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**SPREYDON/HEATHCOTE COMMUNITY BOARD
18 FEBRUARY 2011**

**Report of a meeting of the Spreydon/Heathcote Community Board
held on Friday 18 February 2011 at 8am in the Boardroom,
Beckenham Service Centre, 66 Colombo Street, Christchurch.**

PRESENT: Phil Clearwater (Chairperson), Barry Corbett, Paul McMahon, Karolin Potter, Mike Thorley and Sue Wells.

APOLOGIES: An apology was received and accepted from Tim Scandrett for absence.
An apology for early departure was received and accepted from Sue Wells who departed at 9.32am, during clause 9, and was absent for clauses 10, 11 and 12.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. NEW PROHIBITED TIMES ON ROADS IMPLEMENTATION IN HAZELDEAN ROAD, PRINT PLACE AND CRAFT PLACE

General Manager responsible:	General Manager of City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Paul Forbes, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to Council to approve the new times and days for roads currently on the "Register of Prohibited Times On Roads" ("Register").

EXECUTIVE SUMMARY

2. At the Council meeting held on 22 April 2010 it was resolved that the existing "Prohibited Times on Roads" be reassessed into the two categories presented at the meeting (refer **Attachment 2**, paragraph d).
3. The Police are supportive of the tool that the Traffic and Parking Bylaw provides them with to control anti-social road user behaviour on roads that have been identified as "problem" areas. The Police also support consistency throughout the city.
4. Prohibited Roads should be categorised into two groups:
 - (a) Group A: Roads that are in industrial areas and have no through traffic function. The days and times are from 10.00pm to 5.00am, seven days a week;
 - (b) Group B: Rural roads that are of a residential nature and/or have some through traffic function. The days and times are from 10.00pm to 5.00am, Thursdays to Monday, and from 10.00pm on days immediately preceding Statutory Holidays to 5.00am on the statutory holiday and from 10.00pm on the statutory holiday to 5.00am the following day.
5. Roads within Spreydon/Heathcote that have existing prohibitions are: Hazeldean Road, Print Place and Craft Place (refer **Attachment 1**). All three of these roads have times and days that differ from the two categories set at the Council meeting on 22 April 2010 (refer to **Attachment 2**) and therefore there is a need to change them.

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6. It is the intention of this report to align the times and days of existing prohibitions on roads with those approved by the Council (refer **Attachment 2**, paragraph d).

FINANCIAL IMPLICATIONS

7. The estimate for the replacement signage is \$2,400.

Do the Recommendations of this Report Align with current LTCCP budgets?

8. The installation of road signs and markings are within the LTCCP Transport and Greenspace operational budgets.

LEGAL CONSIDERATIONS

9. 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".
10. The installation of any 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?

11. As noted in paragraphs 9 and 10.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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 current LTCCP?

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

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council's Safer Christchurch Strategy and Litter Strategy.

Do the recommendations align with the Council's strategies?

15. As noted in paragraph 14.

CONSULTATION FULFILMENT

16. New Zealand Police have been informed of the proposal.

STAFF RECOMMENDATION

That the Council:

- (a) Resolve that pursuant to the Christchurch City Council Traffic and Parking Bylaw 2008, Part 2, clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated on the following roads at the following times and days:
- (i) Hazeldean Road, from Grove Road to Montreal Street, between 10pm and 5am, Monday to Sunday;

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- (ii) Print Place between 10pm and 5am, Monday to Sunday;
 - (iii) Craft Place between 10pm and 5am, Monday to Sunday.
- (b) Revoke the existing times and days on the Register of Prohibited Times on Roads for the roads in Recommendations (i) to (iii).

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. SACRED HEART SCHOOL– SCHOOL PATROL ON SPENCER STREET

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation that Council approve a school patrol in accordance with the Local Government Act 1974 and 2002, and in accordance with the Land Transport Rule 54002, Traffic Control Devices Rule, 2004.

