

**FENDALTON/WAIMAIRI COMMUNITY BOARD  
AGENDA**

**MONDAY 16 MARCH 2015**

**AT 4PM**

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

**Community Board:** Val Carter (Chairperson), David Cartwright (Deputy Chairperson), Sally Buck, Faimah Burke, Jamie Gough, Raf Manji and Bridget Williams.

**Community Board Adviser**  
Edwina Cordwell  
Phone 941 6728 DDI  
Email: [edwina.cordwell@ccc.govt.nz](mailto:edwina.cordwell@ccc.govt.nz)

**PART A - MATTERS REQUIRING A COUNCIL DECISION  
PART B - REPORTS FOR INFORMATION  
PART C - DELEGATED DECISIONS**

<b>INDEX</b>		<b>PG NO</b>
<b>PART C</b>	<b>1. APOLOGIES</b>	<b>3</b>
<b>PART B</b>	<b>2. DECLARATION OF INTEREST</b>	<b>3</b>
<b>PART C</b>	<b>3. CONFIRMATION OF MINUTES – 2 MARCH 2015</b>	<b>3</b>
<b>PART B</b>	<b>4. DEPUTATIONS BY APPOINTMENT</b>	<b>7</b>
	4.1 Murray Horton – Keep Our Assets - Canterbury	
<b>PART B</b>	<b>5. PRESENTATION OF PETITIONS</b>	<b>7</b>
<b>PART B</b>	<b>6. NOTICE OF MOTION</b>	<b>7</b>
<b>PART B</b>	<b>7. CORRESPONDENCE</b>	<b>7</b>
<b>PART B</b>	<b>8. BRIEFINGS</b>	<b>7</b>
<b>PART C</b>	<b>9. MCDUGALL AVENUE PROPOSED P120 PARKING RESTRICTIONS</b>	<b>8</b>
<b>PART C</b>	<b>10. ABROS PLACE - NO STOPPING RESTRICTIONS</b>	<b>12</b>
<b>PART C</b>	<b>11. CRANBROOK AVENUE – REMOVAL OF SCHOOL ZONE PARKING RESTRICTIONS</b>	<b>15</b>
<b>PART C</b>	<b>12. SHEFFIELD CRESCENT PROPOSED NO STOPPING</b>	<b>17</b>

**For copies of Agendas and Reports, visit:**  
[www.ccc.govt.nz/thecouncil/meetingsminutes/agendas/index.aspx](http://www.ccc.govt.nz/thecouncil/meetingsminutes/agendas/index.aspx)

<b>INDEX</b>		<b>PG NO</b>
<b>PART C</b>	<b>13. WESTHOLME STREET PROPOSED NO STOPPING RESTRICTION</b>	<b>20</b>
<b>PART C</b>	<b>14. ROSSALL STREET/HOLMWOOD ROAD BUS STOP AND LOADING ZONE RELOCATION</b>	<b>23</b>
<b>PART C</b>	<b>15. PROPOSED ROAD NAME</b>	<b>26</b>
<b>PART C</b>	<b>16. APPLICATION TO THE BOARD'S 2014/15 DISCRETIONARY RESPONSE FUND – FENDALTON OPEN-AIR SCHOOL</b>	<b>28</b>
<b>PART B</b>	<b>17. COMMUNITY BOARD ADVISER'S UPDATE</b>	<b>31</b>
	17.1 Kids2Town Funding Initiative	
	17.2 Board funding Update for 2014/15	
<b>PART B</b>	<b>18. ELECTED MEMBERS' INFORMATION EXCHANGE</b>	<b>31</b>

1. **APOLOGIES**

2. **DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3. **CONFIRMATION OF MEETING MINUTES – 2 MARCH 2015**

The minutes of the Board's ordinary meeting of Monday 2 March 2015 is **attached**.

**STAFF RECOMMENDATION**

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

16. 03. 2015

- 4 -

ATTACHMENT TO CLAUSE 3

9. 4. 2015

**FENDALTON/WAIMAIRI COMMUNITY BOARD  
2 MARCH 2015**

**Minutes of a meeting of the Fendalton/Waimairi Community Board  
held on Monday 2 March 2015 at 4pm  
in the Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads.**

**PRESENT:** Val Carter (Chairperson), Sally Buck, Faimeh Burke, Jamie Gough, Raf Manji and Bridget Williams.

**APOLOGIES:** An apology for absence was received and accepted from David Cartwright.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DECLARATION OF INTEREST**

There were no declarations of interest.

**2. DEPUTATIONS BY APPOINTMENT**

Nil.

**3. PRESENTATION OF PETITIONS**

Nil.

**4. NOTICE OF MOTION**

Nil.

**5. CORRESPONDENCE**

**5.1 BREENS INTERMEDIATE SCHOOL**

The Board **received** tabled correspondence from Breens Intermediate School regarding the possible installation of a drop of zone outside the school. The Board noted that this matter had been referred to the traffic engineer for the Fendalton/Waimairi ward.

**5.2 THANK YOU – DAME STEWART**

The Board **received** tabled correspondence from Dame Adrienne Stewart thanking the Board for their congratulations on her New Year's Honour.

**ATTACHMENT TO CLAUSE 3**

**6. BRIEFINGS**

**6.1 GAIL PAYNE – NON GOVERNMENT ORGANISATION (NGO'S) PROFILES**

Ms Gail Payne, Strengthening Communities Adviser Citywide was in attendance and presented the key issues for Metropolitan NGO's and the 'Not for Profit' sector.

**7. COMMUNITY BOARD ADVISER'S UPDATE**

The Community Board Adviser tabled an information memorandum containing current items of business including:

**7.1 MORLEY PARK EVENT**

Request from the Mayor's Office for a representative to attend this function in her stead – Christchurch Community Gardens Association on Saturday 21 March at 12.40pm.

**7.2 ENVIRONMENT CANTERBURY AIR PLAN**

Contributions to the Council's submission to be submitted by Boards by Tuesday 10 April.

**7.3 REMINDERS**

- **District Plan Review** – joint seminar on Thursday 5 March 2015
- **Representation Review Public Meetings** – Tuesday 3 March 2015 at Avonhead Baptist Church and Wednesday 11 March 2015 at Elmwood Bowling Club
- **Meeting with School Principals** – Tuesday 10 March 2015
- **Garden Pride Awards** – Thursday 19 March 2015

**8. ELECTED MEMBERS' INFORMATION EXCHANGE**

- Culture Galore attendance
- Update on Long Term Plan – public consultation imminent

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

**9. CONFIRMATION OF MEETING MINUTES – 16 FEBRUARY 2015**

The Fendalton/Waimairi Community Board **resolved** that the minutes of its ordinary meeting of Monday 16 February 2015, be confirmed.

**10. BURNSIDE PARK FITNESS TRAIL PROPOSAL**

The Board considered a report regarding the endorsement of a concept plan for the proposed fitness trail at Burnside Park.

