPMENT SCHEME – SCOUT JAMBOREE, MYSTERY CREEK

The Board's consideration was sought for three funding requests from its 2010/11 Youth Development Scheme for applicants to attend the Scout Jamboree in Mystery Creek.

The Board **resolved** to allocate \$200 each to Dylan Ritchie, Annastasia Pearce, and Robert Ball towards the costs involved in attending the Adventure Jam International Scout Jamboree at Mystery Creek.

28. CONSIDERATION OF 2010/11 APPLICATIONS FOR FUNDING FOR NEIGHBOURHOOD WEEK

The Board considered a report and an accompanying matrix detailing the applications made to the Fendalton/Waimairi 2010 Neighbourhood Week fund.

- (a) The Board **resolved** to approve the allocations of \$4,400 from the 2010 Fendalton/Waimairi Neighbourhood Week Fund as follows:

No	Name	Date and Time	Activity	Amount (\$)
1.	Charlotte Bryden	Sun. 7 Nov, 12 - 2.30pm	Shared Picnic Lunch	100
2.	Diane Rudkin	Sun. 7 Nov, 4.30pm	Sausage Sizzle BBQ	150
3.	Sandra Sharp	Sun. 7 Nov, 4pm	BBQ	120
4.	Keith Wardell	Sun. 7 Nov, 11.30am	Garden Party & BBQ	105

Fendalton/Waimairi Community Board 28.9.2010

28 Cont'd

No	Name	Date and Time	Activity	Amount (\$)
5.	Anna Western-Bell	Sun. 7 Nov, 11am	Street BBQ	100
6.	Irene Coman	Sun. 7 Nov, 3pm - 6pm	Street BBQ	60
7.	Peter Brown	Sun. 7 Nov, 12.30pm	BBQ and Get-together	70
8.	William Strowger	Sun. 24 Oct, 12 - 2.30pm	BBQ lunch in Cherrylyn car park	150
9.	Carolyn Coghlan	Sun. 21 Nov, 12noon	Street BBQ	150
10.	George Bayley	Sat. 6 Nov, 5.30pm	Street party	90
11.	Pam Black	Sat. 30 Oct, 12.30pm. Wet weather date, 6 Nov	Neighbourhood BBQ	60
12.	Barry Loe	Sun. 31 Oct, 4.30pm	BBQ get together	100
13.	Geoffrey Reeve	Sun. 31 Oct, 12noon	Street gathering and BBQ	120
14.	Maria Ballinger	Sun. 31 Oct, 12noon	BBQ Lunch get-together	80
15.	Karen Bishop	Sat. 30 or Sun. 31 Oct, 10am - 11am	Morning tea get-together	40
16.	Alison Kircher	Fri. 5 Nov, 5.30pm	BBQ	90
17.	Noeline Burn	To be confirmed but will be during Nhood Week.	Morning tea for Willowbrook residents	50
18.	Linda Martin	Sun. 7 Nov, Lunchtime	Street BBQ	50
19.	Brian Jackson	Sun. 31 Oct or Sun. 7 Nov, 11.30am	BBQ / Picnic	105
20.	John Soundy	Sun. 31 Oct or Sun. 7 Nov if wet, 12noon	BBQ	150
21.	Jeffrey Ross	Sat. 6 Nov, 6pm - 8pm	Combined BBQ for Chedworth/Kingrove/Dymock Streets	150
22.	David Chapple	Sat. 30 Oct or Fri. 5 Nov, 9am - 11am	BBQ Brunch	34
23.	Jane Cameron	Sun. 31 Oct, 5pm	Neighbourhood BBQ	90
24.	Stephanie Winter	Sat. 6 Nov, 12noon	BBQ	40
25.	Jing Yi Chin	Sat. 6 Nov, 11.30am (Sun. 7 Nov, if wet)	Picnic Lunch	75

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Fendalton/Waimairi Community Board 28.9.2010

