

**FENDALTON/WAIMAIRI COMMUNITY BOARD
AGENDA**

TUESDAY 4 JUNE 2013

AT 3.30PM

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

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

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

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 21 MAY 2013**

The minutes of the Joint Fendalton/Waimairi and Riccarton/Wigram Community Board (**Attachment 1**) and the Board's ordinary meeting (**Attachment 2**) of Tuesday 21 May 2013 are **attached**.

Note: Public Excluded minutes have been separately circulated to Board members.

STAFF RECOMMENDATION

That the minutes of the Joint Fendalton/Waimairi and Riccarton/Wigram Community Board and the Board's ordinary meeting (both open and public excluded sections) of Tuesday 21 May 2013 be confirmed.

4. 6. 2013

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ATTACHMENT TO CLAUSE 2
Attachment 1

25. 7. 2013

**JOINT FENDALTON/WAIMAIRI AND RICCARTON/WIGRAM COMMUNITY BOARD
21 MAY 2013**

**Minutes of a meeting of the joint Fendalton/Waimairi and Riccarton/Wigram Community Boards
held on Tuesday 21 May 2013 at 3pm
in the Boardroom, Fendalton Service Centre, corner Jeffreys and Clyde Roads.**

PRESENT:

**FENDALTON/WAIMAIRI
COMMUNITY BOARD** Val Carter (Chairperson), Sally Buck, Faimeh Burke, David Cartwright,
Jamie Gough and David Halstead.

**RICCARTON/WIGRAM
COMMUNITY BOARD** Jimmy Chen, Sam Johnson and Judy Kirk (Deputy Chairperson).

APOLOGIES: Apologies for absence were received and accepted from Cheryl Colley,
Natalie Bryden, Helen Broughton. Peter Laloli and Mike Mora.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 DARYL GREGORY – MEDBURY TERRACE

Mr Daryl Gregory, a resident of Medbury Terrace was in attendance and spoke to the Board regarding the proposed no stopping restriction in Medbury Terrace. Mr Gregory raised his concerns regarding the lack of parking available within Medbury Terrace for visitors and trades people as well as raising the issues of a parked container in the road which reduced visibility and was a safety concern, the roped off areas on the banks of the stream due to damage to the berm, which in his opinion reduced ease of parking in the area and the lack of maintenance of trees.

1.2 JOHN YOON – MEDBURY TERRACE

Mr John Yoon, a resident of Medbury Terrace was in attendance and spoke to the Boards regarding the proposed no stopping restriction in Medbury Terrace. Mr Yoon raised his concerns regarding lack of visibility of signage and road markings, parking across the fire hydrant and the lack of turning space at the end of Medbury Terrace, particularly for large vehicles including Council rubbish trucks.

The Chairperson thanked Mr Gregory and Mr Yoon for their presentations.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

2. ADJOURNMENT OF MEETING

At 3.28pm the Board **resolved** that the meeting stand adjourned. The meeting resumed at 3.35pm.

3. MEDBURY TERRACE PROPOSED NO STOPPING RESTRICTIONS

Consideration and approval was sought from the joint boards of Riccarton/Wigram and Fendalton/Waimairi for No Stopping Restrictions on Medbury Crescent.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram and Fendalton/Waimairi Community Boards approve:

- (a) That all existing parking and stopping restrictions on both sides of Medbury Terrace from its intersection with Clyde Road to the end of the street being 132 metres southeast of Clyde Road be revoked
- (b) That the stopping of vehicles be prohibited at any time on the northern side of Medbury Terrace commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 15 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 9am to 5pm Monday to Friday, March to November, on the northern side of Medbury Terrace commencing at a point 15 metres east of its intersection with Clyde Road and extending in an easterly direction for a distance of 57 metres.
- (d) That the stopping of vehicles be prohibited at any time on the northeastern side of Medbury Terrace commencing at a point 72 metres east of its intersection with Clyde Road and extending in a south-easterly direction for a distance of 55 metres to the end of the street, then following the kerb around the terminus of the street in a southerly direction for 8 metres, then continuing on the southwestern side of the street in a north-westerly direction for a distance of 5 metres
- (e) That the stopping of vehicles be prohibited at any time on the south side of Medbury Terrace commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the south side of Medbury Terrace commencing at a point 69 metres east of its intersection with Clyde Road and extending in a southeasterly direction for a distance of 35 metres.

BOARD CONSIDERATION

There was extensive discussion of the matters raised by the deputations and staff advice regarding an alternative parking plan which would meet both the original issues as well as those identified through the public consultation and additional feedback.

Staff recommended that a change to recommendation (d) above be made, reducing the stated 55 metres to 29 metres and an additional two recommendations (g) and (h) below be added to reduce the no stopping restriction.

These changes were fully explained and having due regard to member comments, concerns raised by the deputations and staff advice, the Riccarton/Wigram and Fendalton/Waimairi Community Boards **resolved** to approve the following:

- (a) That all existing parking and stopping restrictions on both sides of Medbury Terrace from its intersection with Clyde Road to the end of the street being 132 metres southeast of Clyde Road be revoked
- (b) That the stopping of vehicles be prohibited at any time on the northern side of Medbury Terrace commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 15 metres.

3 Cont'd

- (c) That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 9.00 am to 5.00 pm Monday to Friday, March to November, on the northern side of Medbury Terrace commencing at a point 15 metres east of its intersection with Clyde Road and extending in an easterly direction for a distance of 57 metres.
- (d) That the stopping of vehicles be prohibited at any time on the northeastern side of Medbury Terrace commencing at a point 72 metres east of its intersection with Clyde Road and extending in a south-easterly direction for a distance of 29 metres to the end of the street, then following the kerb around the terminus of the street in a southerly direction for 8 metres, then continuing on the southwestern side of the street in a north-westerly direction for a distance of 5 metres
- (e) That the stopping of vehicles be prohibited at any time on the south side of Medbury Terrace commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the south side of Medbury Terrace commencing at a point 69 metres east of its intersection with Clyde Road and extending in a southeasterly direction for a distance of 35 metres.
- (g) That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 9am to 5pm Monday to Friday, March to November, on the northern side of Medbury Terrace commencing at a point 101 metres east of its intersection with Clyde Road and extending in an easterly direction for a distance of 20 metres.
- (h) That the stopping of vehicles be prohibited at any time on the northeastern side of Medbury Terrace commencing at a point 121 metres east of its intersection with Clyde Road and extending in a south-easterly direction for a distance of 11 metres to the end of the street then following the kerb around the terminus of the street in a southerly direction for 8 metres, then continuing on the southwestern side of the street in a north-westerly direction for a distance of 5 metres.

The Boards further **resolved** that staff address a number of maintenance issues including fire hydrant signage, improved visibility of current P120 signage and road markings, pruning back of trees in general and specifically outside 2, 2A, tidying up the shoulder area including the possibility of tar sealing this area, and any other improvements that can be made.

The meeting concluded at 4.05pm.

CONFIRMED THIS 4TH DAY OF JUNE 2013

**VAL CARTER
CHAIRPERSON
FENDALTON/WAIMAIRI COMMUNITY BOARD**

CONFIRMED THIS 4TH DAY OF JUNE 2013

**JUDY KIRK
DEPUTY CHAIRPERSON
RICCARTON/WIGRAM COMMUNITY BOARD**

4. 6. 2013

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ATTACHMENT TO CLAUSE 2
Attachment 2

13. 6. 2013

**FENDALTON/WAIMAIRI COMMUNITY BOARD
21 MAY 2013**

**Minutes of a meeting of the Fendalton/Waimairi Community Board
held on Tuesday 21 May 2013 at 3.30pm
in the Boardroom, Fendalton Service Centre, corner Jeffreys and Clyde Roads.**

PRESENT: Val Carter (Chairperson), Sally Buck, Faimeh Burke, David Cartwright, and Jamie Gough and David Halstead.