The Fendalton/Waimairi Community Board **resolved**:

- 10.1 to approve the Burnside Park Fitness Trail concept plan
- 10.2 to allocate the amount of \$2,171.50 from its 2014/15 Discretionary Response Fund to enable Station 1 to be completed as soon as possible.

The Board also requested that staff provide information regarding community fund raising for the proposed Merivale Reserve Playground at its next meeting to enable the Board to determine any further allocation of its 2014/15 Discretionary Response Fund to either or both of these projects.

16. 03. 2015

- 6 -

**ATTACHMENT TO CLAUSE 3**

**11. APPLICATION TO THE BOARD'S 2014/15 DISCRETIONARY RESPONSE FUND – UNIVERSITY OF CANTERBURY ATHLETICS CLUB INC.**

The Board considered an application for funding from its 2014/15 Discretionary Response Fund from the University of Canterbury Athletics Club Inc. for the UC Junior Children's Athletics Programme.

The Fendalton/Waimairi Community Board **resolved** to grant of \$1,500 from its 2014/15 Discretionary Response Fund to the University of Canterbury Athletics Club Inc. towards track hire and coaching costs.

The meeting concluded at 4.55pm.

**CONFIRMED THIS 16<sup>TH</sup> DAY OF MARCH 2015**

**VAL CARTER  
CHAIRPERSON**

**4. DEPUTATIONS BY APPOINTMENT**

**4.1 MURRAY HORTON – KEEP OUR ASSETS – CANTERBURY**

Mr Murray Horton, Convenor for Keep Our Assets – Canterbury will be in attendance to speak to the Board regarding the work and aims of the Group.

**5. PRESENTATION OF PETITIONS**

**6. NOTICES OF MOTION**

**7. CORRESPONDENCE**

**8. BRIEFINGS**

## 9. MCDOUGALL AVENUE PROPOSED P120 PARKING RESTRICTIONS

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture Leisure and Parks		
<b>Officer responsible:</b>	Transport and City Streets Unit Manager		
<b>Author:</b>	Ryan Rolston - Traffic Engineer	Y	Ext 8516

### 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the approval of the Fendalton/Waimairi Community Board for the extension of P120 parking restrictions on McDougall Avenue and No Stopping restrictions at the McDougall Avenue and Hawkesbury Avenue intersections with Browns Road.
- 1.2 This report was initiated following a resident's request for parking restrictions on McDougall Avenue.

### 2. BACKGROUND

- 2.1 P120 parking restrictions are presently installed on the south western section of McDougall Avenue, from Papanui Road to Murray Place. This forms part of the wider Merivale parking plan.
- 2.2 Commuter parking consistently extends beyond the existing restrictions on McDougall Avenue. McDougall Avenue is a residential street. There is little parking availability for residents and their visitors in the section of the street which is not subject to parking restrictions. The width of McDougall Avenue is insufficient to enable two vehicles to pass each other when cars are parked on both sides of the road, creating a reliance on gaps in parking created by driveways to enable two-way flow.

### 3. COMMENT

- 3.1 It is proposed to extend staggered P120 parking restrictions on McDougall Avenue to Browns Road to alleviate the issues associated with high commuter parking demands on the narrow residential street. The extent and location of the proposed P120 parking restrictions are shown on **Attachment 1**.
- 3.2 The staggered parking restrictions will ensure some parking availability for residents, their visitors and other short stay users. All day commuter parking will be dispersed by leaving portions of the street unrestricted, rather than being transferred completely into other areas.
- 3.3 No Stopping restrictions are proposed at the McDougall Avenue and Hawkesbury Avenue intersections with Browns Road. It is undesirable for vehicles to park in the locations where the No Stopping restrictions will apply due to proximity to the intersections, kerb buildouts and a speed bump. The No Stopping restrictions are proposed to ensure that vehicles do not park in these locations.
- 3.4 Consultation has been undertaken with all affected residents and property owners. There were 10 submissions received, of which seven indicated support for the proposal.
- 3.5 The primary concern raised was the times and days to which the restrictions would apply. The original proposal has been amended so that the restrictions will apply from 11am to 3pm Monday to Friday to better reflect the desired outcome of the residents.
- 3.6 One submitter commented that this proposal will put extra parking pressure on Browns Road, noting that the rest home at 60 Browns Road generates some on-street staff parking in this location presently. It is not currently proposed to extend parking restrictions to Browns Road, but this could be considered subsequently with the support of residents.



**9. Cont'd**

- 3.7 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.8 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.9 The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.10 The senior parking officer supports this proposal. However, it was acknowledged that the limited time frame to which the parking restrictions surround Merivale apply (11am-3pm) are difficult to enforce.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The estimated cost of this proposal is \$2,500 for new signage and markings.

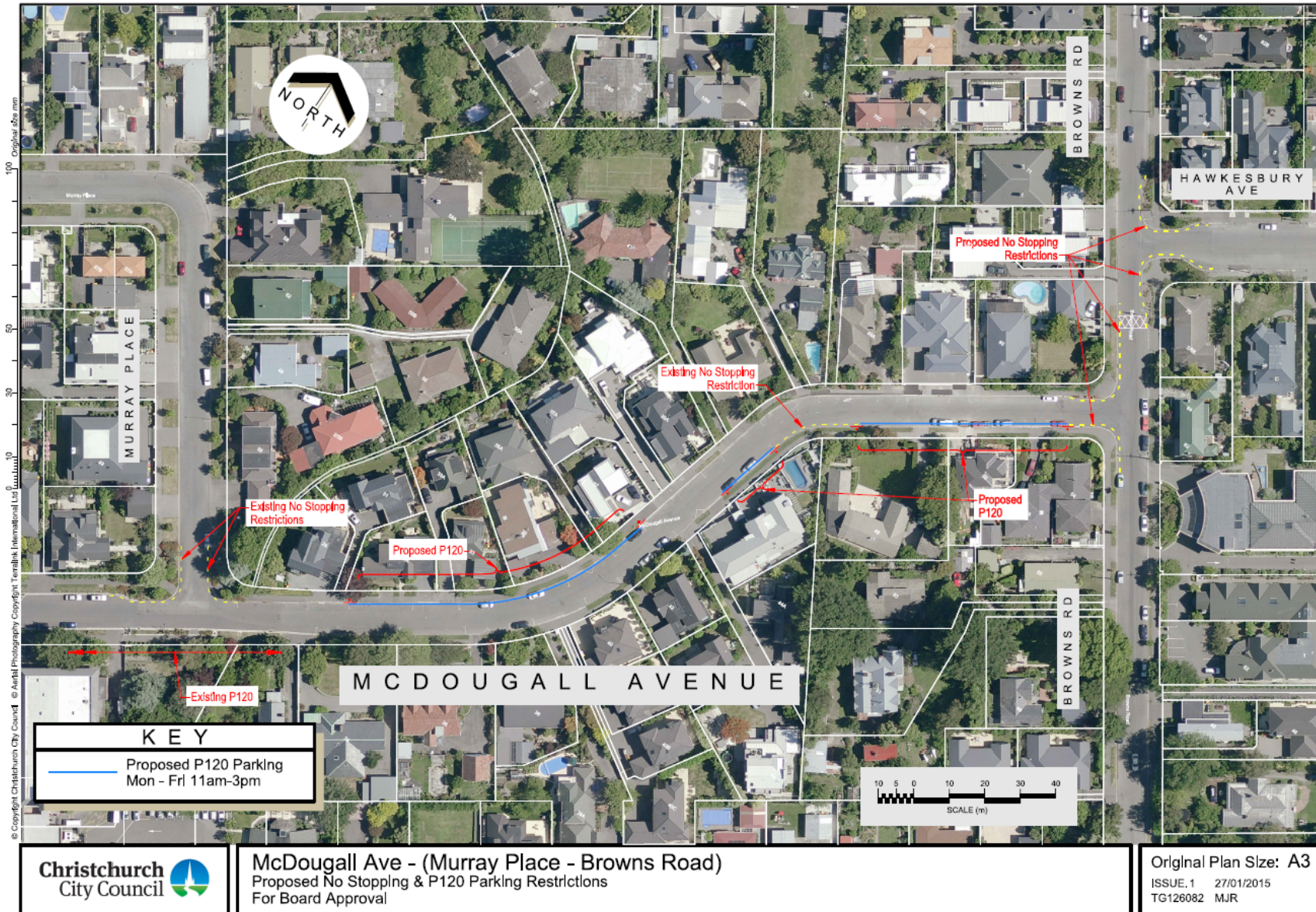
**5. STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board:

- 5.1 Revoke all existing parking restrictions on the northwestern side of McDougall Avenue commencing at a point 37 metres northeast of its intersection with Murray Place and extending in a northeasterly direction for a distance of 90 metres.
- 5.2 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes between 11am and 3pm (Monday to Friday) on the northwestern side of McDougall Avenue commencing at a point 37 metres northeast of its intersection with Murray Place and extending in a northeasterly direction for a distance of 90 metres.
- 5.3 Revoke all existing parking restrictions on the northwestern side of McDougall Avenue commencing at its intersection with Browns Road and extending in a southwesterly direction for a distance of 15 metres.
- 5.4 Approve that the stopping of vehicles be prohibited at any time on the northwestern side of McDougall Avenue commencing at its intersection with Browns Road and extending in a southwesterly direction for a distance of 15 metres.
- 5.5 Revoke all existing parking restrictions on the southeastern side of McDougall Avenue commencing at its intersection with Browns Road and extending in a southwesterly direction for a distance of 117 metres.
- 5.6 Approve that the stopping of vehicles be prohibited at any time on the southeastern side of McDougall Avenue commencing at its intersection with Browns Road and extending in a southwesterly direction for a distance of 13 metres.
- 5.7 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes between 11am and 3pm (Monday to Friday) on the southeastern side of McDougall Avenue commencing at a point 13 metres southwest of its intersection with Browns Road and extending in a southwesterly direction for a distance of 68 metres.
- 5.8 Approve that the stopping of vehicles be prohibited at any time on the southeastern side of McDougall Avenue commencing at a point 81 metres southwest of its intersection with Browns Road and extending in a southwesterly direction for a distance of 18 metres.
- 5.9 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes between 11am and 3pm (Monday to Friday) on the southeastern side of McDougall Avenue commencing at a point 99 metres southwest of its intersection with Browns Road and extending in a southwesterly direction for a distance of 18 metres.

**9. Cont'd**

- 5.10 Revoke all existing parking restrictions on the southwestern side of Browns Road commencing at its intersection with McDougall Avenue and extending on a southeasterly direction for a distance of 14 metres.
- 5.11 Approve that the stopping of vehicles be prohibited at any time on the southwestern side of Browns Road commencing at its intersection with McDougall Avenue and extending in a southeasterly direction for a distance of 14 metres.
- 5.12 Revoke all existing parking restrictions on the southwestern side of Browns Road commencing at its intersection with McDougall Avenue and extending in a northwesterly direction for a distance 26 metres.
- 5.13 Approve that the stopping of vehicles be prohibited at any time on the southwestern side of Browns Road commencing at its intersection with McDougall Avenue and extending in a northwesterly direction for a distance 26 metres.
- 5.14 Revoke all existing parking restrictions on the northeastern side of Browns Road commencing at its intersection with Hawkesbury Avenue and extending in a southeasterly direction for a distance 19 metres.
- 5.15 Approve that the stopping of vehicles be prohibited at any time on the northeastern side of Browns Road commencing at its intersection with Hawkesbury Avenue and extending in a southeasterly direction for a distance 19 metres.
- 5.16 Revoke all existing parking restrictions on the northeastern side of Browns Road commencing at its intersection with Hawkesbury Avenue and extending in a northwesterly direction for a distance 16 metres.
- 5.17 Approve that the stopping of vehicles be prohibited at any time on the northeastern side of Browns Road commencing at its intersection with Hawkesbury Avenue and extending in a northwesterly direction for a distance 16 metres.
- 5.18 Revoke all existing parking restrictions on the northwestern side of Hawkesbury Avenue commencing at its intersection with Browns Road and extending in a northeasterly direction for a distance 16 metres.
- 5.19 Approve that the stopping of vehicles be prohibited at any time on the northwestern side of Hawkesbury Avenue commencing at its intersection with Browns Road and extending in a northeasterly direction for a distance 16 metres.
- 5.20 Revoke all existing parking restrictions on the southeastern side of Hawkesbury Avenue commencing at its intersection with Browns Road and extending in a northeasterly direction for a distance 18 metres.
- 5.21 Approve that the stopping of vehicles be prohibited at any time on the southeastern side of Hawkesbury Avenue commencing at its intersection with Browns Road and extending in a northeasterly direction for a distance 18 metres.



**10. ABROS PLACE - NO STOPPING RESTRICTIONS**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture, Leisure & Parks	N	
<b>Officer responsible:</b>	Unit Manager, Transport & City Streets	N	
<b>Author:</b>	Wayne Anisy, Traffic Engineer	Y	941 8346

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval to install an area of no stopping restrictions on the east side of Abros Place.
- 1.2 This report has been initiated by staff as a result of safety concerns raised by businesses in the area regarding poor visibility for all road users.

**2. BACKGROUND**

- 2.1 Representatives of Deane Apparel have approached the Council on behalf of businesses in this area concerning the insufficient visibility and narrow road width that is created when vehicles park on both sides of the road.
- 2.2 Recently a centre line has been marked, however due to an increase in heavy vehicle movements through this area numerous near misses have been observed when trucks are approaching each other around these tight bends (refer **Attachment 1**).
- 2.3 The recommendations align with the Christchurch Transport Plan 2012 – 2042.