EXECUTIVE SUMMARY

2. The Council has received a request from the Principal and the Board of Trustees of Sacred Heart School for a school patrol (kea crossing) in front of the school on Spencer Street (refer **Attachment 1**).
3. Sacred Heart School is located on Spencer Street in Addington. Directly opposite the school gate, Spencer Street is intersected by Poulson Street, making this a difficult location for young children to cross unassisted.
4. Staff advised the school of the prerequisites for the installation of the school patrol. These being the required usage of the crossing, the safety of the road environment, the agreement by the school to operate the school patrol, the ability of Council to supply the patrol equipment required, and Police approval of the crossing in regard to traffic conditions and training of the patrollers.
5. Following surveys of crossing usage and an on site meeting with school staff, the Police and Council staff, all prerequisites has been met to facilitate the installation of a school patrol.
6. As this school crossing is located at the intersection of Spencer Street and Poulson Street, an additional PW-31, the fluorescent orange 'children' flag will be erected on the kerb build out in Poulson Street to indicate to motorists on Poulson Street that they are approaching a school crossing facility at the intersection.
7. The school's intent is to operate the crossing facility in the afternoon only because at present there are no crossing difficulties at the beginning of the school day. The school has agreed to communicate this to the parents.
8. For details of consultation refer to Paragraphs 19 to 22.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$2,500.

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

10. The installation of the school patrol which includes all signage and road markings is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. Subject to the Local Government Act 1974 and 2002.
12. Subject to the Land Transport Rule 54002, Traffic Control Devices.
13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including, the Pedestrian Strategy 2001, and Road Safety Strategy 2004.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. As a result of the original request, Council staff have met with school senior staff, and the Police Education Officer. All the prerequisites (see paragraph 4) can be met and have been agreed too.
20. Though the marking of the school crossing will have no direct impact on any adjoining properties, the residents at numbers 2, 3 and 4 Poulson Street and number 49 Spencer Street have been informed by letter of the proposal.
21. The Addington Neighbourhood Association has been informed of the proposal.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) In pursuance of the powers vested in it by Section 8.3 (1) of the Land Transport Rule-Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teacher of Sacred Heart School to appoint appropriately trained persons to act as school patrols at the school crossing point as specified at Spencer Street, located at a point more or less six metres north west of its intersection with Poulson Street.

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BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. CASHMERE PRIMARY SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT

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

PURPOSE OF REPORT

1. The purpose of this report is to request that the Spreydon/Heathcote Community Board endorses the installation of a new variable speed limit (40 kilometre per hour school zone) on Dyers Pass Road and Hackthorne Road, outside or near Cashmere Primary School, and that the Board recommends to Council the approval of a new variable speed limit and its inclusion in the Christchurch City Speed Limits Register (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 kilometre per hour variable speed limits (known as 'school zones') outside schools according to a prioritisation process (see paragraph 34). To date 33 schools have benefited from this treatment. Cashmere Primary School is now ranked No.1 on the prioritisation list. The proposed 'school zone' will operate on school days between 8.25am and 8.55am and 3.00pm and 3.20pm.
3. Since adopting the **Christchurch City Council Speed Limits Bylaw 2010**, which became operative on 1 January 2010, the Council can resolve to make new variable speed limits. Infrastructure for school speed zones cannot be commissioned until the variable speed limits have been formally resolved by Council.

FINANCIAL IMPLICATIONS

4. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
5. The budget for school speed zones in 2010/11 is \$112,678. There is sufficient funding to install the school speed zone in the current financial year.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, No. 3459, page 2051) approving a variable speed limit of 40 kilometres per hour in school zones and setting out conditions for those speed limits. A Council resolution is required to implement the speed limit restrictions.
7. The proposed variable speed limit also complies with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This report's recommendations support the project objectives as outlined in the 2009-2019 LTCCP (School Speed Zone Signs: page 247).

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

CONSULTATION FULFILMENT

10. A memorandum was sent to the Spreydon/Heathcote Community Board on 18 November 2010 advising it of plans to install a school speed zone in Dyers Pass Road and Hackthorne Road outside or near Cashmere Primary School.
11. 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).
12. Section 7.1(3) of the Rule provides:
- 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.
13. Representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated 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 affected by the proposed speed limits. No neighbouring road controlling authority is affected.
14. A spokesperson for the New Zealand Road Transport Association supported the proposal to limit traffic speed in Hackthorne Road and Dyers Pass Road to 40 kilometres per hour before and after school. This enabled "everyone to share the roads", she said.
15. The consultation plan was circulated to 160 residents, absentee property owners and local businesses on 24 November 2010. The Cashmere Primary School community also received details via the school newsletter. In this plan the zone extended from the eastern boundary of the school to No. 1/116 Hackthorne Road, and from No. 84 to No. 104 Dyers Pass Road.