APOLOGIES: An apology for absence was received and accepted from Cheryl Colley.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 D MOYLE AND D STUTHRIDGE – PARKING IN WINSLOW STREET AND BURNSIDE CRESCENT

Mr David Moyle and Mr David Stuthridge were in attendance to raise their concerns regarding traffic safety and parking issues in Winslow Street and Burnside Crescent including the narrowness of the road, increased non-residential parking, speeding, narrow vehicle accesses, poor visibility due to parked vehicles and general cycle safety.

The Board acknowledged the parking problems in Winslow Street and Burnside Crescent due to the huge increase of businesses in the area and **decided** to request staff to review the parking and traffic issues in Winslow Street and Burnside Crescent and to report back to the Board.

Mr Moyle also raised his concerns regarding future potential commercial development in the area.

The Chairperson thanked Mr Moyle and Stuthridge for their presentation.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

4.1 MERIVALE PLAYGROUND FACILITIES

Correspondence was tabled from Ms Charlotte Gray regarding the lack of playground facilities in the Merivale area.

4. Cont'd

Staff advised that this matter had been noted in the Council's Open Spaces Strategy for future consideration. The Board **decided** to request that staff respond to Ms Gray on behalf of the Board and also to confirm, by way of a Memo to the Board, whether the Merivale Reserve/Rugby Street Park may offer future potential for the installation of playground facilities.

5. BRIEFINGS

Nil

6. COMMUNITY BOARD ADVISER'S UPDATE

- reminder of the Combined Community Board Seminar on Monday 27 May
- **Harper Avenue/Park Terrace Intersection**
The Board received information regarding the current no right turn from Harper Avenue into Park Terrace, which had been instituted following altered traffic flows consequent on the closure of the Central City after the earthquakes. The Board **decided** to request a further update following the reopening of the Central City (target date June 2013) on the timing for reinstatement.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

This item was deferred to the following meeting.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF MEETING MINUTES – 7 MAY 2013

The Board **resolved** that the minutes of its ordinary meeting of Tuesday 7 May 2013, be confirmed.

9. ADJOURNMENT OF MEETING

At 3.31pm the Board **resolved** that the meeting stand adjourned. The meeting resumed at 4.09pm.

10. WITHELLS ROAD – PROPOSED NO STOPPING RESTRICTION AND BUS STOP

The Board's consideration was sought to approve the upgrading of the existing bus stop to current standards, which includes modification of the adjoining car parking and no stopping restrictions.

(**Note:** Val Carter declared a conflict of interest for this item and withdrew from the discussion and consideration. In the absence of the Deputy Chairperson, the Chairperson nominated Sally Buck as Chair for consideration of this item.)

STAFF RECOMMENDATION

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

- (a) That all parking restrictions on the eastern side of Withells Road commencing at its intersection with Merrin Street and extending in a southerly direction to the intersection of Brookby Crescent be revoked.

10. Cont'd

- (b) That the stopping of vehicles be prohibited at any time on the eastern side of Withells Road commencing at its intersection with Merrin Street and extending in a southerly direction for 25 metres.
- (c) That the stopping of vehicles be prohibited at any time on the eastern side of Withells Road commencing at a point 43 metres south of its intersection with Merrin Street and extending in a southerly direction for 8 metres.
- (d) That a bus stop be installed on the eastern side of Withells Road commencing at a point 51 metres south of its intersection with Merrin Street and extending in a southerly direction for a distance of 18 metres.
- (e) That the stopping of vehicles be prohibited at any time on the eastern side of Withells Road commencing at a point 69 metres south of its intersection with Merrin Street and extending in a southerly direction to the intersection with Brookby Crescent.

BOARD CONSIDERATION

Staff updated the Board on a number of matters including additional public feedback and further technical assessment of the proposed no stopping proposals. Staff advised that recommendation (f) below be added to their original recommendations to address these matters.

After discussion of the implications of this additional proposed recommendation with staff the Board **resolved:**

- (a) That all parking restrictions on the eastern side of Withells Road commencing at its intersection with Merrin Street and extending in a southerly direction to the intersection of Brookby Crescent be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the eastern side of Withells Road commencing at its intersection with Merrin Street and extending in a southerly direction for 25 metres.
- (c) That the stopping of vehicles be prohibited at any time on the eastern side of Withells Road commencing at a point 43 metres south of its intersection with Merrin Street and extending in a southerly direction for 8 metres.
- (d) That a bus stop be installed on the eastern side of Withells Road commencing at a point 51 metres south of its intersection with Merrin Street and extending in a southerly direction for a distance of 18 metres.
- (e) That the stopping of vehicles be prohibited at any time on the eastern side of Withells Road commencing at a point 69 metres south of its intersection with Merrin Street and extending in a southerly direction to the intersection with Brookby Crescent.
- (f) That the parking of vehicles be restricted to a maximum period of 60 minutes on the eastern side of Withells Road, commencing at a point 25 metres south of its intersection with Merrin Street and extending in a southerly direction for a distance of 18 metres.

**11. APPLICATION TO THE BOARD'S 2012/13 DISCRETIONARY RESPONSE FUND –
FC TWENTY 11 AND FENDALTON BOWLING CLUB INCORPORATED**

The Board's consideration was sought on two applications to its 2012/13 Discretionary Response Fund from FC Twenty 11 towards the Premier League venue hire costs and Fendalton Bowling Club Incorporated towards the cost of upgrading the grass margins to International Bowls Standard.

11. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board approve grants from its 2012/13 Discretionary Response Fund of:

- (a) \$1,725 to FC Twenty 11 towards the ASB Park venue hire costs, and
- (b) \$10,000 to Fendalton Bowling Club Inc towards the cost of upgrading the grass margins to International Bowls Standard.

BOARD CONSIDERATION

FC Twenty 11's application requiring funding for external facilities to host home games due to the closure of their own facilities after a DEE assessment was considered. Staff advised that some of the club's facilities had now reopened and that a reduced allocation of \$860 was now recommended for the Board's consideration.

As a consequence of this change of circumstance and staff advice on the matter the Board **resolved** to allocate from its 2012/13 Discretionary Response Fund:

- (a) \$860 to FC Twenty 11 towards the ASB Park venue hire costs
- (b) \$10,000 to Fendalton Bowling Club Inc towards the cost of upgrading the grass margins to International Bowls Standard.

12. FENDALTON/WAIMAIRI COMMUNITY BOARD STRENGTHENING COMMUNITIES FUNDING – KEY LOCAL PROJECTS REPORT 2013/14

The Board's consideration was sought on whether they wished to recommend any Key Local Projects to the Metropolitan Strengthening Communities Fund for 2013/14.

The Board **resolved** to recommend the Elmwood Club project as a Key Local Project and that a grant of \$20,000 be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.

13. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the resolution set out on page 25 of the agenda in relation to the following, be adopted:

- 218 Roydvale Avenue, Christchurch – Operationally Redundant Council Land.

The meeting concluded at 5.10pm.

CONFIRMED THIS 4TH DAY OF JUNE 2013

**VAL CARTER
CHAIRPERSON**

3. DEPUTATIONS BY APPOINTMENT

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. COMMUNITY BOARD ADVISER'S UPDATE

8.1 REVIEW PROGRESS OF BOARD RESOLUTIONS

Staff will provide an update on Board resolutions.