**3. COMMENT**

- 3.1 The proposal to install this area of no stopping lines will create a safer environment for all road users as visibility will be increased.
- 3.2 This proposal has been well supported as a letter drop to all affected parties has been conducted and there have been no objections.
- 3.3 The reason why this section of Abros Place needs no parking lines in relation with other sections of Abros Place is that this is the first bend that traffic approaches as they come off Wairakei Road. This particular bend has vehicle entrance ways opposite with a large amount of vehicle movements being undertaken throughout the day and when vehicles park on both sides of the road it restricts the movements to these entrance ways which makes it unsafe for all road users.
- 3.4 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.5 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.6 The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The approximate cost of installing this section of no stopping lines is \$200 and will be funded from the 2014/15 capex road marking budget.

**10 Cont'd**

**5. STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimari Community Board approve:

- 5.1 That all stopping and parking restrictions on the east side of Abros Place commencing at a point of 10 metres south from it's intersection with Wairakei Road and extending in a southerly direction for a distance of 70 metres be revoked.
- 5.2 That the stopping of vehicles be prohibited at any time on the east side of Abros Place commencing at a point 45 metres south of it's intersection with Wairakei Road and extending in a southerly direction for a distance of 35 metres.



© Copyright Christchurch City Council © Aerial Photography Copyright TerraLink International Ltd



**Abros Place**  
Proposed No Stopping Restriction  
For Board Approval

Attachment One

Original Plan Size: A4  
ISSUE.1 26/01/2015  
TG128212 MJR

## 11. CRANBROOK AVENUE – REMOVAL OF SCHOOL ZONE PARKING RESTRICTIONS

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture, Leisure & Parks	N	
<b>Officer responsible:</b>	Unit Manager, Transport and City Streets	N	
<b>Author:</b>	Wayne Anisy – Transport Engineer	Y	DDI 941-8346

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval for the removal of school parking/stopping restrictions on Cranbrook Avenue outside the rear entrance to Kendal School.
- 1.2 This report has been initiated by staff as a result of resident enquiries and due to the fact that the school has recently been closed.

## 2. BACKGROUND

- 2.1 Time limited parking/stopping restrictions are currently in place on Cranbrook Avenue between Appleby Crescent and Glencoe Street to accommodate a school traffic drop off and pick up area for the rear entrance of Kendal School.
- 2.2 Kendal School has recently closed and residents have requested the parking restriction signs to be removed (refer **Attachment 1**).
- 2.3 The recommendations align with the Christchurch Transport Plan 2012 – 2042.

## 3. COMMENT

- 3.1 Due to Kendal School recently closing down this area of parking restrictions on Cranbrook Avenue no longer applies and signs are to be removed.
- 3.2 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.4 The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

## 4. FINANCIAL IMPLICATIONS

- 4.1 The approximate cost to have these signs removed is \$220 and the funding will be allocated from the existing 2014/15 capex parking signs budget.

## 5. STAFF RECOMMENDATION

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

- 5.1 To revoke any parking and stopping restrictions on the southwest side of Cranbrook Avenue commencing at its intersection with Glencoe Street and extending in a northwest direction for a distance of 55 metres.
- 5.2 To revoke any parking and stopping restrictions on the northeast side of Cranbrook Avenue commencing at a point 271 metres northwest of Grahams Road and extending in a northwest direction for a distance of 55 metres.



© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



**Cranbrook Avenue**  
Removal of School Zone Parking Restrictions  
For Board Approval

Attachment One

Original Plan Size: A4  
ISSUE.1 03/02/2015  
TG128215 MJR



**12. SHEFFIELD CRESCENT PROPOSED NO STOPPING**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture, Leisure & Parks	N	
<b>Officer responsible:</b>	Unit Manager, Transport and City Streets	N	
<b>Author:</b>	Wayne Anisy, Traffic Engineer	Y	DDI 941 8346

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval to extend the no stopping restrictions on Sheffield Crescent at both of its intersections with Wairakei Road.
- 1.2 This report has been initiated by staff as a result of safety concerns and ongoing complaints from businesses and commuters using these intersections.

**2. BACKGROUND**

- 2.1 There have been ongoing reports and complaints about the congestion caused by right turning movements at both intersections of Sheffield Crescent and Wairakei Road. Although there is sufficient road width for both left and right turn lanes at the intersections in question, due to cars parking right up to the existing no stopping lines there is insufficient room for vehicles to perform both movements. This means left turning traffic has to wait for the right turning traffic to clear and this is causing lengthy delays especially at peak times (refer **Attachment 1**).
- 2.2 The recommendations align with the Christchurch Transport Plan 2012 – 2042.

**3. COMMENT**

- 3.1 By extending the no stopping lines this will create more room for left turning traffic to move past the right turning cars and therefore achieve a more efficient intersection flow.
- 3.2 The proposal to extend the existing no stopping lines further from the intersection on both legs of Sheffield Crescent is well supported by local businesses. A letter drop has been conducted to all affected parties and there have been no objections.
- 3.3 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.4 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.5 The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The approximate cost to have the no stopping lines installed is \$180 which will be allocated from the existing capex 2014/15 road marking budget.