- 28 -

28 Cont'd

No	Name	Date and Time	Activity	Amount (\$)
26.	Andrea Thwaites	Sat. 23 Oct, 3pm - 6pm	Annual Street BBQ	50
27.	Lesley Boomer	Sun. 31 Oct, 5pm	BBQ	60
28.	Merran Layton	The 3rd Sunday in February 2011	Annual street BBQ	108
19.	Sally Burrett	Sun. 7 Nov, 12noon	BBQ Lunch	90
30.	Rosemarie Utting	Sat. 30 Oct, 5pm	BBQ	80
31.	Lynne Wise	Sun. 31 Oct, 3pm - 5pm	Afternoon Tea	40
32.	ZhangXiang Wang	Sat. 30 Oct (10am - 12.30pm). Thu. 4 Nov (11am - 3pm). Sat. 6 Nov (10am - 12.30pm)	Joyful Club members get together over 3 days	100
33.	Ellen Gay Withers	Sun. 31 Oct, 4pm	BBQ	100
34.	Monica Renwick	Thu. 4 Nov, 2pm - 5pm	Senior Neighbours 'High Tea Party'	50
35.	Jane Hole	Fri. 5 Nov, 11am	Morning Tea	30
36.	Geraldine Heyward	Sun. 31 Oct, 4..30pm - 8pm	Evening BBQ	120
37.	Graeme Peters	Sun. 31 Oct, 2.30pm - 4pm	Afternoon Tea	50
38.	Guy Bergin	Sat. 6 Nov, 2pm onwards	BBQ	150
39.	Warren Kaneen	Sun. 7 Nov, 4pm onwards	BBQ	75
40.	Philip Buckingham	Sat. 6 Nov, 5pm - 7pm	BBQ/Picnic and games for Children	120
41.	Graeme Flett	Sun. 7 Nov, 5.30pm - 8pm	BBQ	90
42.	Sheryl Killick	Sat. 6 Nov, 4.30pm	BBQ (25 year anniversary)	80
43.	Linda Carroll	Sun. 31 Oct, 4.30pm	Pizza in the Park	120
44.	Barbara-Ann Harper	Sun. 31 Oct, 4.30pm - 6pm	Gathering of local dog walkers at park Picnic	60
45.	Priscilla Read	Sun. 7 Nov, 3pm	Afternoon Tea	60
46.	Sonja and Andy Carpenter	Sat. 6 Nov or Sun. 7 Nov	BBQ	120
47.	Traci Stanbury	Sun. 31 Oct, 2pm - 5pm	Street Party	100
48.	Glennis Radford	Fri. 5 Nov, 5.30pm	Street get together	120
Total				\$4,402

28 Cont'd

- (b) Item 32 that funding be reduced from \$200 to \$100 and the funding to be specified as a contribution for the function that is not the two regular club meeting i.e. the Thursday function.
- (c) That the additional \$100 sourced from the above reduction be offered to the residents of Holmwood Road/Gardiners Road/Queens Avenue to hold a neighbourhood function as a result of them expressing a desire to do so after the closing date.

29. FENDALTON/WAIMAIRI SMALL GRANTS FUND ASSESSMENT COMMITTEE – 17 AUGUST 2010

The Board **received** the minutes of the Fendalton/Waimairi Small Grants Fund Assessment Committee which met under delegated authority on Tuesday 17 August 2010 to allocate the 2010/11 Small Grants Fund.