9. IDRIS ROAD/GLANDOVEY ROAD INTERSECTION IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Philippa Upton, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to request the Fendalton/Waimairi Community Board to:
 - (a) Approve the removal of three existing street trees, a sycamore, cabbage and box elder outside 99 Glandovey Road.
 - (b) Recommend to the Council that they approve the introduction of traffic signals (lights) at the intersection of Idris Road and Glandovey Road, and that the project proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The current Glandovey Road/Idris Road intersection is a single lane roundabout, with single lane approaches (except for the Glandovey Road east approach) with an inscribed diameter of around 12 metres.
3. Traffic flows on the Glandovey Road east arm are affected by upstream congestion at the Glandovey Road/Heaton Street/Rossall Street intersection, and by a railway crossing and pedestrian crossing between the two intersections, meaning that in peak conditions traffic tends to arrive in platoons, rather than at a constant rate.
4. No provision is made through the roundabout for cyclists. No cycle lanes are currently provided on any of the approaches.
5. The Metrostar (New Brighton - Halswell) bus service and the Number 15 (Bishopdale - Beckenham) bus service pass through the intersection.
6. Crash data from 2007 to 2011 indicates a trend at the intersection in that three of the seven accidents occurring at the Glandovey Road east approach to the intersection happened when vehicles failed to give way to circulating traffic, each of which occurred during darkness hours. Also, three of the seven accidents were 'rear end shunt' style accidents that occurred when vehicles hit the back of static queues waiting at the intersection. This accident record is typical for that of a roundabout intersection which operates with capacity problems in an urbanised area.
7. Three options including a 'do nothing' option were considered for the safety improvement of this intersection.
8. The key features of the preferred option detailed in this report are:
 - (a) Signalisation of the intersection, using only the existing land available at the intersection.
 - (b) Two lanes approaches with shared ahead and left, and right turn lanes on all approaches, except for Glandovey Road east where there will be three lanes, a left turn, ahead and right turn at the intersection.
 - (c) Provision of pedestrian phases across each arm of the intersection.
 - (d) The provision of cycle lanes on each approach to the intersection, and advanced cycle stop boxes at the intersection.
 - (e) The signals will run with three stages, with the Idris Road approaches operating in the first stage, before a stage runs with the approaches on Idris Road south and Left Turners from Glandovey Road east, with all Glandovey Road movements accommodated in the final stage.

9. Cont'd

(f) The proposals will require the relocation of the bus stop on the northern side of Glandovey Road east to a location outside 113 Glandovey Road to ensure that a loading bus does not limit the exit capacity of the intersection. The bus stop on the southern side of Glandovey Road east will not require relocation.

9. The proposed plan meets the objectives of the project which are to reduce congestion and improve safety for all road users at the intersection. Consideration has been given to the wider traffic network and future traffic flows, supported by PARAMICS traffic modelling.

FINANCIAL IMPLICATIONS

10. Funding for this project has been allocated from the 2013 Draft Three Year Plan, project ID 264.

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

11. The Safety Improvement works for the Idris Road/Glandovey Road intersection is programmed in the 2013 Draft Three Year Plan (page 82).

12. Based on current estimates, staff believe that there is sufficient funding in the budget to implement the proposed plan.

LEGAL CONSIDERATIONS

13. Part 1, Clause 5 of the Christchurch City Council Traffic Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

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

15. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions associated with this proposal, which will require amendment or addition to the Christchurch City Traffic and Parking Bylaw 2012. These are detailed in the Staff Recommendations section of this report.

16. The installation of any parking restriction signs and / or markings must comply with the Land Transport Rule Traffic Control Devices 2004.

17. There was a land ownership issue associated with this project. A small five square metre section of land on the corner of 104 Glandovey Road has been purchased, to be utilised as part of this project.

18. There are three notable streets located within the boundaries of 104 Glandovey Road, none of which will be affected by the proposal. 104 Glandovey Road itself is classified as a Heritage building, but no part of that property is impacted by the proposal.

19. No Resource Consents and Building Consents are required.

20. All work will be carried out by a Council approved contractor with the appropriate health and safety work site management controls in place.

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

21. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

9. Cont'd

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

23. As above.

ALIGNMENT WITH STRATEGIES

24. The recommendations align with Christchurch Transport Strategic Plan 2012-2042.

Do the recommendations align with the Council's strategies?

25. As above.

CONSULTATION FULFILMENT

26. Following a seminar with the Fendalton/Waimairi Community Board in 2012, community consultation on the project team's preferred option was undertaken for a three week period closing on 18 March 2013. During this time a drop-in information session on 5 May 2013 at Elmwood Primary School was attended by nine people.
27. At the drop in session, discussions included loss of parking, justification for signalling the intersection, the likely potential increase in traffic following signal installation, a need for right turn arrows especially at peak times, potential increase in crashes with signals (previous experience with lack of visibility on the southern approach), potential increase in vehicle noise throughout the day, not just at busy periods as at present, listed trees 97 and 97A, the Post Box outside 109, moving of the bus stop, the painted median, and cost and timeframe for build. Support was expressed for the proposed cycle facilities.
28. Sixty-one written submissions were received: 44 indicated support for the changes to the intersection as shown on the consultation plan, 17 opposed the changes. Twenty-eight submitters indicated full support, 16 provided support with additional comments and requests. One opposed the changes with no comment and 16 opposed the changes with additional comments.
29. Of those fully supporting the intersection changes, approval was given for traffic signals as a way to increase safety, reduce congestion and manage related and longstanding issues at the intersection.
30. Twelve qualified their approval by requesting confirmation of the dedicated right turn signals and/or phasing to allow for key peak flows at the intersection. The exact signal timings will be determined in the latter design stages but it is anticipated that dedicated right turn signals will be provided for the busy right turn movement from Idris Road south to Glandovey Road east (which will run at the same time as a dedicated left turn signal for traffic on Glandovey Road east). Right turning traffic volumes on the other arms of the intersection do not warrant a dedicated right turn signal, and our modelling shows that their inclusion, where not necessary would increase queues and delays at the intersection.
31. 10 submitters did not see that changes are justified with the current traffic flows at the intersection, and cost was also cited as an issue. Comments included a suggestion to install arrows for all left turns instead. Congestion and delay has been a problem in this area since before the earthquake, confirmed by on site observations and traffic modelling. This modelling also indicates that the improvements made will reduce congestion while improving safety for pedestrians and cyclists. It is not expected this will increase traffic flows on Glandovey Road, but instead will reduce congestion and delay. Operational problems were apparent at the intersection before the earthquakes, (to the extent that this intersection upgrade was included in the 2009 LTCCP) with significant congestion, queues and delays noted at this time, and this situation has continued since 2011.

