

**RICCARTON/WIGRAM COMMUNITY BOARD  
AGENDA**

**TUESDAY 15 APRIL 2014**

**AT 4.30PM**

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

**Community Board:** Mike Mora (Chairperson), Helen Broughton (Deputy Chairperson), Natalie Bryden, Vicki Buck, Jimmy Chen, Peter Laloli and Debbie Mora

**Community Board Adviser**

Peter Dow

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**1. APOLOGIES**

**2. DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from the 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 – 27 AND 31 MARCH 2014 AND 1 APRIL 2014**

The minutes of the Board's Extraordinary Joint Meeting with the Environmental Committee of 27 and 31 March 2014 and its Ordinary Meeting of 1 April 2014, are **attached**.

**STAFF RECOMMENDATION**

That the minutes of the Board's Extraordinary Joint Meeting with the Environmental Committee of 27 and 31 March 2014 and its Ordinary Meeting of 1 April 2014, be confirmed.

COUNCIL 10. 4. 2014

EXTRAORDINARY JOINT MEETING OF THE ENVIRONMENTAL COMMITTEE  
AND RICCARTON/WIGRAM COMMUNITY BOARD  
27 AND 31 MARCH 2014

Minutes of an Extraordinary Joint Meeting of the  
Environmental Committee and Riccarton/Wigram Community Board  
held on Thursday 27 March 2014 at 4.15pm and Monday 31 March 2014  
at 4.30pm in the Council Chamber, Civic Offices.

**PRESENT:** **Environmental Committee**  
Councillors Phil Clearwater (Chairperson), Jimmy Chen (Deputy Chairperson),  
Vicki Buck, Pauline Cotter, David East and Tim Scandrett.

**Riccarton/Wigram Community Board**  
Mike Mora (Chairperson), Helen Broughton (Deputy Chairperson),  
Peter Laloli and Debbie Mora.

**APOLOGIES:** An apology for lateness in relation to the reconvened meeting on 31 March 2014 was received and accepted from Vicki Buck who arrived at 4.50pm and was absent for part of clause 2 and clause 3.

An apology for absence for the reconvened meeting on 31 March 2014 was received and accepted from Natalie Bryden.

Councillor Phil Clearwater assumed the Chair for this Extraordinary Joint Meeting of the Environmental Committee and Riccarton/Wigram Community Board.

The Chairperson opened the meeting on Thursday 27 March 2014 at 4.15pm and as the Council meeting was still in progress, the Extraordinary Joint Meeting was adjourned at 4.16pm and reconvened on Monday 31 March 2014 at 4.30pm in the Council Chamber, Civic Offices.

A request made by a member of the public to film the proceedings of the reconvened meeting on 31 March 2014 was declined by the Chairperson.

The Committee and Community Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. NOBLE VILLAGE SUBDIVISION - VESTING OF ROADS**

		Contact	Contact Details
<b>General Manager responsible:</b>	(Acting) General Manager, City Environment Group	N	
<b>Officer responsible:</b>	(Acting) Unit Manager, Asset and Network Planning	Y	Ron Clarke, DDI 941 5009
<b>Authors:</b>	Richard Holland, Team Leader, Transport Network Planning John Higgins, Resource Consents Manager	N N	

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 This report presents for consideration by the Council, a joint recommendation from the Environmental Committee and the Riccarton/Wigram Community Board on a way forward to progress the matter of the Noble Village Subdivision in response to the Council's

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

resolution of July 2013. The Council as a consent authority under the Resource Management Act 1991 (the RMA) approved a residential and commercial development for 292 residential allotments and a commercial area of 14,573 metres squared. The

previous Council resolved, on a request from the Community Board, that roads in that development not vest in the Council until there had been an independent traffic safety audit, a legal investigation by an independent barrister, and any issues highlighted in the safety audit corrected before roads vest in the Council.

- 1.2 This report describes the resource consent context and the result of the legal review and the traffic safety audit. It describes a process for Variation of the resource consent conditions to address the traffic arbitrator's conclusions. That process will require the design changes in the commercial area to be physically completed when the commercial area development has commenced.

**2. EXECUTIVE SUMMARY**

- 2.1 The Council delegated authority to an Independent Commissioner to decide whether the resource consent applications should be granted. He granted subdivision consent to Noble Investments Limited in 2009. In 2011 Noble Investments Limited (NIL) applied for a variation of consent. The Commissioner had the benefit of a number of planning and traffic assessments, and then made a decision for the Council as consent authority under the RMA in which he preferred the evidence and submissions advanced by the applicant.
- 2.2 In 2012 the Council granted a further land use consent for the commercial area on a non-notified basis. Again a Commissioner determined the notification and substantive decisions.
- 2.3 The developer is legally entitled to rely on these resource consents to carry out the development. They can only be overturned by the High Court under judicial review or reviewed by the consent authority under section 128 of the RMA in limited circumstances.
- 2.4 A road safety audit has been undertaken at the request of the Council (July 2013). The traffic safety auditor has provided his opinion. It differs from the traffic expert opinion provided with the application. These differences of professional opinion do not mean that the decisions by the Commissioner for the consent authority under the RMA were wrong or flawed. Dr Somerville QC has confirmed that fact.
- 2.5 On the recommendation of the Community Board (November 2013) an independent review was undertaken of the safety audit issues. The independent expert has facilitated a consensus agreement being reached between the traffic experts on changes to the road design. Officers understand, at the time of writing this report, that NIL as consent holder has agreed to apply for a Variation of the resource consents plans to provide for the agreed safety improvements which were recommended by the independent traffic expert. That Variation will be completed before officers approve the roads vesting in the Council.
- 2.6 The Community Board also requested that a cost estimate was presented to change the constructed spine road (Sir John McKenzie Avenue) to a wider boulevard. Staff have based this cost estimate on the cross section to the south of Noble Village (Jarnac Boulevard) and the total cost is estimated as \$2,140,000. The cost estimate does not include relocation of the underground utility services and the possible land required to widen the road, which could be a significant additional cost.
- 2.7 Legal advice to the Council from Simpson Grierson, accepted by the Council by resolution in 2012, is that there is no basis for judicial review of the 2011 subdivision consent decision by the Independent Commissioner for the Council. His decision on the resource consent application was lawful.