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16. Cashmere Primary School administrators support the installation of a variable speed limit outside their school and are prepared to operate it. Information about the proposed speed zone was posted out with newsletters to all the families of children attending the school.
17. Ten submissions were received, six of them supporting the proposed school speed zone to improve safety for Cashmere Primary school pupils.
18. Three submitters asked for the proposed zone in Hackthorne Road to be extended beyond the crossing point adjacent to No. 105 to slow traffic and improve safety, particularly for school children.
19. Nineteen people had previously expressed concern about safety at this crossing point when the Cashmere Primary School Travel Plan was being developed.
20. As a result of feedback the Council's project team conducted further surveys of Hackthorne Road – above and below the Dyers Pass Road intersection - to determine where Cashmere Primary School children were crossing.
21. Twenty four Cashmere Primary School children were counted crossing at the pedestrian island adjacent to No. 105 Hackthorne Road in the twenty minute period after school.
22. The New Zealand Transport Agency also noted that on 14 December 2010 approximately 20 children used the pedestrian island from 3.05pm to 3.20pm. About 80 per cent of traffic on Hackthorne Road at that time were parents who were either going to pick up children or had picked them up.
23. NZTA supported the extension of the school zone to include the pedestrian island adjacent to 105 Hackthorne Road provided that:
 - (a) a 40 kilometre per hour School Zone repeater sign is installed near 117 Hackthorne and that Council considers using an active sign at this location;
 - (b) the Council ensures that the school zone is operational only at the times when there is activity;
 - (c) Council works with the school to get buy-in from parents of the school children to comply with the school zone.
24. The project team agreed with all three conditions but considered that a static reminder sign would be adequate outside No.117 Hackthorne Road.
25. One submitter asked for the zone to be extended further up the hill on Hackthorne Road. As a result of a site visit the project team recommended that the proposed school speed zone should be moved 40 metres up Hackthorne Road to the boundary of No 141 and No.143. Motorists would receive more warning that they needed to slow down as they approached Cashmere Primary School.
26. A resident's request for 'No parking' lines in front of No. 85 Dyers Pass Road has been referred to the Council's area traffic engineer as it is outside the scope of this project.
27. A request for an education campaign for parents and caregivers who failed to observe basic road rules when dropping off and picking up children from the school has been referred to the Council's Parking Enforcement Unit and school administrators.
28. Another submitter requested that proposed school zone signage on Dyers Pass Road be moved from in front of No. 84 to the frontage of 85 so it could be less obvious behind trees and bushes. The traffic engineer reviewed the site but decided that no change should be made as any school zone signage must be highly visible.

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29. After considering all feedback the project team agreed that the lower limit of the proposed school speed zone in Hackthorne Road should be extended to No.102 and No. 99, and the afternoon hours of operation should be 3.00pm to 3.20pm (rather than 2.55pm to 3.15pm).
30. An email was sent to Cashmere Primary School outlining the recommended changes to the school speed zone proposal.
31. Residents affected by the proposed extension of the school zone each received a letter updating them on the proposed zone. A subsequent meeting at 102 Hackthorne Road resulted in the static sign being shifted 15 metres in front of the property to maximise the visibility of the sign and the residents' view.
32. All submitters were then sent a copy of the plan for Council approval (**see Attachment 1**), and a letter outlining the project team's responses to their suggestions and concerns. They were advised of the Community Board meeting date and time, and how to contact the Board Adviser if they wished to seek speaking rights.
33. A spokesman for the Cashmere Residents' Association supports the Cashmere Primary School speed zone proposal.