9. Cont'd

32. Twelve comments were made about a possible increase in speed, traffic, noise and congestion, and concerns were expressed about wider network implications. The traffic signal timings at the intersection will be determined in the latter stages of the project, but will be designed to ensure that delays and congestion are limited. The provision of traffic signals rather than a roundabout will mean that more vehicles stop at the intersection in the off peak periods than they currently do, but the volumes of such vehicles will be below the levels which currently stop at the roundabout in the peak hours at the moment. In addition, the number of vehicles which stop or queue at the intersection in the peak periods will be significantly less than those which do so now, which will lessen the noise and improve air quality at these times.
33. Eight submitters raised concerns about parking loss that will result from the proposal. The Council recognise that the loss of on street parking does cause some concerns for residents. Wherever possible the Council will try and permit on street parking but on critical arterial routes such as Glandovey Road, where capacity and / or safety issues occur, it is not possible to allow on street parking as this leads to parked vehicles locking access to the lanes provided, undermining the capacity and safety benefits of the scheme. The length of the various lanes is determined by the modelling of the intersection, and providing lanes that are too short would result in excessive queuing leading to the adjacent lanes becoming blocked.
34. There was a suggestion that an extra lane is not needed because the greater need is to allow for parking and minimise the loss of berm. Modelling undertaken at the intersection shows a two lane arrangement on Glandovey Road east will not work in capacity terms. The combined flow for the left turn and through movement means that significant congestion would occur if the two were combined into a single lane, (particularly as left turning vehicles would have to wait for pedestrians to cross Idris Road south). Providing for the left and through movements in separate lanes permits the operation of the left turn movement with a left turn arrow (which would run at the same time as a right turn arrow from Idris Road south) significantly enhancing the operational performance of the intersection.
35. Conversely, a request was made for more lane width and removal of berms for access to left turns, better safety and visibility. The modelling undertaken of the intersection indicates that the lane configuration of the proposals is able to accommodate traffic flows at the intersection now and for some time into the future. Constructing more lanes, or lanes longer than those proposed would not be necessary and would increase the cost of construction of the project.
36. A suggestion was made that more lane width is needed for cycle safety at the intersection. Right turning traffic volumes on the other arms of the intersection do not warrant a dedicated right turn signal, and our modelling shows that their inclusion where not necessary would increase queues and delays at the intersection. Cycle lanes are proposed as part of the scheme, and these along with changing the intersection from a roundabout to signals will improve cycle safety in the area. However, there is insufficient width to construct an off road cycleway, and neither Glandovey Road nor Idris Road represent part of the Council's Major Cycleway network
37. Comments were made reinforcing the need to ensure safety for pedestrian, mobility users and cyclists. This included an Royal New Zealand Foundation for the Blind (RNZFB) request for improved access to increase safety for mobility users. Unfortunately in this case realigning the crossing would require build outs of the kerbs to a greater degree, which would significantly impact on the ability of the left turning vehicles to make this manoeuvre. Cycle safety is met by the inclusion cycle lanes through the intersection that accord with design standards. Traffic signal control improves safety for cyclists when compared to the operation of the intersection as a roundabout.
38. Two submitters were concerned lights were installed in the past and had not been successful, and one expressed strong safety concerns regarding the southern approach, citing long term historical data to support her claims. From a traffic engineering point of view, the data provided by this resident does not support the view that changing the intersection from a roundabout to signals will worsen road safety conditions. Vehicle safety technology and traffic flows have changed significantly since the intersection was last signalised. The majority of accidents over a 33 year period were failure to stop / give way. This type of accident will be largely eliminated when vehicle entry and exit at the intersection is controlled by traffic signals.

9. Cont'd

39. The associated concern that safety problems will occur at the intersection, as a result of the failure to anticipate the presence of queues at the intersection is not seen as a valid. The modelling available shows that overall queues at the intersection will decrease as a result of the change to traffic signals. Also, a signalised intersection in this location is entirely in keeping with the design of the nearest major intersections and like these intersections, the Idris Road/Glandovey Road design will include warning signs on the approaches to the intersection.
40. Sometimes when traffic signals are installed, the proportion of "rear end shunt" accidents can increase when compared to a roundabout intersection, although this is unlikely at this intersection given peak hour congestion. However, "rear end shunt" style accidents tend to result in far fewer injuries than failures to give way at roundabouts. This is because the vehicle entering the roundabout is hit by the circulating vehicle on the driver's side, and this can happen at some speed. As such, any marginal increase in rear end shunt style accidents would be more than compensated for by the reduction in failure to stop / give way accidents.
41. Formal road safety audits have been carried out at both scheme design and detailed design stages, by independent, accredited road safety auditors. Traffic signals offer significant benefits in terms of safety for both cyclists and pedestrians, and it is expected that overall safety will improve at the intersection.
42. A resident requested consideration of 'No Stopping' in front of 122 and 124 Glandovey Road, because of concerns that it can be hazardous coming out of these driveways if cars are parked outside, especially with the proximity of the railway rise. This requested change was not seen as necessary for the intersection upgrade and therefore cannot be supported through this medium, given this issue was not raised in the safety audit.
43. A resident request to grant an official waiver of fence height restrictions to mitigate privacy and noise issues associated with removal of the berm was followed up with Council legal advice, which confirmed that the two metre fence height restriction would still apply. The advice from the legal representative was that anyone is entitled to apply for a resource consent to have a fence higher than two metres, and any application will be considered on its merits.
44. Two residents affected by the moving of the bus stop away from the intersection to improve visibility and access have requested installation of a pole only, instead of the shelter, to reduce the impact of a shelter on the berm outside their properties, with regard to loitering, noise and litter. The project team have agreed not to relocate the shelter, and to only place the bus stop pole outside these properties.
45. There are no changes to the plan as a result of community consultation.
46. The following scheme modifications have been made as a result of internal consultation feedback:
 - (a) The existing un-marked bus stop on the southern side of Glandovey Road east is to be formalised with bus stop marking. It was not identified on the plan during consultation.
 - (b) The removal of three existing street trees (sycamore, cabbage and box elder) and a shrub outside 99 Glandovey Road. The trees are in poor condition and require ongoing maintenance. The location of these trees will also affect the visibility of traffic signal poles. It is proposed that shrub and box elder will be replaced with white carpet roses. The owners of the property have been consulted and agree with this proposal.
 - (c) The existing landscaping area on the east side of the driveway at 99 Glandovey Road will be extended and replanted with low groundcovers. The footpath is to be relocated to the kerbside.
 - (d) The existing vegetation at 99 Glandovey Road is to be removed and replanted with low groundcovers. The existing planting on the west side of the pedestrian gate is to be retained.

9. Cont'd

- (e) The consultation plan did not show no stopping lines marked across drive ways. To avoid any confusion, continuous no stopping lines will be marked across driveways on all four arms of the intersection.
 - (f) The No Stopping line on the east side of Idris Road South was extended to the driveway of 54 Idris Road to ensure adequate access and visibility when entering Idris Road South. There will be no loss of parking as currently there is not enough space to accommodate parking due to the existing median island at the intersection. The owners of the properties have been consulted.
 - (g) The consultation plan was amended to show the full extent of no stopping on the west side of Idris Road South, which extends down to 43 Idris Road. The owners of the properties have been consulted.
47. Submitters have been sent a copy of the Plan for Council Approval and a letter containing summary of consultation issues and responses and details of the Community Board meeting and how to request speaking rights.

STAFF RECOMMENDATION

1. It is recommended that the Fendalton/Waimairi Board approve:
 - (a) The removal of three existing street trees outside 99 Glandovey Road.
2. It is recommended that the Fendalton/Waimairi Board recommends that the Council revoke the following parking restrictions:
 - (b) That any existing parking and stopping restrictions on the north side of Glandovey Road commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 124 metres be revoked.
 - (c) That any existing parking and stopping restrictions on the south side of Glandovey Road commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 96 metres be revoked.
 - (d) That any existing parking and stopping restrictions on the north side of Glandovey Road commencing at its intersection with Idris Road and extending in an easterly direction for a distance of 173 metres be revoked.
 - (e) That any existing parking and stopping restrictions on the south side of Glandovey Road commencing at its intersection with Idris Road and extending in an easterly direction for a distance of 170 metres be revoked.
 - (f) That any existing parking and stopping restrictions on the west side of Idris Road commencing at its intersection with Glandovey Road and extending in a northerly direction for a distance of 36 metres be revoked.
 - (g) That any existing parking and stopping restrictions on the east side of Idris Road commencing at its intersection with Glandovey Road and extending in a northerly direction for a distance of 84 metres be revoked.
 - (h) That any existing parking and stopping restrictions on the west side of Idris Road commencing at its intersection with Glandovey Road and extending in a southerly and then south-westerly direction for a distance of 127 metres be revoked.
 - (i) That any existing parking and stopping restrictions on the east side of Idris Road commencing at its intersection with Glandovey Road and extending in a southerly direction for a distance of 68 metres be revoked.