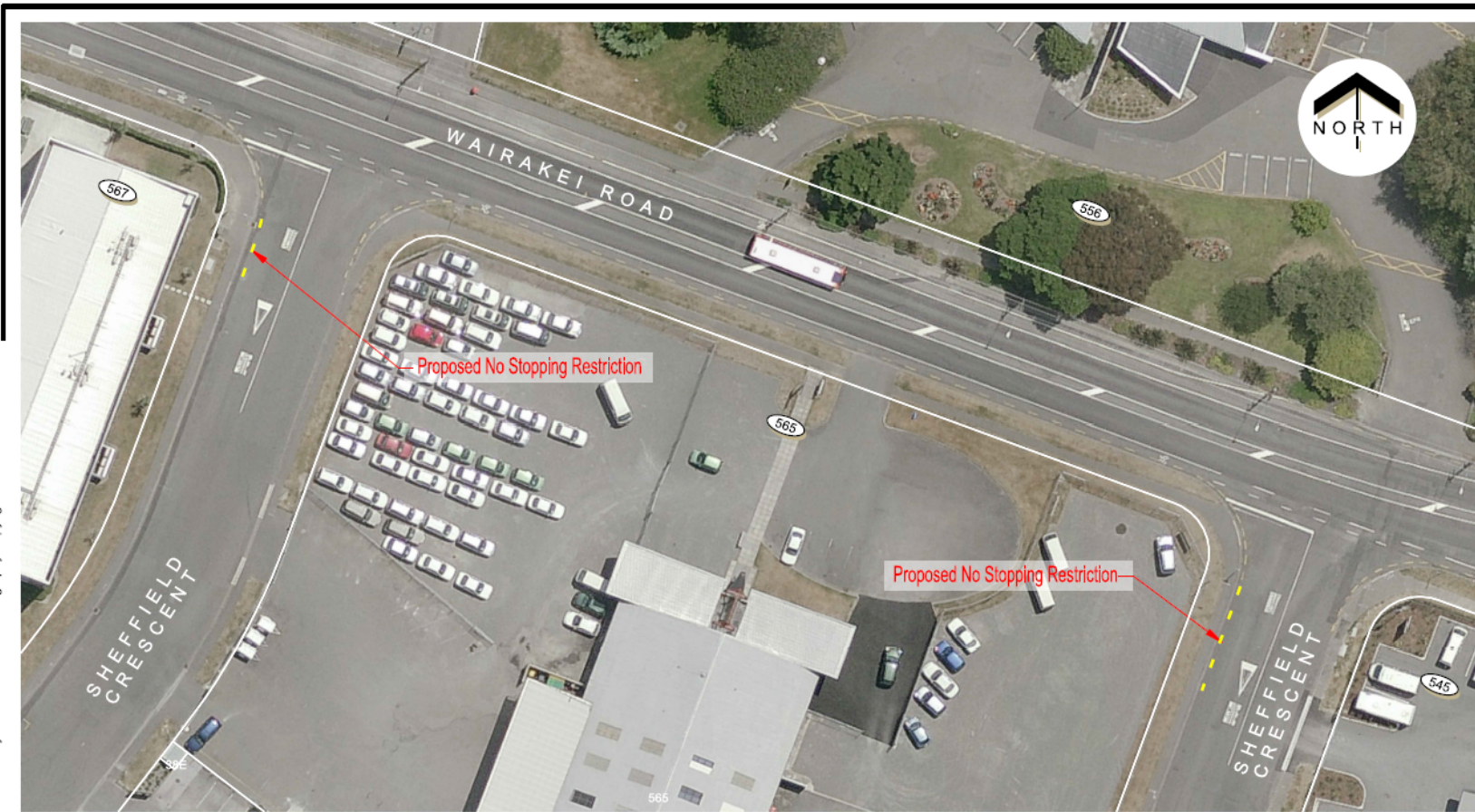
**5. STAFF RECOMMENDATION**

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

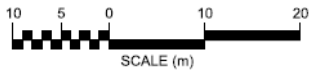
- 5.1 That all stopping and parking restrictions on the west side of Sheffield Crescent (most westerly intersection) commencing at its intersection point with Wairakei Road and extending in a southerly direction for 22.5 metres be revoked.

**12. Cont'd**

- 5.2 That the stopping of vehicles be prohibited at any time on the west side of Sheffield Crescent (most westerly intersection) commencing at it's intersection point with Wairakei Road and extending in a southerly direction for a distance of 22.5 metres.
- 5.3 That all stopping and parking restrictions on the west side of Sheffield Crescent (most easterly intersection) commencing at its intersection point with Wairakei Road and extending in a southerly direction for 27 metres be revoked.
- 5.4 That the stopping of vehicles be prohibited at any time on the west side and of Sheffield Crescent (most easterly intersection) commencing at it's intersection point with Wairakei Road and extending in a southerly direction for a distance of 27 metres.



© Copyright Christchurch City Council. © Aerial Photography Copyright: Terralink International Ltd



**Sheffield Crescent**  
Proposed No Stopping Restriction  
For Board Approval

Original Plan Size: A4  
ISSUE.1 22/12/2012  
TG120806 MJR

Attachment One

**13. WESTHOLME STREET PROPOSED NO STOPPING RESTRICTION**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture, Leisure & Parks	N	
<b>Officer responsible:</b>	Unit Manager, Transport and City Streets	N	
<b>Author:</b>	Wayne Anisy, Traffic Engineer	Y	DDI 941 8346

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval to extend the no stopping lines on Westholme Street at the intersection of Blighs Road.
- 1.2 This report has been initiated by staff as a result of safety concerns raised by residents in the street and associated with traffic and pedestrians from the school nearby.

**2 BACKGROUND**

- 2.1 Currently vehicles can park on both sides of Westholme Street near to the Blighs Road intersection. This restricts the movements of drivers turning into and exiting Westholme Street. The extension of the no stopping lines will improve safety and visibility for all road users (**refer Attachment 1**).
- 2.2 The recommendations align with the Christchurch Transport Plan 2012 – 2042.

**3 COMMENT**

- 3.1 The installation of the no stopping restrictions will create more room at this intersection and avoid the issues of conflict due to lack of visibility and narrowness of the road caused by parked vehicles.
- 3.2 This proposal is well supported. There has been a letter drop to all affected parties in the area and at this stage there have been no objections to the proposal.
- 3.3 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.4 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.5 The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**4 FINANCIAL IMPLICATIONS**

- 4.1 The approximate cost to install the proposed area of no stopping lines is \$110 and this will be funded by the existing 2014/15 capex road marking budget.

**5 STAFF RECOMMENDATION**

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

- 5.1 That all stopping and parking restrictions on the west side of Westholme Street, commencing at its intersection point with Blighs Road and extending in a south easterly direction for a distance of 14.5 metres be revoked.
- 5.2 That the stopping of vehicles be prohibited at any time on the west side of Westholme Street, commencing at its intersection point with Blighs Road and extending in a south easterly direction for a distance of 14.5 metres.

**13. Cont'd**

- 5.3 That all stopping and parking restrictions on the east side of Westholme Street, commencing at its intersection point with Blighs Road and extending in a south easterly direction for a distance of 20 metres be revoked.
- 5.4 That the stopping of vehicles be prohibited at any time on the east side of Westholme Street, commencing at it's intersection point with Blighs Road and extending in a south easterly direction for a distance of 20 metres.

© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd

**Christchurch City Council** 

**Westholme Street**  
Proposed No Stopping  
For Board Approval

Attachment One

Original Plan Size: A4  
ISSUE. 1 17/12/2014  
TG120803 MJR

**14. ROSSALL STREET/HOLMWOOD ROAD BUS STOP AND LOADING ZONE RELOCATION**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture, Leisure & Parks, Operations Group	N	
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager	N	
<b>Author:</b>	Wayne Anisy – Traffic Engineer	Y	DDI 941 8346

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval to relocate the bus stop and loading zone outside properties number 37 and 39 Rossall Street.
- 1.2 This report has been initiated by staff as a result of likely access issues to a future driveway entrance.