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

- 2.8 Dr Somerville QC has conducted two legal reviews. He has also provided to the Council a summary of his conclusions, and of the path forward for the Council as consent authority under the RMA after having received his legal review and the traffic safety audit.

**3. BACKGROUND**

**Resource Management Act and Noble Consenting Information**

- 3.1 Rural land in Yaldhurst was rezoned for urban use in a change to the District Plan in 2006. There were rules in the District Plan setting permitted activity standards and requiring resource consent, for both subdivision and land use. The Council as consent authority under the Resource Management Act (RMA) grants about 1,500 applications per annum for breach of land use rules in the District Plan, and about 300 applications for subdivision.
- 3.2 Noble Investments Ltd (NIL) is a developer who bought land in the Plan Change area with the intent of making profit from residential and commercial development, as did a number of other purchasers in the area. NIL applied for resource consents under the RMA for development of 292 residential lots, roads and a commercial area of 14,573 metres squared. The application was advanced on the basis that it was promoting a village environment. The traffic expert evidence and planning assessment given for the applicant was that a narrower spine road would slow traffic which had traffic safety benefits as well as creating a village feel to the subdivision. There was also an off road cycle way provided for more novice cyclists. That urban design philosophy was different from the one that the Plan Change rules were based on – hence the plan change plan showed a wide boulevard, while the resource consent application was for a narrower main road.
- 3.3 The Council granted subdivision consent to NIL in 2009. Site works commenced and in the latter part of 2010 NIL sought a Variation to make changes to the original subdivision consent. The key changes related to the narrowing of the spine road and some smaller allotments. Towards the end of 2010 concerned people informed the Council that works were occurring in accordance with the Variation application rather than the original subdivision consent. While a Variation application had been lodged it had not been approved. In around March 2011 (with various disruptions arising from the earthquakes) the Council required NIL to cease works that were not in accordance with the original subdivision consent. The Council erred in allowing the un-consented works to occur until that date, but this was rectified with Council requesting works to stop and asking the consent holder to progress the application for a Variation to the resource consent.
- 3.4 The Council engaged an independent planning consultant (Mr Graham Taylor, Director, Resource Management Group) to process the application on behalf of the Council. A traffic engineering report was provided by Ms Shelley Perfect (Senior Traffic Engineer, OPUS).
- 3.5 The Council delegated authority to an Independent Commissioner to decide whether the application should be notified to people to make submissions, and whether to grant resource consent. Mr David Kirkpatrick was appointed to that role as he was a very senior resource management barrister. He is based in Auckland. He was appointed earlier this year as a Judge of the Environment Court and District Court.
- 3.6 Because of the sensitivity of the matter, Mr Kirkpatrick decided to hold a meeting as part of his deliberations. At that meeting he heard legal submissions from a solicitor who was acting for Mr Stokes and others, a traffic assessment from Paul Durdin (Abley Transportation Consultants) again for Mr Stokes and others, and from one of the local residents Mr Stokes. Mr Kirkpatrick had the benefit of a number of planning and traffic assessments, and then made a decision for the Council as consent authority under the RMA in which he preferred the evidence and submissions advanced by the applicant. Mr Kirkpatrick made a decision on all aspects of the application, assessing traffic effects

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

among other effects (such as urban design) and the objectives and policies of the City Plan and the purpose of the RMA.