9. Cont'd

3. It is recommended that the Fendalton/Waimairi Board recommends that the Council approve the following parking restrictions:
- (j) That the stopping of vehicles be prohibited at any time on the north side of Glandovey oad commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 124 metres.
 - (k) That the stopping of vehicles be prohibited at any time on the south side of Glandovey oad commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 95 metres.
 - (l) That the stopping of vehicles be prohibited at any time on the north side of Glandovey oad commencing at its intersection with Idris Road and extending in an easterly direction for a distance of 113 metres.
 - (m) That a bus stop be installed on the north side of Glandovey Road commencing at a point 113 metres east of its intersection with Idris Road and extending in an easterly direction for a distance of 14 metres.
 - (n) That the stopping of vehicles be prohibited at any time on the north side of Glandovey oad commencing at a point 127 metres east of its intersection with Idris Road and extending in an easterly direction for a distance of 46 metres.
 - (o) That the stopping of vehicles be prohibited at any time on the south side of Glandovey oad commencing at its intersection with Idris Road and extending in an easterly direction for a distance of 73 metres.
 - (p) That a bus stop be installed on the south side of Glandovey Road commencing at a point 73 metres east of its intersection with Idris Road and extending in an easterly direction for a distance of 14 metres.
 - (q) That the stopping of vehicles be prohibited at any time on the south side of Glandovey oad commencing at a point 87 metres east of its intersection with Idris Road and extending in an easterly direction for a distance of 43 metres.
 - (r) That the stopping of vehicles be prohibited at any time on the west side of Idris Road commencing at its intersection with Glandovey Road and extending in a northerly direction for a distance of 36 metres.
 - (s) That the stopping of vehicles be prohibited at any time on the east side of Idris Road commencing at its intersection with Glandovey Road and extending in a northerly direction for a distance of 84 metres.
 - (t) That the stopping of vehicles be prohibited at any time on the west side of Idris Road commencing at its intersection with Glandovey Road and extending in a southerly and then south-westerly direction for a distance of 127 metres.
 - (u) That the stopping of vehicles be prohibited at any time on the east side of Idris Road commencing at its intersection with Glandovey Road and extending in a southerly direction for a distance of 67 metres.
4. It is recommended that the Fendalton/Waimairi Board recommends that the Council approve the following special vehicle lanes, specifically a "cycle lane" which restricts the lane for use by bicycles at the following locations:
- (v) On the north side of Glandovey Road, adjacent to the kerb, commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 52 metres.

9. Cont'd

- (w) On the south side of Glandovey Road, adjacent to the kerb, commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 42 metres.
 - (x) On the north side of Glandovey Road, adjacent to the kerb, commencing at its intersection with Idris Road and extending in an easterly direction for a distance of 113 metres.
 - (y) On the north side of Glandovey Road, adjacent to the kerb, commencing at a point 127 metres east of its intersection with Idris Road and extending in an easterly direction for a distance of 46 metres.
 - (z) On the south side of Glandovey Road, adjacent to the left side in the direction of travel of the straight through lane, commencing at its intersection with Idris Road and extending in an easterly direction for a distance of 170 metres.
 - (aa) On the west side of Idris Road, adjacent to the kerb, commencing at its intersection with Glandovey Road and extending in a northerly direction for a distance of 36 metres.
 - (ab) On the east side of Idris Road, adjacent to the kerb, commencing at its intersection with Glandovey Road and extending in a northerly direction for a distance of 84 metres.
 - (ac) On the west side of Idris Road, adjacent to the kerb, commencing at its intersection with Glandovey Road and extending in a southerly and then south-westerly direction for a distance of 127 metres.
 - (ad) On the east side of Idris Road, adjacent to the kerb, commencing at its intersection with Glandovey Road and extending in a southerly direction for a distance of 23 metres.
5. It is recommended that the Fendalton/Waimairi Board recommends that the Council revoke the following Give Way control:
- (ae) Glandovey Road West approach to its intersection with Idris Road.
 - (af) Glandovey Road East approach to its intersection with Idris Road.
 - (ag) Idris Road North approach to its intersection with Glandovey Road.
 - (ah) Idris Road South approach to its intersection with Glandovey Road.
6. It is recommended that the Fendalton/Waimairi Board recommends that the Council resolve:
- (ai) That the intersection of Glandovey Road and Idris Road, be controlled by Traffic Signals.

9. Cont'd

BACKGROUND (THE ISSUES)

48. The Glandovey Road/Idris Road intersection is a small roundabout intersection located in the Fendalton/Waimairi ward. Glandovey Road crosses the intersection on an approximate east-west axis, Idris Road on an approximate north-south axis. The intersection acts as an important intersection on the north-western outskirts of Christchurch City connecting the Bryndwr and Fendalton areas with the City Centre.
49. Glandovey Road is classified as a Collector Road to the west of the intersection, and a Minor Arterial to the east of the intersection. Idris Road is classified as a Minor Arterial Road.
50. The land use surrounding the intersection is primarily residential. It should be noted that land ownership boundaries around the intersection significantly impact on the ability to increase the intersection size without acquiring third party land.
51. The current Glandovey Road/Idris Road intersection is a single lane roundabout, with single lane approaches (except for the Glandovey Road east approach) with an inscribed diameter of around 12 metres.
52. Traffic flows on the Glandovey Road east arm are affected by upstream congestion at the Glandovey Road/Heaton Street/Rossall Street intersection, and by a railway crossing and pedestrian crossing between the two intersections, meaning that in peak conditions traffic tends to arrive in platoons, rather than at a constant rate.
53. No provision is made through the existing roundabout for cyclists. No cycle lanes are provided on any of the approaches.
54. Street lighting is provided on all approaches to the intersection.
55. The Metrostar (New Brighton - Halswell) and Number 15 (Bishopdale - Beckenham) bus routes pass through the intersection.
56. The 2007 to 2011 crash data yielded a total of seven crashes at the intersection, zero fatalities or serious crashes, and three minor, slight injury crashes and property property damage only (PDO) crashes. One of the accidents involved a cyclist and one a motorbike rider. No accidents involved pedestrians. Three of the seven accidents occurred at the Glandovey Road east approach to the intersection when vehicles failed to give way to circulating traffic, and each occurred during darkness hours. Three of the seven accidents were 'rear end shunt' style accidents that occurred when vehicles hit the back of static queues waiting at the intersection. The accident record detailed above is typical for that of a roundabout intersection which operates with capacity problems in an urbanised area.

THE OBJECTIVES

57. The main objectives of the scheme as set out in the brief include:
 - (a) Reduce congestion at the intersection.
 - (b) Improve safety for all road users at this intersection.
 - (c) That consideration is given to the area on an area wide basis including the downstream affects on adjacent intersections in particular Glandovey Road/Heaton Street/Rossall Street/Strowan Road and Fendalton Road/Straven Road/Idris Road.
 - (d) Develop PARAMICS modelling to model the combined operation of these intersections (Glandovey Road/Idris Road and Glandovey Road/Heaton Street/Rossall Street/StrowanRoad).