**2. BACKGROUND**

- 2.1 The residential property at 37 Rossall Street was significantly damaged in the earthquake sequence and is the site that is being redeveloped. The developer wishes to locate a vehicle entrance from the property which will coincide with the location of an existing loading zone. Refer attachment one.
- 2.2 The property owner has requested that Council help solve the vehicle access issues to his property. The property is located on the western side of Rossall Street, to the south of the commercial zone on the corner of Holmwood Road.
- 2.3 The kerbside parking management along the western side frontage, from the shops is as follows:
  - 2.3.1 No stopping restriction from the intersection with Holmwood Road extending in a southerly direction, to a Bus Stop.
  - 2.3.2 Marked Bus Stop, extending in a southerly direction to a loading zone.
  - 2.3.3 Marked loading zone, straddling 37 Rossall Street at the proposed vehicle entrance.
- 2.4 Council staff have visited the site. Local people report that, as the loading zone is on the far side of the bus stop, relative to the shops, that goods loading vehicles are seen to be parked in the nearer bus stop, to service the shops.
- 2.5 The recommendations align with the Christchurch Transport Plan 2012 – 2042.

**3. COMMENT**

- 3.1 The combination of a parking area (loading zone) straddling a driveway is not ideal and may not be lawful. A bus stop can, however, legally be placed across a vehicle entrance. The reason for this is that a bus is deemed to be stopping, not parking. Further to that, the bus driver is required to be in the driving position when at the bus stop. Therefore, the property vehicle entrance will only be blocked for very short periods of time, while the bus is setting down or picking up passengers. This particular stop is an "outbound" stop. Such stops are mainly used for the set down of passengers-on their way home, resulting in buses stopping for a short time. This is in contrast to an inbound stop, where people can be queuing to board, and arranging fares etc with the driver. Buses are likely to be stopped for longer periods at an inbound stop.
- 3.2 The time period of a bus stopping is acceptable, as opposed to commercial vehicles parking for extended periods of time.

**14. Cont'd**

- 3.3 The swapping over of the loading zone and bus stop achieves at least three objectives:
  - 3.3.1 Creating a better goods service facility for the shops,
  - 3.3.2 Solves the issue of blocking and legal parking requirements for the proposed access, and
  - 3.3.3 Provides an opportunity to upgrade the bus stop markings to current standards.
- 3.4 Council staff have spoken to all affected properties with no objection. One business owner wishes parking management to be reviewed on Holmwood Road to better suit the needs of the business. This is being investigated and, following consultation, will be the subject of another report to the Board.
- 3.5 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.6 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.7 The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The approximate cost for this proposal including removal of existing markings is \$1,400 which will be funded through the existing 2014/15 capex road marking/signs budget.

**5. STAFF RECOMMENDATION**

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

- 5.1 That all stopping and parking restrictions on the west side of Rossall Street commencing at its intersection with Holmwood Road and extending in a south easterly direction for a distance of 67 metres be revoked.
- 5.2 That the stopping of vehicles be prohibited at any time on the west side of Rossall Street, commencing at its intersection with Holmwood Road and extending in a south easterly direction for a distance of 20 metres.
- 5.3 That a marked P5 at all times loading zone be installed on the west side of Rossall Street commencing at point of 20 metres southeast from Holmwood Road intersection point and extending in a south easterly direction for a distance of 10 metres.
- 5.4 That the stopping of vehicles be prohibited at any time on the west side of Rossall Street commencing at a point 30 metres southeast from Holmwood Road and extending in a south easterly direction for a distance of 4 metres.
- 5.5 That a marked bus stop be installed on the west side of Rossall Street commencing at a point 34 metres southeast from Holmwood Road intersection point and extending in a south easterly direction for a distance of 14 metres.
- 5.6 That the stopping of vehicles be prohibited at any time on the west side of Rossall Street commencing at a point of 48 metres southeast of Holmwood Road intersection point and extending in a south easterly direction for a distance of 19 metres.





© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



**Rossall Street**  
 Proposed Bus Stop & Loading Zone Restriction  
 For Board Approval

Attachment One

Original Plan Size: A4  
 ISSUE.1 04/02/2015  
 TG128213 MJR

**15. PROPOSAL TO RENAME SECTION OF POUND ROAD**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Michael Theelen, Chief Planning Officer		Diane Campbell, x8428
<b>Officer responsible:</b>	John Higgins, Resource Consents Manager		Lelanie Crous, x6272
<b>Author:</b>	Bob Pritchard, Subdivisions Officer	Y	941 8644

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to obtain the Fendalton/Waimairi Community Board's approval for the renaming of a section of Pound Road.

**2. BACKGROUND**

- 2.1 A section of Pound Road is being stopped and realigned north-west of Christchurch Airport to accommodate the extension of the northwest runway. A portion of the original part of Pound Road is however to be retained to continue to provide access to the Aviation Park.
- 2.2 The part of Pound Road to be stopped is shown in red on the plan at Attachment 1. Ownership of that land is to be transferred to Christchurch International Airport Limited (CIAL). The road will be a private road.
- 2.3 A request has been received from CIAL to name this road "Aviation Drive". I have searched and found no existing roads that could be confused with Aviation Drive in Christchurch.