STAFF RECOMMENDATION

It is recommended that the Council approves:

- (a) The installation of the new variable speed limit (school speed zone) of 40 kilometres per hour on Dyers Pass Road and Hackthorne Road specified below in accordance with Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.
- (b) That pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010 a variable speed limit of 40 kilometres per hour applies on Hackthorne Road, commencing at a point 242 metres east of Dyers Pass Road (note: the lower Dyers Pass-Hackthorne intersection, ie, adjacent to 125 Hackthorne Road) and extending in a westerly (downhill) direction along Hackthorne Road for a distance of 554 metres, and on Dyers Pass Road, commencing at a point 85 metres south of Hackthorne Road (note: the lower Dyers Pass-Hackthorne intersection, ie, adjacent to 125 Hackthorne Road) and extending in a northerly (downhill) direction along Dyers Pass Road for a distance of 300 metres. The variable speed limit of 40 kilometres per hour is to apply on school days between 8.25am and 8.55am and between 3.00pm and 3.20pm.
- (c) That the above-mentioned variable speed limit shall come into force on the date of adoption of the Council's resolution, and will be enforceable following the installation of the variable speed limit signage as per the Land Transport Rule: Traffic Control Devices 2004 and New Zealand Transport Agency Traffic Note 37: 40 kilometres per hour variable speed limits in school zones – Guidelines.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

34. Cashmere Primary School is currently No. 1 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.

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35. 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 Cashmere Primary School on school days from 8.25am to 8.55am and 3.00pm to 3.20pm. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Dyers Pass Road and Hackthorne Road to improve safety for pupils.

PART B – REPORTS FOR BOARD INFORMATION**4. DEPUTATIONS**

Lorraine Thompson representing the Sydenham Business Association spoke to the Board in relation to the forthcoming Sydenham Market Day being held on 5 March 2011.

Ms Thompson outlined the purpose of the Market Day and planned events which would promote the Sydenham business district following the destruction of the 4 September earthquake and celebrate 108 years since the founding of Sydenham.

The Board received a copy of an account for signage that the Sydenham Business Association had incurred as part of the promotion of the Market Day. Information was provided regarding the type and cost of possible street entertainers who could be engaged to work during the market day. The Board considered that it had received sufficient information to grant an allocation from its Discretionary Response towards enhancing the market day.

The Board **resolved** to grant \$847.25 from the Boards' 2010/2011 Discretionary Response Fund to the Sydenham Business Association as a contribution to signage for the Sydenham Market Day event.

Further, the Board **resolved** that staff be delegated authority to engage street entertainment to the value of \$600 for the Sydenham Market Day from the Boards' 2010/11 Discretionary Response Fund.

5. PETITIONS

Nil.

6. NOTICES OF MOTION

Nil.

7. CORRESPONDENCE

A letter was tabled from a resident in Centaurus Road, concerned with the ongoing Council maintenance of a protected tree located on the boundary of their property.

It was advised that staff had visited the site and the Board would be informed of the outcome in due course.

8. BRIEFINGS

The schedule briefing regarding Brougham Street/Strickland Street intersection was postponed to a future meeting.

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9. DISTRICT PLAN / CITY PLAN REVIEW

The Board discussed the upcoming Christchurch City Council District Plan/City Plan Review and considered a range of topics which will be communicated to staff to be taken into consideration during the plan review.

The Board **decided** to communicate with the Canterbury Water Management Strategy (CWMS) Regional Committee regarding the urban waterway restoration work required on the Heathcote River and its tributaries.

10. COMMUNITY BOARD ADVISER'S UPDATE

The Board received an update from the Community Board Adviser on forthcoming Board related activities.

11. ELECTED MEMBERS' INFORMATION EXCHANGE

Matters that were mentioned included:

- Communication with elected members in relation to earthquake matters.
- Ongoing traffic matters in Bernard Street, Addington.
- Hansens Park in relation to lack of shade by the playground and a lack of a safe road crossing at the entrance of the Park.
- Lighting in Eastern Terrace.
- Hoon Hay Network meetings.

12. MEMBERS QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MEETING REPORT

The Board **resolved** that the minutes of the ordinary meeting of the Board held on 1 February 2011 be confirmed.

It was noted that the Sydenham Market Day mentioned in Clause 7 has since had a date change to 5 March 2011.

14. LONGLEY PLACE - PROPOSED P120 PARKING RESTRICTION

The Board considered a report seeking approval that a P120 Parking Restriction be installed at the eastern end of Longley Place.