9. Cont'd

THE OPTIONS

58. It is important to note that the selection of preferred option must take into account relative proximity of the Glandovey Road / Idris Road and the Glandovey Road/Heaton Street/Rossall Street/Strowan Road intersections, and to ensure that improvements are preferable for the network as a whole. Therefore operational assessments have been undertaken using the PARAMICS micro-simulation modelling package, rather than the traditional SIDRA modelling package, which only examines individual intersections in isolation.
59. Three options were considered for this intersection.

Option One - Do Nothing

60. A Do Nothing option at the intersection would result in maintenance of the existing layout at the intersection (albeit with carriageway re-grading to mitigate damage resulting from the earthquakes). This arrangement would not solve the existing problems at the intersection and the congestion, safety issues and concerns for pedestrian and cycle safety would remain. The Do Nothing option is therefore not the favoured option in this instance.

Option Two - a roundabout with a reduced internal island and two lanes

61. This option involves operating the intersection as a roundabout, through a combination of reducing the size of the internal island, and increasing the size of the roundabout to ensure that two lanes of traffic can safely negotiate the roundabout from each approach, as opposed to the current situation where only the eastern arm approach accommodates two lanes. Such a design would necessitate the provision of two internal circulatory lanes.
62. The above layout would allow a more efficient operation of the intersection and would therefore lead to a reduction in congestion and possibly a reduction in certain kinds of accidents at the intersection, particularly the "rear end shunt" style accidents that occur. However, given the particularly tight land ownership boundaries around the intersection, significant additional third party land would be required to operate a larger roundabout which concurs with design standards.
63. Furthermore it should also be noted that multi-lane roundabouts often do not provide satisfactory design solutions for cyclists and pedestrians, with cyclists forced to weave across multiple lanes when making right turn manoeuvres, and pedestrians often facing problems with crossing roundabout exits. As such, the proposal would not concur with the objectives of the scheme as it would not *"improve safety for all road users"* at the intersection.
64. Therefore, due to the above reasons, and the possible need for additional land purchase, this is not the favoured option.

Option Three - operating the intersection as a signalised intersection, using only the existing land available at the intersection

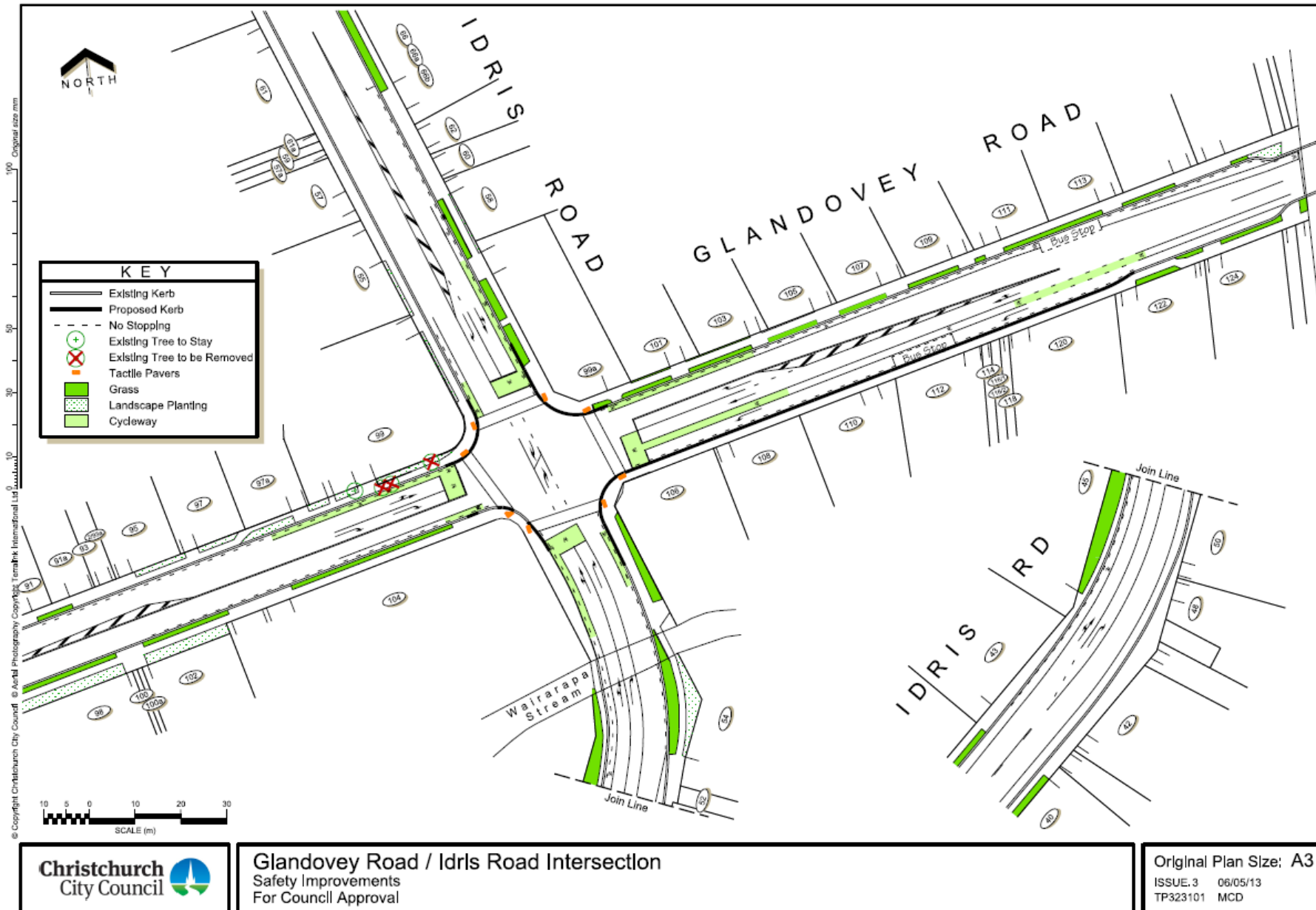
65. Under this option the intersection would operate with two lanes (an ahead and left lane, and a right turn lane) on each of the Idris Road north, Idris Road south and Glandovey Road west approaches, and three lanes on Glandovey Road east (a left turn lane, an ahead lane and a right turn lane). Pedestrian facilities would be provided across each arm. Advanced cycle stop boxes and cycle lanes would be provided on each approach.
66. The signals would run with three stages, with the Idris Road approaches operating in the first phase, before a stage runs with the approaches on Idris Road south and Left Turners from Glandovey Road east, with all Glandovey Road movements accommodated in the final stage.

9. Cont'd

67. Using the PARAMICS microsimulation modelling package, the analysis of the future performance of the intersection indicated that “the signals option will operate satisfactorily for a minimum of 10 years into the future, assuming an annual growth rate of 2 percent per annum”, although again it should be noted that this assessment is based on a ‘worst case scenario’ in terms of pre and post earthquake traffic volumes, and in reality the intersection would likely perform satisfactorily beyond this time.
68. The intersection provides improvements for pedestrians, in terms of pedestrian phases on all arms, and for cyclists, with the provision of cycle lanes and advanced cycle stop boxes. The scheme will also enhance vehicle safety with the provision of traffic signals leading to a significant reduction in “failure to give way” crashes at the intersection.
69. This option enhances safety for all road users and improves the capacity performance of the intersection and is therefore the preferred option.

THE PREFERRED OPTION

70. Option Three is the preferred option recommended and detailed in this report.



10. 312/395 WITHELLS ROAD - PROPOSED UPGRADE OF BUS STOP MARKINGS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Sol Hessel, CTOC - Network Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval to upgrade the existing bus stops to current standards outside 312 and 395 Withells Road, which includes No Stopping Restrictions.