- 3.7 In 2012 the Council granted a further land use consent for the commercial area on a non-notified basis. Again Mr Kirkpatrick was appointed as a Commissioner to determine the notification and substantive decisions. Mr Kirkpatrick in considering the application requested a second planning assessment. He already had traffic assessments from Traffic Design Group (for the applicant), an original traffic assessment for the Council from ViaStrada, and a peer review traffic assessment from Quality Traffic Planning.
- 3.8 Those circumstances are everyday ones under the RMA. Evidence and submissions are produced by parties, submitters and other people who are interested in proposed activities. The Commissioner acting for the consent authority makes a decision on the competing views, facts, submissions or opinion.
- 3.9 The developer is legally entitled to rely on these resource consents to carry out the development. They can only be overturned by the High Court under judicial review or reviewed by the consent authority under section 128 of the RMA in limited circumstances.
- 3.10 In the past there has also been some discussion around the traffic volumes along the spine road as being inaccurate or misleading. In evidence given to Mr Kirkpatrick he was originally told the volumes would be 4,000 to 5,200 or 6,000 vehicles per day. Latter evidence provided for the commercial area application indicated the volumes would be around 11,000 at the commercial area and reduce to between 3,000 to 7,000 vehicles per day for the residential sector of the spine road. The spine road at the commercial area was widened to accommodate the additional traffic volumes.
- 3.11 Council officers understand that the consent holder has been talking to the New Zealand Transport Agency (which is in charge of State Highways) about changing the design of the intersection between the main spine road in the development and State Highway 73, so as to avoid the need for the intersection work to cross "lot 22", as some of the owners of lot 22 are in a contractual dispute with the consent holder and will not provide the right for the intersection to cross their land. Any such change to the design would need a Variation of the subdivision consent. The Council would appoint an Independent Commissioner to decide on whether to notify that application on affected parties and whether to grant resource consent. Dr Somerville QC has expressed the opinion that the Commissioner should decide to notify that application to the lot 22 landowners. Processing of the application would also be carried out by an independent planning consultant.

**Traffic Safety Reviews**

- 3.12 In July 2013 the previous Council resolved, on a request from the Riccarton/Wigram Community Board:
  - (a) *That the Council initiate an independent safety audit of the road network layout in the Noble Subdivision, including the intersection with Yaldhurst Road.*
  - (b) *That the Council engage an independent barrister to investigate how Yaldhurst Road intersection development was permitted to go over private land and increased commercial development was allowed without public notification.*
  - (c) *That the Council does not accept vesting of the roading network within the Noble Subdivision until the safety audit is completed and the independent legal advice has been received. If any issues are highlighted in the safety audit they must be corrected before vesting occurs.*
- 3.13 The traffic safety auditor has provided his opinion. It differs from the traffic expert opinion provided with the application. The traffic expert opinion for the consent holder is unchanged. Therefore the Riccarton/Wigram Community Board resolved in November, on a recommendation from officers, to recommend to the Council *"That an independent*

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

*designer reviews areas of disagreement and makes recommendations to address safety issues back to the Council via the Riccarton/Wigram Community Board” . Council officers engaged a third independent traffic expert to make those recommendations. That expert has facilitated a consensus agreement being reached between the three traffic experts on changes to the road design.*

- 3.14 In a normal Road Safety Audit process the findings of the independent safety auditor would be responded to by the designer, with the ultimate decisions taken over any differences in opinion between the safety auditor and designer being made by the “client” or asset owner. The “Designer’s Response” has been provided by the developer’s Transport Consultant (TDG), who were the original designers of the scheme.
- 3.15 Furthermore, Christchurch City Council is currently not the “client” or asset owner. Therefore, and in order to maintain continued impartiality and fairness, a further independent consultant (GHD) was employed by the Council to arbitrate on this and the subsequent “Safety Auditor’s Response” (Beca/MWH). The review and recommendations of the independent arbitrator have been provided in an updated Safety Audit Report in the “Independent Review and Recommendations” sections (refer Attachment 1). A jointly signed summary report is being prepared by the safety audit team to accompany the Safety Audit Report (refer Attachment 2); it enables the safety issues identified to be progressed and resolved. The solutions are also included in the final Safety Audit Report (refer Attachment 1).
- 3.16 Officers understand, at the time of writing this report, that NIL as consent holder has agreed to apply for a Variation of the resource consents plans to provide for those changes recommended by the third traffic expert. That Variation will be completed before officers approve the roads vesting in the Council. Officers do not consider that it would be appropriate in that Variation to require completion of the physical works for the road design changes for the commercial area until the commercial development occurs. Until that time, it is appropriate for physical road design to be of the current interim standard. The Council would appoint an Independent Commissioner to decide whether to notify that application and grant consent. In the opinion of Dr Somerville QC, that application should be granted on a non-notified basis, meaning that there would be no submitters.
- 3.17 As in any area of professional expertise, different traffic experts can have different opinions. Here, the opinion being expressed by the traffic expert in the safety audit differs from the opinion that was expressed (and is still being expressed) by another traffic expert engaged by the consent holder and accepted by Mr Kirkpatrick – and is also different from the expert opinion of the third traffic expert engaged by the Council to act as “arbitrator” of that difference of opinion. These differences of professional opinion do not mean that the decisions by Mr Kirkpatrick as Commissioner for the consent authority under the RMA were wrong or flawed. Dr Somerville QC has confirmed that fact. The applicant was promoting a village atmosphere with narrower roads and slower traffic with cyclists and vehicles mixing. The Commissioner in his decision considered this in settling on the final road widths. There is a school of thought that this is a better solution to wider roads with separated modes of transport, which can increase vehicle speeds.
- 3.18 The Community Board, in its meeting minutes from the 28 November 2013, asked that costs were presented on changing the constructed spine road (Sir John McKenzie Avenue) to a wider boulevard. Staff have based this cost estimate on the cross section to the south of Noble Village (Jarnac Boulevard) and the total cost is estimated as \$2,140,000 (refer Attachment 3). The cost estimate does not include relocation of the underground utility services and the possible land required to widen the road, which could be a significant additional cost.