The Board **resolved**:

- (a) That parking be restricted to a 90 degree angle at the eastern end of Longley place commencing at the south eastern end of Longley Place and extending in a northerly direction for a distance of 7.8 metres.
- (b) That the parking of vehicles be restricted to a maximum period of 120 minutes commencing at the south eastern end of Longley Place and extending in a northerly direction for a distance of 7.8 metres.

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15. MILTON STREET / JOHNSON STREET INTERSECTION - PROPOSED NO STOPPING

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on the North side of Milton Street at its intersection with Johnson Street.

The Board **resolved** to:

- (a) Revoke the following parking restrictions:
 - (i) That any existing parking restrictions on the north side of Milton Street from its intersection with Johnson Street and extending in a south westerly direction for a distance of 10 metres be revoked.
- (b) Approve the following on Milton Street:
 - (i) That the stopping of vehicles be prohibited at any time on the North side of Milton Street commencing at its intersection with Johnson Street and extending in a south westerly direction for a distance of 21 metres.

16. ROWLEY AVENUE - PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval that a No Stopping Restriction be installed on the south side of the shopping area carpark on the corner of Rowley Avenue and McCarthy Street.

The Board **resolved**:

- (a) That the stopping of vehicles be prohibited at any time on the south side of the carpark of the shops at the corner of Rowley Avenue and McCarthy Street commencing at a point 42 metres south of the intersection of Rowley Avenue and McCarthy Street and extending in an easterly direction for a distance of 18 metres.
- (b) That the stopping of vehicles be prohibited on the east side of Rowley Avenue commencing at a point 42 metres south of its intersection with McCarthy Street and extending in a southerly direction for six metres.
- (c) That the existing southernmost parking tick in front of the shops facing Rowley Avenue be relocated six metres further south to provide an additional parking space.

**17. BARRINGTON STREET, DELORAINE STREET AND ROBERTA DRIVE INTERSECTION
PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking approval to install No Stopping Lines around the corners of the Barrington Street, Deloraine Street and Roberta Drive intersection

The Board **resolved**:

- (a) The Stopping of vehicles be prohibited at any time on the south west side of Barrington Street commencing at its intersection with Roberta Drive and extending in a north westerly direction for a distance of 17 metres.
- (b) The Stopping of vehicles be prohibited at any time on the north-west side of Roberta Drive commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 15 metres.
- (c) The Stopping of vehicles be prohibited at any time on the south east side of Roberta Drive commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 15 metres.

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- (d) The Stopping of vehicles be prohibited at any time on the south west side of Barrington Street commencing at its intersection with Roberta Drive and extending in a south easterly direction for a distance of 22 metres.
- (e) The Stopping of vehicles be prohibited at any time on the north east side of Barrington Street commencing at its intersection with Deloraine Street and extending in a south easterly direction for a distance of 17 metres.
- (f) The Stopping of vehicles be prohibited at any time on the south east side of Deloraine Street commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 15 metres.
- (g) The Stopping of vehicles be prohibited at any time on the north-west side of Deloraine Street commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 15 metres.
- (h) The Stopping of vehicles be prohibited at any time on the north east side of Barrington Street commencing at its intersection with Deloraine Street and extending in a north westerly direction for a distance of 15 metres.

18. NEW ZEALAND COMMUNITY BOARDS' EXECUTIVE COMMITTEE – ZONE 5 REPRESENTATIVES – ELECTION

The Board considered a report to have the Board vote in the election for the Zone 5 New Zealand Community Boards' Executive Committee Representative and Deputy Representative positions. As more than one nomination was received for each position, an election is required.

The Board **resolved**:

- (c) The order of preference in which it wishes to vote for the candidates standing for election as the Zone 5 Representative and the Deputy Representative respectively, to the New Zealand Community Boards' Executive Committee;
- (b) That the Board Chairperson, be authorised to complete the marking of the voting papers in relation to (a) above.
- (c) That the preferential order of voting for the NZCBEC Zone 5 Representative be: Mike Mora, David East and Danny Gresham.
- (d) That the preferential order of voting for the NZCBEC Zone 5 Deputy Representative be: Pauline Cotter, David East, Mike Mora and Mick Symmons.