EXECUTIVE SUMMARY

2. Residents have complained about vehicles parking between the unmarked bus stop outside 395 Withells Road and their driveway(s). This parking is causing two problems:
 - (a) Creates difficulties for the bus to exit the bus stop.
 - (b) Vehicles park too close to driveways, obscuring visibility for residents exiting their properties.
3. The solution is to upgrade this Bus Stop to the standards contained within the *Christchurch City Bus Stop Guidelines 2009*. This allows space for the buses to manoeuvre in and out of the stop. The space required includes the area where vehicles are currently parking illegally, (i.e. too close to the driveway).
4. It is current practice to upgrade the paired stops, (i.e. the Bus Stop opposite (outside 312 Withells)). The upgrade of the Bus Stop outside 312 Withells Road on the south east side of the road will remove only one kerbside parking space.

FINANCIAL IMPLICATIONS

5. The estimated cost of this proposal is \$200.

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

6. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

7. 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.
8. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
9. The installation of any signs and / or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

10. As above

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

10. Cont'd

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

12. As above

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Christchurch Transport Strategic Plan 2012 - 2042.

Do the recommendations align with the Council's strategies?

14. As above

CONSULTATION FULFILMENT

15. Residents requesting this upgrade and who are directly affected have been contacted and agree with the changes. The residents at 312 Withells Road agree and the owner has been contacted but no reply received.

STAFF RECOMMENDATION

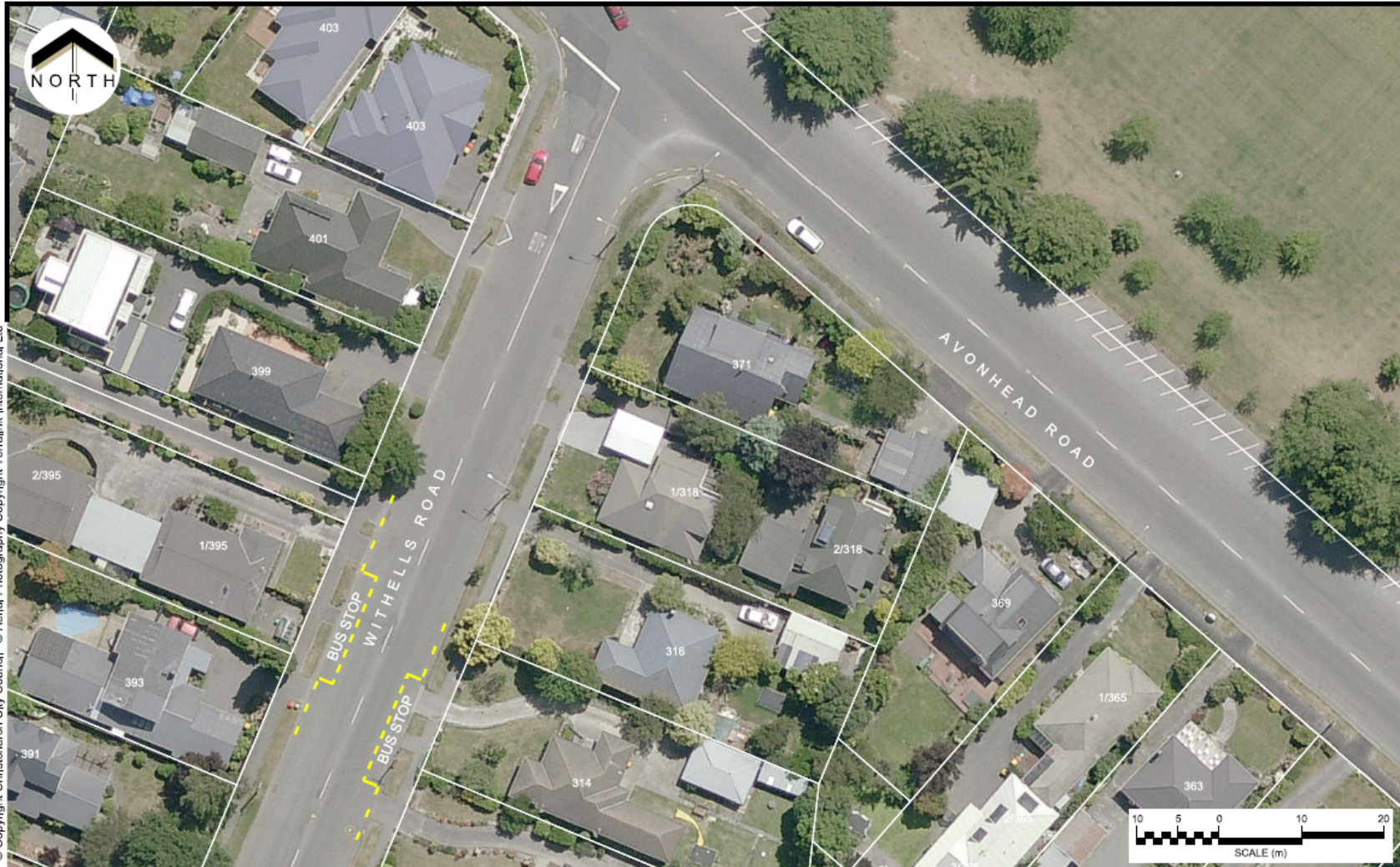
It is recommended that the Fendalton/Waimairi Community Board:

- (a) Revoke the following:

- (i) All existing parking restrictions on the north west side of Withells Road commencing at a point 59 metres south west of its intersection with Avonhead Road and extending in a south westerly direction for a distance of 30 metres.
- (ii) All existing parking restrictions on the south east side of Withells Road commencing at a point 65 metres south west of its intersection with Avonhead Road and extending in a south westerly direction for a distance of 28 metres.

- (b). Approve the following:

- (i) That the stopping of vehicles be prohibited at all times on the north west side of Withells Road commencing at a point 59 metres south west from the intersection with Avonhead Road and extending in a south westerly direction for a distance of 10 metres.
- (ii) That a Bus Stop be installed on the north west side of Withells Road commencing at a point 69 metres south west from its intersection with Avonhead Road and extending in a south westerly direction for a distance of 12 metres.
- (iii) That the stopping of vehicles be prohibited at all times on the north west side of Withells Road commencing at a point 81 metres south west from the intersection with Avonhead Road and extending in a south westerly direction for a distance of eight metres.
- (iv) That the stopping of vehicles be prohibited at all times on the south east side of Withells Road commencing at a point 65 metres south west from the intersection with Avonhead Road and extending in a south westerly direction for a distance of eight metres.
- (v) That a Bus Stop be installed on the south eastern side of Withells Road commencing at a point 73 metres south west direction from its intersection with Avonhead Road and extending in a south westerly direction for a distance of 14 metres.
- (vi) That the stopping of vehicles be prohibited at all times on the south eastern side of Withells Road commencing at a point 87 metres south west from the intersection with Avonhead Road and extending in a south westerly direction for a distance of six metres.



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Christchurch
City Council 

Withells Road
Proposed Upgrade of Bus Stop Markings
For Board Approval

Original Plan Size: A4
ISSUE. 1 13/05/2013
TG123873 VMI

11. APPLICATION TO THE BOARD'S YOUTH DEVELOPMENT SCHEME – TOM DAVISON, JOHN CAUGHLEY AND BAILEY SPIERS

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Ken Howat, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the 2012/13 Youth Development Scheme from Tom Davison, John Caughley and Bailey Spiers.