**Legal Reviews**

- 3.19 Legal advice to the Council from Simpson Grierson, accepted by the Council by resolution in 2012, is that there is no basis for judicial review of the 2011 subdivision consent decision by Mr Kirkpatrick, as he then was, as Commissioner for the Council. His decision on the resource consent application was lawful.



ATTACHMENT 1 TO CLAUSE 3 CONT'D

- 3.20 Dr Somerville QC has conducted two legal reviews (refer **Attachments 4 and 5**). He has also provided to the Council a summary of his conclusions, and of the path forward for the Council as consent authority under the RMA after having received his legal review and the traffic audit.
- 3.21 His summary is:
1. *The process followed by the Christchurch City Council (CCC) of using an independent commissioner to consider applications by Noble Investments Ltd (NIL) to change the subdivision consent conditions and land use consent conditions, and an application for a land use consent for a commercial development involving land at Yaldhurst Road, Christchurch, was lawful.*
  2. *In the circumstances, an application to judicially review the decisions of the Commissioner to address the applications on a non-notified basis pursuant to the Resource Management Act 1991 (the RMA) would be unsuccessful.*
  3. *Judge Kirkpatrick (the Commissioner) received legal submissions and evidence, including reports from traffic experts. He accepted one traffic expert opinion over another. Resource consent commissioners do this all the time under the RMA.*
  4. *The CCC approved engineering plans for the Sir John McKenzie Avenue/Yaldhurst Road intersection (Lot 600). That approval did not authorise NIL to commence constructing a road on the Lot 22 accessway without the landowners' consent. Neither the CCC nor the New Zealand Transport Agency (NZTA) gave permission for physical works on the accessway. That is not their role.*
  5. *The CCC was entitled to obtain a road safety audit before accepting the spine road for vesting in the CCC. The traffic safety audit has not identified any inaccuracy with the information presented in the application so there is no basis for the Council to review the application under section 128(1)(c) of the RMA. The traffic safety auditor has a differing expert opinion from that which is still held by the traffic expert who supported the application for resource consent.*
  6. *As part of his approval procedure, the Subdivisions Engineer does not have authority to require the width of the spine road reserve to be increased when that had been approved by the Commissioner. I note that that has not been recommended by the road safety audit.*
  7. *The Subdivisions Engineer must address the recommendations of the road safety audit when exercising his powers of approval under conditions 4, 5 and 13 of the subdivision consent in respect of the design of the spine road within the corridor consented to by the Commissioner.*
    4. *General Engineering*
      - 4.1 *Asset Design and Construction*

*All infrastructure assets to be vested in the Council are to be designed and constructed in accordance with the Christchurch City Council's Draft Infrastructure Design Standard July 2007 (the IDS) and the Construction Standard Specifications 2007 (the CSS).*
    5. *New Road to Vest<sup>1</sup>*

*The new roads, being lots 600 – 615 are to be formed and vested in the Council to the satisfaction of the Subdivision Engineer. All proposed legal roads shown on the application plan are to be formed and vested in the Council in accordance with the Infrastructure Design Standard 2007 (Draft) with underground wiring for electricity supply and telecommunications.*

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<sup>1</sup> Page 12 – conditions of the subdivision consent

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

*Road connections to the "Delamain Block" are to be made at stages 1 and 15 at the latest (road lots 601 and 607 as indicated on PS-01 Revision AA).*

13. *Engineering Plans<sup>2</sup>*

*Engineering plans for the construction of the new road(s), access to rear lots, street lighting, drainage, sediment control, water supply, earthworks, landscaping and tree planting shall be lodged with the Subdivisions Engineer and approved prior to the commencement of any physical works. All works are to be in accordance with Council's 'Metropolitan Code of Urban Subdivision'.*

*Engineering works are to be installed in accordance with the approved plans.*

8. *The Subdivisions Engineer has still to complete the approval process in respect of the engineering plans for the complete spine road because the section involving the proposed commercial land development has not yet been approved by the Subdivisions Engineer.*
9. *Any changes to the design and layout of the spine road within the corridor consented to by the Commissioner required to satisfy the Subdivisions Engineer, may need a change to the plans referred to in the Commercial Land Use Consent Conditions. However, I do not consider an application under the RMA to do this would need to be publicly notified.*
10. *If the Sir John McKenzie Avenue/Yaldhurst Road intersection configuration requires Lot 600 land to be vested in the NZTA and there were to be a change to the staging of the Lot 600 development<sup>3</sup> there would need to be a change to the subdivision consent conditions. The owners of the Lot 22 accessway need to consent to and be notified of any changes to the conditions because of the special circumstances of this case. I suggest that an independent commissioner considers any application (including notification) if the Lot 22 accessway owners refuse their consent to changes to the subdivision consent conditions.*
11. *If NIL declines to make an application to vary the land use consent conditions covering the spine road design and layout, I can advise on the steps that can be taken by the Subdivisions Engineer and the CCC to address that.*

**4. FINANCIAL IMPLICATIONS**

- 4.1 The financial implications relate to the possible funding required to progress the independent recommendations proposed in the updated Road Safety Audit. The costs have been considered in the Road Safety Audit review process to ensure the safety issues are addressed whilst trying to minimise disruption to the constructed roadways. With the exception of the need to indent some bus stops, the changes recommended from the Road Safety Audit process do not result in a need to widen the road, and the costs of the recommended changes are likely to be limited.
- 4.2 The commercial area of the Noble Village development has not had detailed engineering approval as part of the approval process yet, so any changes in this area would therefore normally be at the expense of the developer.