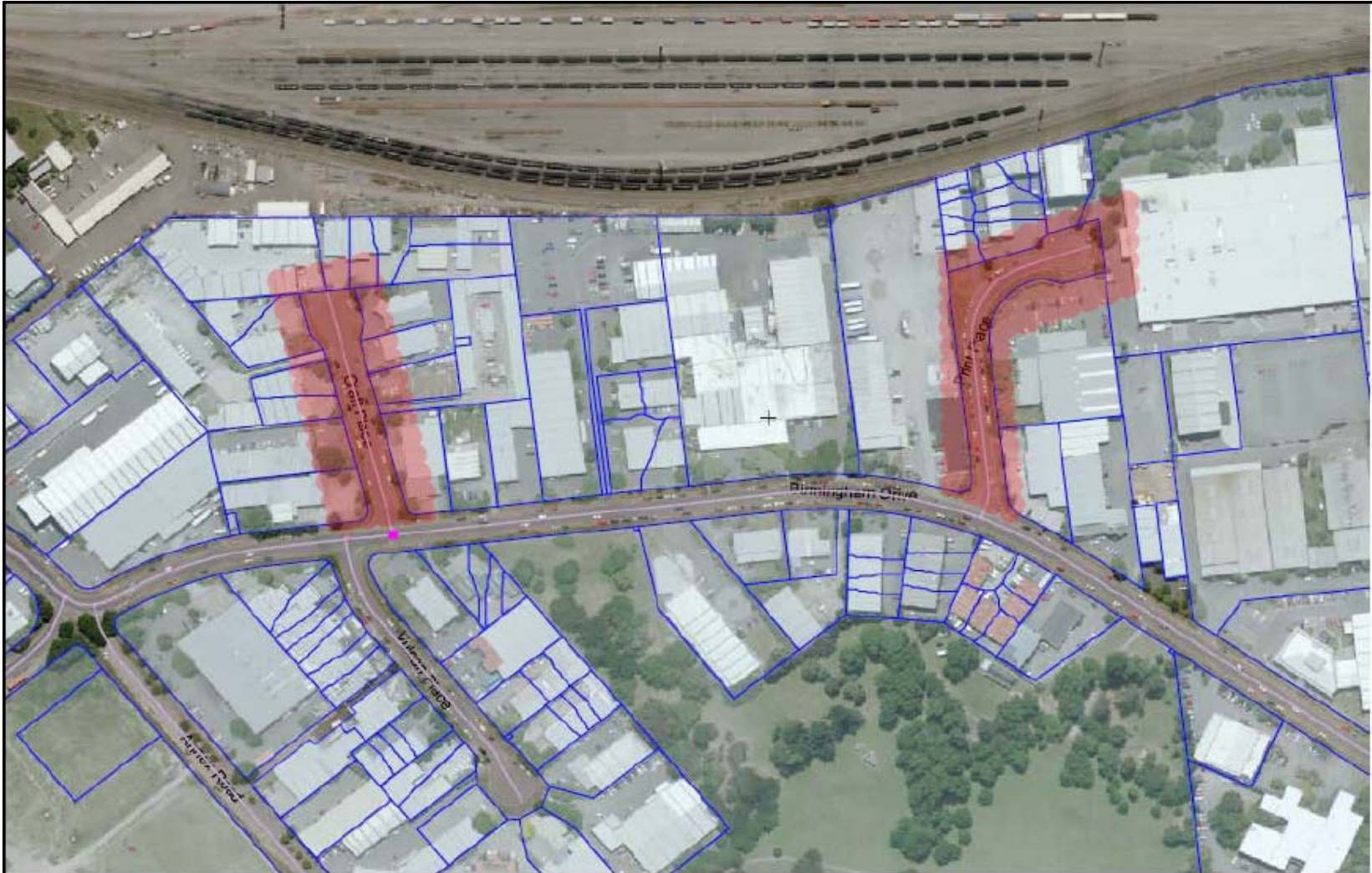
The meeting concluded at 10.17am.