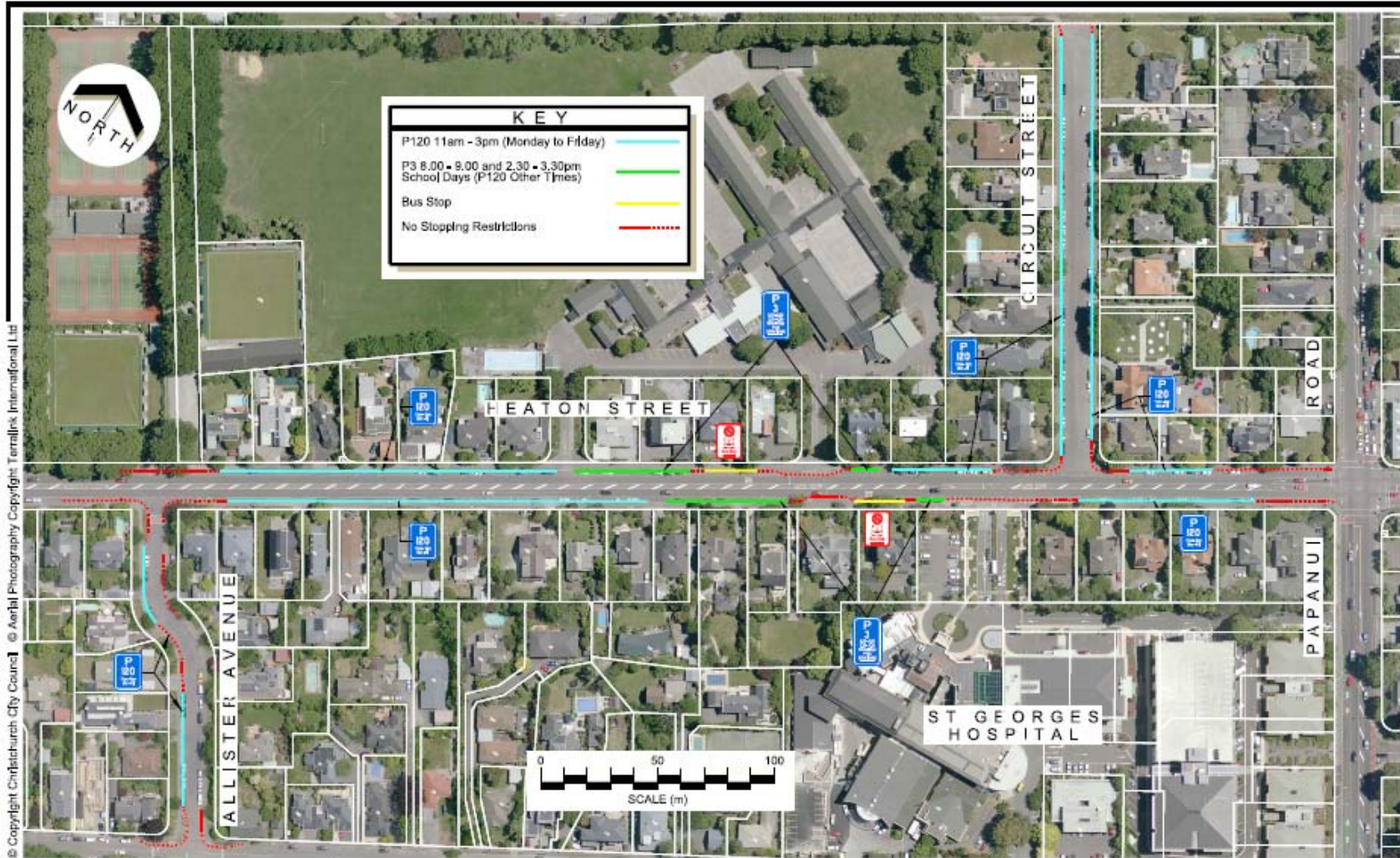
The meeting concluded at 6.05pm.

**SIGNED BY THE CHAIRMAN OF THE BOARD AND THE
COMMUNITY BOARD ADVISER PURSUANT TO STANDING ORDER 3.18.2**

DATED THIS 8TH DAY OF OCTOBER 2010.