**5. STAFF RECOMMENDATION**

That the Environmental Committee and Riccarton/Wigram Community Board recommend that the Council:

- 5.1 Note that:

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<sup>2</sup> Page 19 – conditions of the subdivision consent

<sup>3</sup> RMA 92019617 (B). "2. Staging – The subdivision may be carried out in stages as indicated in plans PS-01 Rev AA AH and PS-02 Rev V AE although each stage need not be completed in numerical sequence and more than one stage may be completed concurrently. If staged, each stage is to include all lots (including road and reserve) shown within that staging plan."

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

- 5.1.1 Dr Somerville QC has completed his legal review.
- 5.1.2 The Council has received the updated Road Safety Audit report regarding the Noble Village Subdivision and its accompanying summary report.
- 5.1.3 Officers will, as a result of the Council resolution of July 2013, not accept roads for vesting in the Council until:
- (i) The applicant has been granted a Variation of the resource consents;
  - (ii) Has changed the engineering plans for the residential area and the scheme plans for the commercial area in the manner agreed by the three traffic experts to ensure that issues in the road safety audit are addressed and rectified; and
  - (iii) Until the applicant has completed the physical works for the residential area.
- 5.1.4 Council officers will thereafter, under existing delegated authority, decide whether roads are accepted to vest in the Council in the standard Resource Management Act process.
- 5.1.5 If the consent holder does not apply for the Variations of resource consents to make the changes agreed between the traffic experts, officers will obtain and report to the Council further advice from Dr Somerville QC on the steps to then be taken.
- 5.2 Direct that before the roads in the commercial area vest in the Council, there must be a Variation of the commercial area consent that provides that there can be no commercial development until the agreed road design changes are built.

**6. COMMITTEE/BOARD CONSIDERATIONS**

In their deliberations Committee and Board members were in receipt of the deputation submissions made earlier in the meeting (Clause 2 Part B of these minutes refer) and staff in attendance were invited to speak to their accompanying report and to respond to questions from members.

**7. COMMITTEE/BOARD CONSIDERATION OF STAFF RECOMMENDATION**

Councillor East moved, seconded by Councillor Buck that the staff recommendation be adopted.

Helen Broughton moved, seconded by Mike Mora, an **amendment** to clause 5.1.3 (iii) as follows:

That the Environmental Committee and Riccarton/Wigram Community Board recommend that the Council:

5.1 Note that:

5.1.3 Officers will, as a result of the Council resolution of July 2013, not accept roads for vesting in the Council until:

- (iii) **The applicant has completed the physical works for the residential area.**

The amendment (in bold) was put to the meeting and declared **carried**.

Helen Broughton moved, seconded by Mike Mora, an **amendment** to clause 5.1.4 as follows:

That the Environmental Committee and Riccarton/Wigram Community Board recommend that the Council:

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

5.1 Note that:

5.1.4 **The Council will decide following a recommendation from the staff whether roads are accepted to vest in the Council in the standard Resource Management Act process in conjunction with the agreed engineering assessments.**

On a show of hands, voting on the amendment (in bold) was five votes for and five against. Being a tie, the Chairperson declared the amendment **not carried** and for the status quo to remain.

Mike Mora moved, seconded by Debbie Mora the following **amendment**:

That the Council not accept vesting of the roads until the developer complies with Infrastructure Design Standard recommendations, for example, median strips, indented parking and cycle way provision.

On being put to the meeting, the amendment was declared **lost**.

The Chairperson moved, seconded by Helen Broughton the staff recommendations and further that they be voted on separately.

The motion was declared **carried**.

**8. COMMITTEE AND BOARD RECOMMENDATION**

That the Environmental Committee and the Riccarton/Wigram Community Board jointly recommend that the Council:

1.1 Note that:

1.1.1 Dr Somerville QC has completed his legal review.

The motion was declared **carried**.

1.1.2 The Council has received the updated Road Safety Audit report regarding the Noble Village Subdivision and its accompanying summary report.

The motion was declared **carried**.

1.1.3 Officers will, as a result of the Council resolution of July 2013, not accept roads for vesting in the Council until:

1.1.3.1 The applicant has been granted a Variation of the resource consents;

1.1.3.2 Has changed the engineering plans for the residential area and the scheme plans for the commercial area in the manner agreed by the three traffic experts to ensure that issues in the road safety audit are addressed and rectified; and

1.1.3.3 The applicant has completed the physical works for the residential area.

The motion was declared **carried**.

1.1.4 Council officers will thereafter, under existing delegated authority, decide whether roads are accepted to vest in the Council in the standard Resource Management Act process.

The motion was declared **carried** on a show of hands by six votes for and four against.

**ATTACHMENT 1 TO CLAUSE 3 CONT'D**

(Note: Councillor Chen, Mike Mora, Helen Broughton and Debbie Mora requested that their votes be recorded against the above decision.)