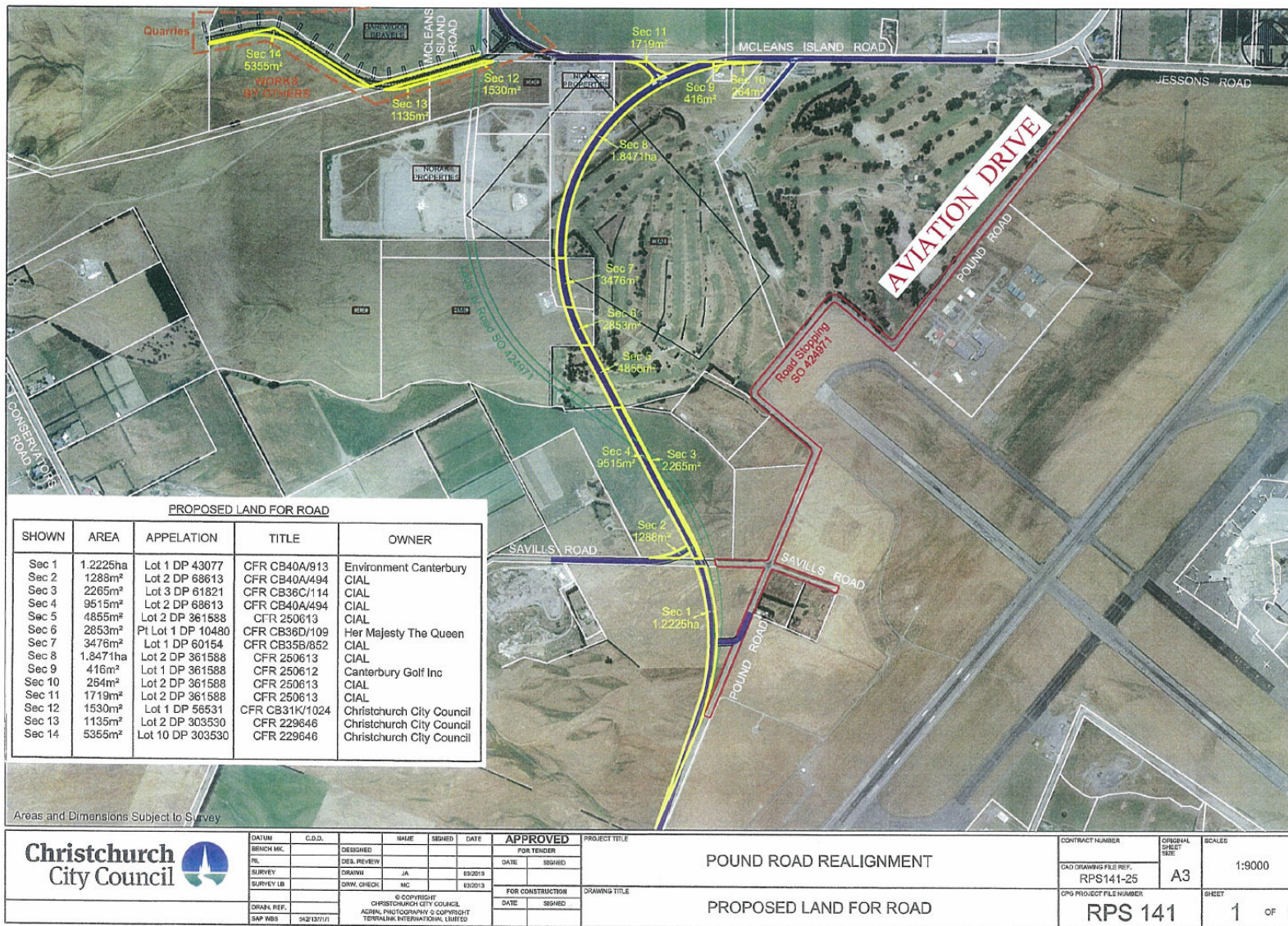
**3. FINANCIAL IMPLICATIONS**

- 3.1 There are no financial costs to Christchurch City Council. The administration fee for road naming is included as part of the consent application fee and the cost of the name plate manufacture is charged directly to the developer.

**4. STAFF RECOMMENDATION**

It is recommended that the Council:

- 4.1 Approve the name "Aviation Drive" for that portion of the former Pound Road running south west off McLeans Island Road.



DATE	C.D.D.	NAME	SIGNED	DATE	APPROVED	PROJECT TITLE	
		DESIGNED			FOR TENDER	POUND ROAD REALIGNMENT	
		CHK. REVIEW			DATE		SIGNED
		DRAWN	JA	09/09/13			
		CHK. CHECK	MC	09/09/13	FOR CONSTRUCTION	DRAWING TITLE	
					DATE	SIGNED	

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
RPS141-25	A3	1:9000
CPG PROJECT FILE NUMBER		SHEET
RPS 141		1 OF 1

**16. APPLICATION TO THE BOARD'S 2014/15 DISCRETIONARY RESPONSE FUND – FENDALTON OPEN-AIR SCHOOL**

		Contact	Contact Details
<b>Executive Leadership Team Responsible:</b>	Director, Office of the Chief Executive	N	
<b>Officer Responsible:</b>	Community Support Unit Transitional Manager	N	
<b>Author</b>	Maryanne Lomax, Strengthening Communities Adviser	Y	941 6730

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is for the Fendalton/Waimairi Community Board to consider the application from Fendalton Open-air School for the Rebuild of their School swimming pool for the amount of \$7,000 for funding from its 2014/15 Discretionary Response Fund.
- 1.2 This is a staff initiative.

**2. EXECUTIVE SUMMARY**

- 2.1 Not applicable.

**3. BACKGROUND**

- 3.1 The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
- 3.2 At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
- 3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
- 3.3.1 Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
- 3.3.2 Projects or initiatives that change the scope of a Council project; and
- 3.3.3 Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (3.3.2) and (3.3.3)."*

**4. COMMENT**

- 4.1 In 2014/15, the total budget available for allocation in the Fendalton/Waimairi Discretionary Response Fund is \$74,798. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
- 4.2 Based on the above criteria, the application from Fendalton Open-air School is eligible for funding.
- 4.3 Detailed information on the application and staff comments are included in the Decision Matrix (**Attachment 1**)

**5. FINANCIAL IMPLICATIONS**

- 5.1 There is currently a balance of \$19,053 in the Board's 2014/15 Discretionary Response Fund.

**16. Cont'd**

5.2 Current recommendations align with the 2013-16 Three Year Plan page 227 regarding community grants schemes including Board funding.

**6. STAFF RECOMMENDATION**

6.1 It is recommended that the Fendalton/Waimairi Community Board approve a grant of \$7,000 from its 2014/15 Discretionary Response Fund to Fendalton Open-air School towards rebuild costs for their school swimming pool

2014/15 DRF FENDALTON-WAIMAIRI DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00053036	Organisation Name	Project Name and Description	Project Details	Project Funding	Total Cost	Amount Requested	Staff Recommendation	Priority
	Fendalton Open-air School	<b>Rebuild School Swimming Pool</b> This application is to seek funding support towards the rebuild of the Fendalton Open-air School swimming pool.	Staff: 1 Volunteers: 12 Number of participants: 5,000 User fees: N/A	<b>CCC funding history (this project only)</b> Nil  <b>Other sources of funding (this project only)</b> Insurance Payout - \$250,000 Other Fundraising - \$17,000 (approximately) The group will be undertaking a variety of fundraising activities and applying to other funding bodies.	\$600,000	\$ 7,000  1% percentage requested  <b>Contribution sought towards:</b> Pool Rebuild - \$7,000	\$ 7,000  That the Fendalton/Waimairi Community Board makes a grant of \$7,000 to Fendalton Open-air School towards rebuild costs for their School swimming pool.	2

Organisation Details

Service Base:	168 Clyde Road, Fendalton
Council Facility:	No
Legal Status:	School Board of Trustees
Established:	1/01/1875
Staff – p=Paid:	23
Staff – Unpaid:	60
Target groups:	Fendalton School community, Other Schools in the Fendalton/Waimairi Ward and the Wider Community
Annual Volunteer Hours:	1,000
Networks:	Fendalton/Waimairi cluster of schools
Audited accounts:	31/12/2013

Organisation Description/Objectives:

Fendalton Open-air School aims to provide a safe, positive, healthy, stimulating environment to facilitate the delivery of the School curriculum. They help their students to be good citizens through the development of the Fendalton Key Competencies. They ensure teaching and learning programmes are designed to meet the needs of individual learners and groups of students.