CONFIRMED THIS 3RD DAY OF MAY 2011

**PHIL CLEARWATER
CHAIRPERSON**

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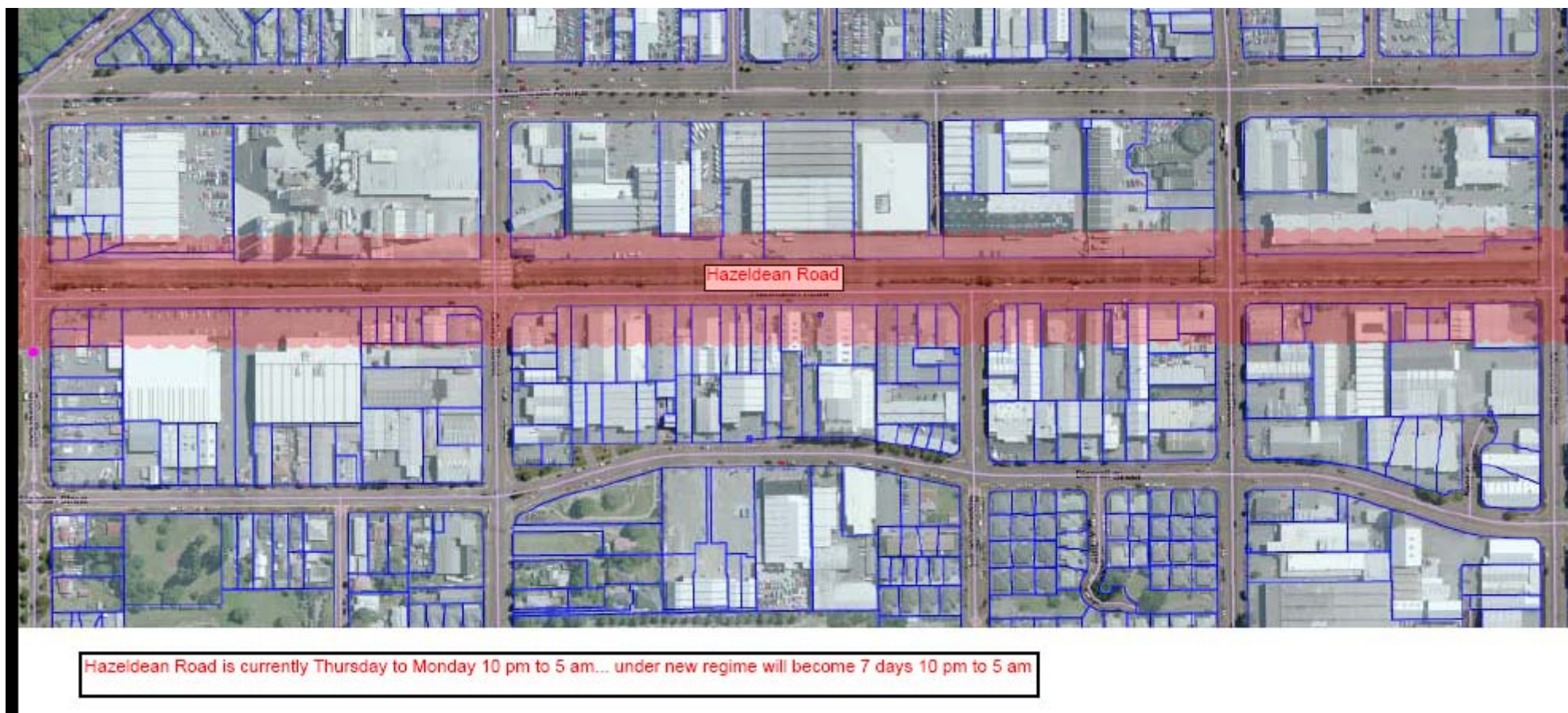


Craft Place and Print Place currently Friday to Monday, 9pm to 5am...under new regime will be 7 Days 10 pm to 5 am

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ATTACHMENT 1 CONT'D TO CLAUSE 1