1.1.5 If the consent holder does not apply for the Variations of resource consents to make the changes agreed between the traffic experts, officers will obtain and report to the Council further advice from Dr Somerville QC on the steps to then be taken.

The motion was declared **carried**.

(Note: Mike Mora requested that his vote be recorded against the above decision.)

1.2 Direct that before the roads in the commercial area vest in the Council, there must be a Variation of the commercial area consent that provides that there can be no commercial development until the agreed road design changes are built.

The motion was declared **carried**.

The motion as a whole including the substantive motion, was put to the meeting by the Chairperson and declared **carried**.

On behalf of the members, the Chairperson thanked the deputations and staff for their attendance and contributions to this meeting.

**PART B – REPORTS FOR INFORMATION**

**2. DEPUTATIONS BY APPOINTMENT**

Detailed submissions were made by Mr Colin Stokes and from Mr Justin Prain on behalf of Noble Investments Limited.

Where time was available, some questions of clarification were asked by members and responded to and on behalf of the Committee and Board, the Chairperson thanked the presenters for their submissions.

**3. DECLARATION OF INTEREST**

There were no declarations of interest.

The meeting concluded at 6.22pm.

**CONFIRMED THIS 15TH DAY OF APRIL 2014**

**PHIL CLEARWATER CHAIRPERSON  
ENVIRONMENTAL COMMITTEE**

**MIKE MORA CHAIRPERSON  
RICCARTON/WIGRAM COMMUNITY BOARD**

8. 5. 2014

**RICCARTON/WIGRAM COMMUNITY BOARD  
1 APRIL 2014**

**Minutes of a meeting of the Riccarton/Wigram Community Board  
held on Tuesday 1 April 2014 at 4pm in the Community Room,  
Upper Riccarton Library, 71 Main South Road.**

**PRESENT:** Mike Mora, Helen Broughton, Natalie Bryden, and Jimmy Chen

**APOLOGIES:** Apologies for absence were received and accepted from Vicki Buck, Peter Laloli and Debbie Mora.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DECLARATION OF INTEREST**

Nil

**2. DEPUTATIONS BY APPOINTMENT**

Nil

**3. PETITIONS**

Nil

**4. CORRESPONDENCE**

Nil

**5. BRIEFINGS**

Nil

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

Nil

**7. MEMBERS' INFORMATION EXCHANGE**

Mention was made of the following:

- Owaka Pit – staff to follow up with Environment Canterbury's Nathan Dougherty on his briefing to the Board on 18 March 2014.

**ATTACHMENT 2 TO CLAUSE 3 CONT'D**

- Bella Rosa Drive/Carmen Road – a concern from a local resident about the duration of the ongoing road works in this area expected to be completed by December 2013. Staff undertook to follow this up.
- Main South Road – a concern from a local resident regarding a silver birch tree. Staff offered to follow this up.

**8. MEMBERS' QUESTIONS UNDER STANDING ORDERS**

Nil

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

**9. CONFIRMATION OF MINUTES – 26 FEBRUARY 2014, 10 MARCH 2014 AND 18 MARCH 2014**

The Board **resolved** that the minutes of its Extraordinary Meeting of 26 February 2014, Extraordinary Meeting of 10 March 2014 and Ordinary Meeting of 18 March 2014, be confirmed.

The meeting concluded at 4.21pm.

**CONFIRMED THIS 15TH DAY OF APRIL 2014**

**MIKE MORA  
CHAIRPERSON**

**4. DEPUTATIONS BY APPOINTMENT**

**4.1 MARTIN FRASER**

Martin Fraser has been granted speaking rights to address the Board regarding the Awatea Road project.

Clause 15 of this agenda refers.

**4.2 PHILIP HAYTHORNWAITE**

Philip Haythornthwaite has been granted speaking rights to address the Board in relation to the Deans Avenue – Pedestrian/Cyclist Signalised Crossing project.

Clause 10 of this agenda refers.

**5. PETITIONS**

**6. NOTICE OF MOTION**

**7. CORRESPONDENCE**

**7.1 CHRISTCHURCH WEST MELTON ZONE COMMITTEE**

The **attached** correspondence has been received for the Board's consideration and response.





28 March 2014

Ian Fox, Chairperson  
Christchurch West Melton  
Zone Committee  
PO Box 345  
Christchurch 8140

Mike Mora  
Chairperson  
Riccarton Wigram Community Board  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Dear Mike

**Working together to address the water management priorities of local communities**

Christchurch West Melton Zone Committee is keen to build stronger relationships with Community Boards and explore opportunities to work together to address the water management issues that are important to local communities.

We would welcome the opportunity to meet with your Community Board in the next few months, to hear about the water management issues that the Community Board members feel are currently priorities for local people.

To help set the context for a meeting, almost twelve months ago, the first Zone Implementation Programme (ZIP) for Christchurch West Melton Zone was endorsed by Christchurch City Council, Environment Canterbury, and Selwyn District Council in April 2013. In 2014/15, we are focusing our own efforts on working to try and achieve the following:

- Increased awareness and engagement of local people and interested organisations/groups with the Canterbury Water Management Strategy (CWMS)
- Establishing 2 integrated catchment projects and 2 wetland rehabilitation projects with programmes of works are underway
- Making progress on improving stormwater management
- Establishing an inter-agency project to protect and increase dry-lands in the zone with a programme of works underway
- Establishing an inter-agency project to protect and rehabilitate spring heads with a programme of works underway
- Ensuring that the CWMS and Zone Implementation Programme (ZIP) outcomes have been addressed.