CCC Funding History

Nil

Alignment with Council Strategies and Board Objectives

- Strengthening Communities Strategy
- Physical Recreation and Sport Strategy

Alignment with Council Funding Outcomes

- Foster collaborative responses
- Reduce or overcome barriers
- Community participation and awareness
- Support, develop and promote capacity

How much will the project do? (Measures)

This project will see the rebuild of the School pool which will be available to the wider community.

Parents will undertake all the fundraising efforts.

For the rebuild itself they will use the skills and expertise of the School community where possible to help with painting, landscaping, building, engineering, etc

In order to involve the current School families and particularly the children they intend to ask them to do a mailbox drop and to participate in a fundraising sports event (such as a swim-a-thon). They have also set up a 'give-a-little' fundraising page for families.

How will participants be better off?

School children in Christchurch have suffered from a lack of swimming lessons and unfortunately swimming skills are lagging behind what they should be.

With a new pool, they will be able to run swimming lessons at School once again with no cost to the families.

They will be able to offer the pool to other schools in the Fendalton Waimairi area for their swimming lessons and events.

They will be able to overcome the barriers of transport costs and loss of class time by having a pool within walking distance.

Staff Assessment

On the 17th November 2014 representatives of the Fendalton School Swimming Pool Rebuild Committee attended the Fendalton/Waimairi Community Board meeting and spoke to the Board Members regarding support for the rebuild of the school's swimming pool on their site at 168 Clyde Road, Fendalton.

As a result of that meeting, the Community Board decided to send a letter of support for the pool build project to the Ministry of Education. The Board also encouraged the School to submit an application for financial support from the Board's Discretionary Response Fund.

Fendalton Open-air School was established in 1875. They are a decile 10 School providing quality education for children from Years 1 to 6. The School pool was built in the 1940s and since then has been a valuable asset to the community.

The pool was badly damaged in the February 2011 earthquake and has been deemed beyond repair. The School is extremely keen to rebuild this facility and have embarked on a fundraising campaign to raise the required funds.

The estimated cost to rebuild the pool is approximately \$600,000. This would rebuild the pool, provide heating, provide a pool cover, repair the changing rooms and provide basic landscaping around the pool. The proposed new pool will be longer and will measure 25m by 8.5m. They have received an insurance payout of \$250,000 and have already raised over \$17,000 through fundraising activities.

The School has formed a committee and have developed a fundraising strategy. Activities include:

- Donations through 'Give a Little' website
- Donate a Paling - The wooden fence around the pool needs to be fixed. People can donate a paling for \$200. This payment/donation will help fence the pool and contribute to the costs of rebuilding the pool.
- Opportunity for businesses to become a sponsor. All sponsors will receive a sponsorship sign which will be put up on the School fence facing the road. The sign will remain up until the end of the rebuild.

Parents will be undertaking all the fundraising and many hours of work in designing a fundraising brochure, writing letters, preparing funding applications, sourcing suppliers, visiting possible sponsors, doing mail box drops, and contacting former pupils.

Since the earthquakes, the pool capacity has diminished in Christchurch. The nearest public pool to the School is Jellie Park Recreation and Sport Centre which has seen a huge increase in patronage. The School are keen for their new pool to be available to other schools in the Fendalton Waimairi ward and to the local community. It could be used for school swimming sports, school triathlons, and be available in the weekends and holidays by local families and by private providers for swimming lessons, clinics and squads.

**17. COMMUNITY BOARD ADVISER'S UPDATE**

**17.1 KIDS2TOWN FUNDING INITIATIVE**

An information Memorandum regarding a joint funding initiative between The Canterbury Community Trust and the Christchurch City Council called Kids2Town is **attached**. The Board is asked to consider allocating \$1,500 of its 2014/15 Discretionary Response fund to support this initiative.

**17.2 2014/15 BOARD FUNDING UPDATE**

**Attached**

**18. ELECTED MEMBERS' INFORMATION EXCHANGE**



## COMMUNITY SUPPORT UNIT

### Information Memorandum

To: Community Board Advisor, Fendalton/Waimairi Community Board  
From: Jenny Hughey, Unit Manager Community Governance and Support  
Date: 9 March 2015  
Re: **Kids2Town Funding Initiative**

---

#### **Purpose:**

The purpose of this memorandum is to provide information on a new joint funding initiative between The Canterbury Community Trust and Christchurch City Council called Kids2Town. The Canterbury Community Trust has donated \$20,000 towards the initiative on the condition that Christchurch City Council matches this amount. The Mayors Welfare Earthquake Relief Fund has contributed \$10,000 towards this. Due to the timing of the initiative and Metropolitan Discretionary Funding being almost expended a memorandum is being circulated to each ward excluding Lyttelton/Mt Herbert and Akaroa/Wairewa due to the proportionally smaller size of the boards Discretionary Response Fund.

#### **Background:**

The Christchurch City Council and The Canterbury Community Trust are in the process of launching a joint project aimed at encouraging school children back into the inner city. It has been noted that many school age children have not been into the central city since the 2010 and 2011 earthquakes. It is also noted that many children and possibly schools are not aware of the many attractions and/or activities that are now available within the central city. Individual schools would apply to this fund to meet the costs of children whose families are experiencing financial hardship that would make meeting these costs difficult.

It is intended that this funding would be available for primary, intermediate and high school age pupils from local schools (private and inner city schools excluded). The schools will be sent a letter providing details of the funding opportunity, with information on the various activities currently on offer within the central city. Schools may also have ideas about other inner city activities they would like to experience which may be considered on a project by project basis

The intention is that the fund will contribute towards transportation costs into the city. Schools can apply for funding by emailing [kids2town@ccc.govt.nz](mailto:kids2town@ccc.govt.nz) providing a brief explanation of what activity they are undertaking within the four avenues, and what transport costs they have and what proportion of these costs they require funding for. Schools are also able to apply for the cost of Tram travel, which has been negotiated at a gold coin donation per passenger.

The key message is that the inner city is an exciting and evolving environment offering fun opportunities for education, out of the classroom. The project aims to encourage young people to reconnect with their city, and accessing art and education in the city is an exciting way for them to do that.

#### **Process:**

- Schools will be sent a letter outlining the Kids2Town initiative.
- Schools will be able to apply for funding by emailing [Kids2town@ccc.govt.nz](mailto:Kids2town@ccc.govt.nz) with a project brief requesting assistance with travel expenses.
- The Funding Team will administer the Fund and payments of up to 150 applications centrally for the city. The process will be reviewed after the 150 applications.



16. 03. 2015

- 33 -

**ATTACHMENT TO CLAUSE 17.2**

- Funding applications will be assessed by the Funding Team, with recommendations presented to the Unit Manager Community Governance and Support for decision.

The Fendalton/Waimairi Community Board is invited to consider the following resolution:

*That the Fendalton/Waimairi Community Board approve a grant of \$1,500 from their Discretionary Response Fund 2014/15 as a contribution towards the Kids2Town initiative.*