EXECUTIVE SUMMARY

2. The applicants are:
 - (a) Tom Davison, a 17 year old Papanui High School student.
 - (b) John Caughley, a 16 year old Burnside High School student.
 - (c) Bailey Spiers, a 16 year old Burnside High School student.
3. The applicants are requesting funding towards the cost of attending a Boys Brigade National Leadership Development Course (NLDC). Boys that attend the programme are identified as future leaders within Boys Brigade movement. The aims of the programme are to provide physically demanding experiences in the outdoors, develop strength in leadership and equip participants with confidence through character building activities.
4. The NLDC is based at Rotoiti Lodge in St Arnaud and all course activities are located within the Nelson Lakes National Park. The course is designed specifically for young men to develop leadership skills through personal challenge in an outdoor environment. The course runs for eight days and is scheduled for the July school holidays.

FINANCIAL IMPLICATIONS

5. The total cost per person to attend the course is \$555.
6. This is the first time the applicants have applied to the Board for financial support.

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

7. This application is seeking funding from the Community Board's 2012/13 Youth Development Scheme which was established as part of the Board's 2012/13 Discretionary Funding. There is currently \$1,150 remaining in the fund.

LEGAL CONSIDERATIONS

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

10. As above.

ALIGNMENT WITH STRATEGIES

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

11. Cont'd

Do the recommendations align with the Council's strategies?

12. As above.

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board make a grant of \$200 each to Tom Davison, John Caughley and Bailey Spiers towards the cost of attending the Boys Brigade National Leadership Development Course.

12. COMMUNITY BOARD ADVISER'S UPDATE

12.1 CURRENT ISSUES

12.2 BOARD FUNDING 2012/13 UPDATE

Attached

13. ELECTED MEMBERS' INFORMATION EXCHANGE

- **Neighbourhood Support Canterbury** (Val Carter)
- **Christchurch Streets and Garden Awards Committee** (Faimeh Burke)
- **Keep Christchurch Beautiful Committee** (David Cartwright)
- **Merevale Corner** (Faimeh Burke)
- **Merivale Precinct Society** (Faimeh Burke – unofficial)
- **Waimakariri/Eyre/Cust Rating District Liaison Committee** (David Halstead)
- **Riccarton/Ilam Community Safety Joint Working Party** (Jamie Gough and David Cartwright)
- **Christchurch West Melton Water Management Committee** (Sally Buck)
22 May 2013
- **Community Board Chairpersons/Staff Forum** (Val Carter)
16 May 2013
- **Community Board Council Meeting** (Val Carter)
- **Council and Committee meetings** (Sally Buck and Jamie Gough)
 - Environment and Infrastructure Committee, 9 May 2013
 - Corporate and Financial Committee, 10 May 2013
 - Council, 16 and 30 May 2013
 - Community, Recreation and Culture Committee Workshop, 31 May 2013
 - Community, Recreation and Culture Committee, 4 June 2013

ATTACHMENT TO CLAUSE 12.2

updated as at	Project/Service/Description/Group	Allocation 2012/13	
22-May	Fendalton/Waimairi Discretionary Response Fund		Board Approval
	Budget	51,197	
	2011/12 Carry Forwards	4,288	
	Total DRF Budget for 2012/13	55,485	
	<i>Allocations made</i>		
	Youth Development Fund - Opening Balance allocation	10,000	17/07/12
	<i>Allocations made</i>		
	Chari-Lee Swanson (<i>International Air Cadet Exchange</i>)	350	02/07/12
	Liam McGeorge (<i>Boys Brigade National Leadership Development Course</i>)	200	02/07/12
	Amberlea Stocks (<i>Spirit of Adventure voyage</i>)	300	17/07/12
	Sam Bosworth (<i>World Rowing Championships</i>)	400	17/07/12
	Villa Maria College Con Brio Chorale	750	30/07/12
	Reena Hamilton & Deen Coulson (<i>Southern Jam Youth Festival - Blenheim</i>)	150	30/07/12
	Burnside High School Orchestra (<i>Concert Tour Melbourne</i>)	1,000	14/08/12
	Mushtaba Rafee (<i>Secondary Schools Premier Football Tournament</i>)	150	03/09/12
	Monika Dombay (<i>Australian Salsa Solo Championships</i>)	250	03/09/12
	Lucian Nightingale & Wai Ling Chan (<i>Asian Junior & Cadet Fencing Championship</i>)	800	01/10/12
	Andrew James Tayler (<i>Hockey New Zealand Tournament</i>)	150	01/10/12
	Reubyn Bisschops & Benjamin Moore (<i>Triathlon Union Age-Group World Champs</i>)	400	16/10/12
	Lauren Alexander (<i>Latitude Global Volunteering</i>)	400	16/10/12
	Kevin Zhang (<i>World Wushu Championships</i>)	400	29/10/12
	Bayley Anderson (<i>Genee International Dance Championships</i>)	150	26/11/12
	Emma Reynolds (<i>Australian International Girl Guide Jamboree</i>)	300	26/11/12
	Brooke Olliver-Burnside (<i>The Hague International Model United Nations Conference</i>)	400	26/11/12
	Tullan McGuinness & Kazuki Tsukiji (<i>Junior Basketball Cup</i>)	500	11/12/12
	Bethany Long (<i>Trampoline Championships</i>)	150	11/12/12
	Alexandra Scott (<i>National Dance Championship</i>)	250	11/12/12
	Kendra Ward (<i>Sister City Committee Global Leadership Programme</i>)	300	11/12/12
	Austin O'Brien (<i>The Hague International Model United Nations Conference</i>)	400	11/12/12
	Tom Hardcastle & Rowan McComish (<i>World Frist Lego Festival</i>)	700	19/02/13
	Madeline Hobson (<i>Youth to Everest Hike</i>)	350	05/03/13
	Taylah Thompson & Kahlia Godinet (<i>Touch Junior Championships</i>)	200	05/03/13
	Burnside High School Team Challenge (<i>Spirit of Adventure</i>)	600	16/04/13
	Transfer from Discretionary Response Fund	-1,500	16/04/13
	Lara Smith (<i>International Problem Solving Conference</i>)	350	7/5/13
	Youth Development Fund Balance - Available for allocation	1,150	
	Discretionary Response Fund - Total Allocation	45,485	
	Elmwood Club (<i>Concept Plan</i>)	5,000	29/10/12
	Vocal Minority (<i>Purchase of Keyboard</i>)	1,180	29/10/12
	Riccarton Leagues Club (<i>Insulation of Clubroom</i>)	2,000	29/10/12
	Merivale Buisness Association (<i>Start up costs</i>)	5,000	26/11/12
	University of Canterbury (<i>Athletics Summer Club Programme</i>)	1,000	11/12/12
	St Marks Presbyterian Church (<i>Sound System</i>)	3,500	19/02/13
St Aidan's Anglican Church (<i>Bryndwr Community Morning Tea and English Conversation Group</i>)	560	19/03/13	
Papanui Returned Services Association (<i>Costs towards 2013 ANZAC Day celebrations</i>)	800	19/03/13	
Transfer to Youth Development Scheme	1,500	16/04/13	
Canterbury Neighbourhood Support (<i>wages for data entry person</i>)	5,000	07/05/13	
FC Twenty (<i>ASB Park Venue Hire</i>)	860	21/05/13	
Fendalton Bowling Club (<i>upgrading grass margins of greens</i>)	10,000	21/05/13	
Discretionary Response Fund Balance	9,085		
TOTAL: Fendalton/Waimairi Discretionary Response Fund Unallocated	10,235		