Recognising that you will have your own work programme and meeting schedule for the year, we are happy to meet with you at a time that fits with your own priorities. For Community Boards with a particular interest in stormwater management and/or the Avon/Ōtākaro catchment, we would like to highlight that we currently have the following items scheduled for our formal meetings:

- March - April 2014 meetings  
We are developing recommendations on options for a new community led, collaborative approach to improving stormwater management for Christchurch's urban waterways.
- April – July 2014  
We are undertaking an assessment of the draft Avon Stormwater Management Plan against

Brought to you by Environment Canterbury working with



ATTACHMENT 1 TO CLAUSE 7 CONT'D



CWMS Goals and Indicators for stormwater management in the catchment. The Goals and Indicators have been developed over the past 6 months with input from over 30 interested organisations and groups.

For more background information on the CWMS, the Christchurch West Melton ZIP and Zone Committee, please find attached some background information and web links.

Please let me know if you would like to schedule a meeting or alternatively please contact our Zone Facilitator, Matthew Ross on 0275642371/[matthew.ross@ecan.govt.nz](mailto:matthew.ross@ecan.govt.nz)

Yours sincerely

A handwritten signature in blue ink, appearing to read "Ian Fox".

Ian Fox  
Chairperson, Christchurch West Melton Zone Committee

CC

Peter Dow, Community Board Advisor, Christchurch City Council  
Diane Shelander, Senior Policy Analyst/Environmental Scientist, Christchurch City Council



Canterbury Water Management Strategy: Christchurch West Melton Zone  
Background information, March 2014

Canterbury Water Management Strategy (CWMS) 2010

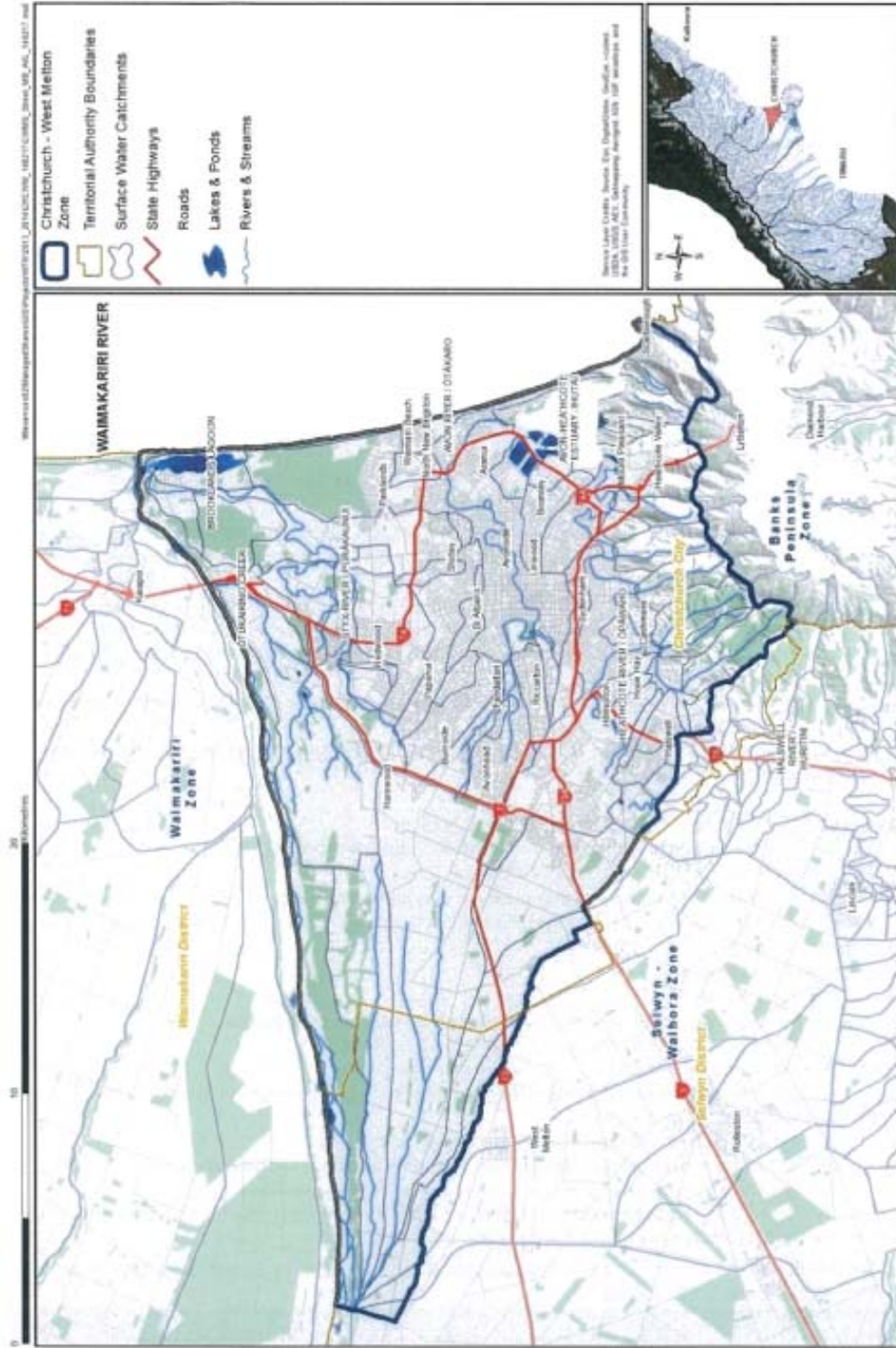
- The CWMS was signed off by the Canterbury Mayoral Forum in 2009
- CWMS marks a huge change in how we deal with water issues:
  - Provides a shared vision to protect our fresh water for generations to come.
  - Developed over many years via extensive public engagement.
  - Established importance of involving local people in the integrated management of water a local level via 10 Zone Committee and 1 Regional Committee.
- Expressed outcome of the CWMS is "To enable present and future generations to gain the greatest social, economic, recreational and cultural benefits from our water resources within an environmentally sustainable framework."
- Focuses on achieving multiple outcomes in combination by delivering a set of quantified and time constrained targets "By 2015, By 2020, By 2040" in the following areas:
  - Ecosystem health and biodiversity
  - Natural character of braided rivers
  - Kaitiakitanga
  - Drinking water
  - Recreational and amenity opportunities
  - Water-use efficiency
  - Irrigated land area
  - Energy security and efficiency
  - Regional and national economies
  - Environmental limits.
- For more information on the ZIP, go to: <http://www.cwms.org.nz/>