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ATTACHMENT 2 TO CLAUSE 1

EXTRACT FROM COUNCIL MINUTES OF MEETING HELD 22 APRIL 2010

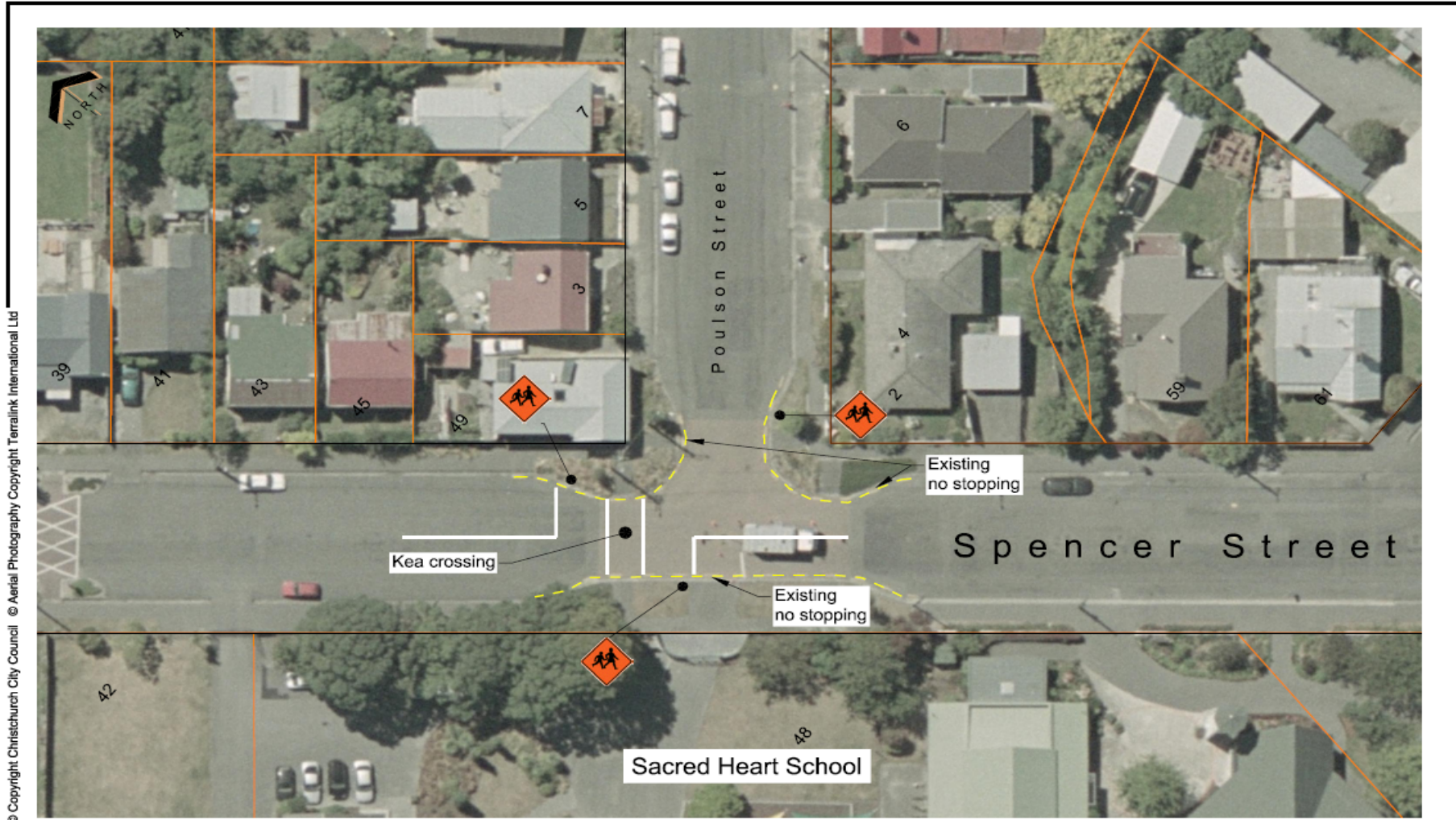
12. PROHIBITED TIMES ON ROADS

Councillor Reid moved, seconded by Councillor Shearing, that the Council:

- (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 10pm to 5am 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 10pm-5am; Friday to Saturday 10pm-5am; Saturday to Sunday 10pm-5am; Sunday to Monday 10pm-5am; and from 10pm on the day preceding any public holiday until 5am on that statutory holiday; and from 10pm on the public holiday to 5am 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, (at least two years), 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.*

12. 5. 2011

Spreydon/Heathcote Community Board 18.2.2011



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SPENCER STREET
 Proposed Kea Crossing
 For Board Approval

Original Plan Size: A4
 ISSUE.1 08/12/10
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12. 5. 2011

Spreydon/Heathcote Community Board 18.2.2011



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CASHMERE PRIMARY SCHOOL SPEED ZONE
For Council Approval

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