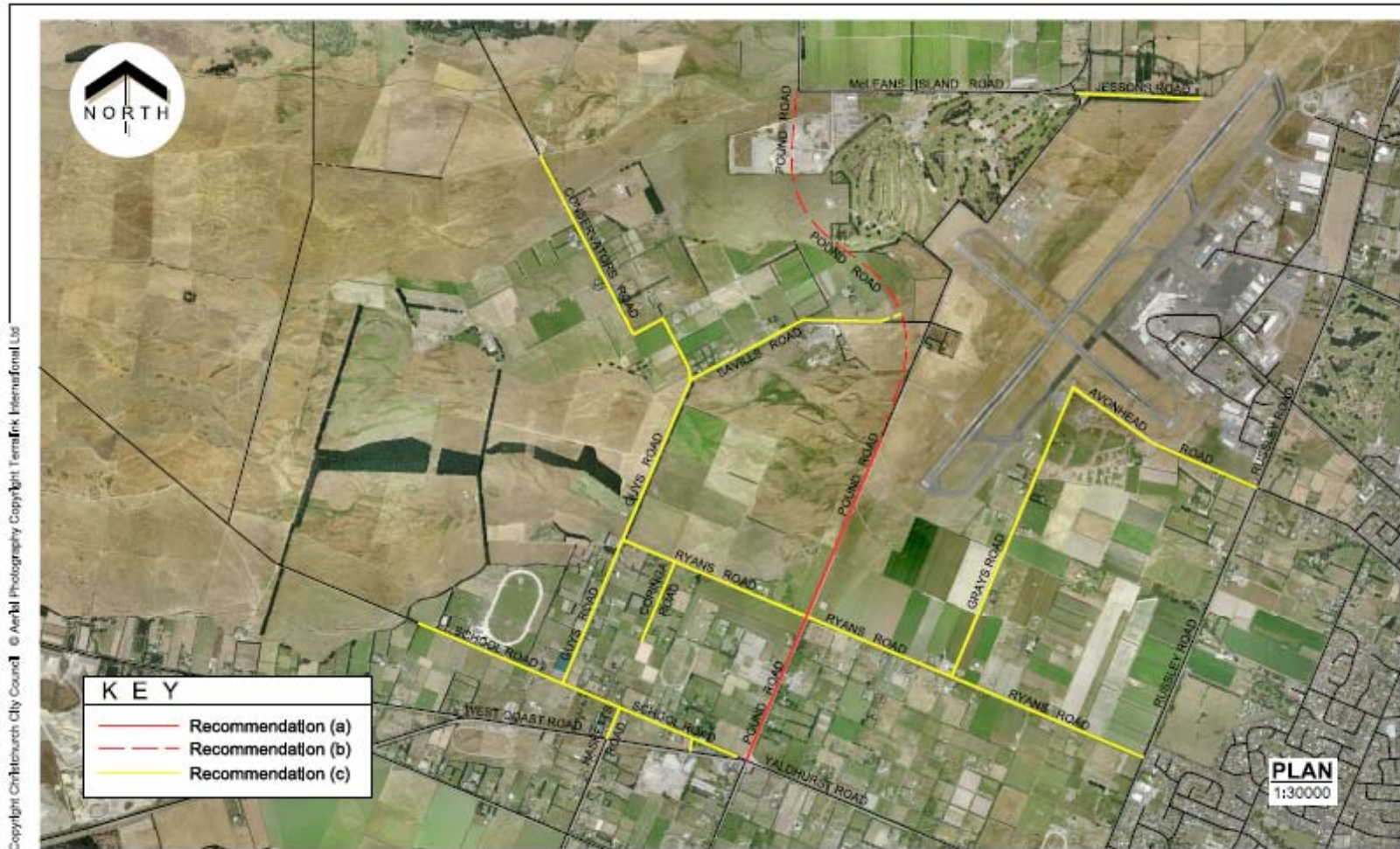
**VAL CARTER
CHAIRPERSON**

**EDWINA CORDWELL
COMMUNITY BOARD ADVISER**



Heaton Street (Allister to Papanui) Allister Ave and Circuit St
 Proposed Parking Restrictions
 For Board Approval

Original Plan Size: A4
 ISSUE. 1 10/08/10
 TG105401 VMI



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YALDHURST AREA - Prohibitions for boy racers

For Board Approval

Attachment 1

Original Plan Size; A4

ISSUE.1 12/08/10
TG103663 JM

Attachment 2



cs 0808

20 July 2010

Mr Barry Cook
Team Leader
Network Operations and Traffic Systems
Christchurch City Council
PO Box 237
Christchurch 8140

Dear Barry

In response to your email on 17 June 2010, to Inspector Al Stewart, concerning a request for information on anti-social road user behaviour in the Yaldhurst area I furnish the following report. I regret the delay but it has taken some time to compile these figures as requested.

- 1 Between July 2008 and June 2010, Police have received a total of 288 complaints regarding this sort of behaviour and a further 192 complaints regarding driving related offending that may or may not be related to the 288 complaints aforementioned. The reason for this is that some codings are specific to anti-social road user behaviour (288) and some are coded with the general coding for traffic offending (192). This means that there may well be complaints of an anti-social road user nature that are part of the 192 figure.
- 2 Boy racers/anti-social road users have been active in this area for at least the past five years during which time they have continually come to Police attention. It has been in the past five years that I have noticed an increase in their behaviour although it was noted there was some offending occurring as far back as 1999 but on a lesser scale.
- 3 Police are active in this area although enforcement is almost impossible to determine due to the fact that offending is not searched by street names, but rather by area or sector. I have attached a map of the area and if you examine that map you will see where the majority of offending is occurring indicated by pink dots. This is predominantly on Pound, Ryans and Yaldhurst Roads. This sector boundary is indicated on the map in a red border.

NEW ZEALAND POLICE CANTERBURY DISTRICT HQ
Cnr Hereford St/Cambridge Tce, Christchurch. P.O.Box 2109
Telephone: NZ (03) 363-7400; Fax (03) 363-5619

Attachment 2

2

- 4 Police have been active in this area and will continue to be in an endeavour to suppress this type of activity. It is my belief, that if Police were not active in this area then the offending would continue and, more than likely, increase. The Police would support this proposal although this may well cause displacement as has occurred in other areas and this would remain to be seen. However, police have and will enforce this by-law and note that in other areas it seems to have had the desired effect.
- 5 It is my view that when examining the figures of enforcement over the past two years in this particular sector, it is more than likely that the majority of offending is attributable to this boy racer (anti-social road user) behaviour.

There are of course "law abiding" members of the public who regularly park in this area at night to observe aircraft movements and I consider it is worth noting this. This will restrict their freedom of movement.

I trust this information will be of assistance to you when preparing a report for the Fendalton/Waimairi Community Board.



T D Pullen
Acting Road Policing Manager
Canterbury