Christchurch West Melton Zone Committee

- Christchurch West Melton Zone Committee was established in 2011 and is a joint committee of Christchurch City Council, Environment Canterbury, and Selwyn District Council.
- Zone Committee was established under the auspices of the Local Government Act (2002).
- The Zone Committee holds a monthly formal committee meeting which is open to the public.
- The membership of the Zone Committee includes:
  - One elected member or Commissioner appointed by Environment Canterbury;
  - One elected member appointed by each Territorial Authority operating within the Zone Boundary;
  - One member from each of the following: Te Ngāi Tūāhuriri Rūnanga, Te Hapu o Ngāti Wheke Rūnanga and Te Taumutu Rūnanga;
  - Between 4-7 members appointed from the community and who come from a range of backgrounds and interests within the community.
- For more information on the ZIP, go to: <http://ecan.govt.nz/get-involved/canterburywater/committees/chch-west-melton/Pages/cwmz-zip.aspx>

Zone Implementation Programme (ZIP) for Christchurch West Melton

- The Zone Implementation Programme was endorsed by Councils in April 2013.
- ZIP is intended guide implementation of CWMS in the Zone.
- ZIP aims to address all the CWMS Targets in so far as they are applicable to the Zone.
- ZIP contains 94 recommendations for Christchurch City Council, Environment Canterbury, Selwyn District Council, and other agencies.
- Cross cutting key principles of ZIP are:
  - Kaitiakitanga
  - Better integration of plans and strategies between agencies and groups
  - Earthquake recovery programmes help to implement the CWMS
  - Local people are involved in improving water management
  - The effects of improving flood management are beneficial to a spectrum of waterway values.
- Priority issues to address in the zone:
  - Safeguarding groundwater quality and flows for multiple uses
  - Enhancing and managing waterways for recreation, relaxation and amenity
  - Improving surface water quality and safeguarding surface water flows
  - Enhancing degraded ecosystems, indigenous biodiversity, valued introduced species and landscapes
  - Making efficient use of water and managing demand.
- For more information on the ZIP, go to: <http://ecan.govt.nz/get-involved/canterburywater/committees/chch-west-melton/Pages/cwmz-zip.aspx>



Christchurch - West Melton Zone  
Canterbury Water Management Strategy

Brought to you by Environment Canterbury working with



**8. BRIEFINGS**

**9. PROPOSED ROAD NAMES – CENTRAL BUSINESS PARK KIRKWOOD AND LONGHURST SUBDIVISIONS**

		Contact	Contact Details
<b>General Manager responsible:</b>	Chief Planning Officer Strategy and Planning	N	
<b>Officer responsible:</b>	Manager Resource Consents Strategy and Planning	N	
<b>Author:</b>	Bob Pritchard Subdivision Officer	Y	941 8644

**1. PURPOSE OF REPORT**

1.1 The purpose of this report is to obtain the Board’s approval to new road names and new rights-of-way names for the Central Business Park (RMA 92022257), the Kirkwood Subdivision (RMA 92024248) and a further stage in the Longhurst Subdivision (RMA 92022257). The **attached** plans refer.

**2. EXECUTIVE SUMMARY**

- 2.1 The three subdivisions will create residential and business zone allotments.
- 2.2 The names are proposed from a preference list provided by the development companies. Those names are generally unaltered except where a good reason exists not to accept the name.
- 2.3 The names for the Central Business Park have already been before the Board and it was suggested one of the names be changed.

**3. BACKGROUND**

**3.1 Central Business Park, Racecourse Road**

3.1.1 Three names were chosen in order of preference by the development company: Distribution Drive for the new road and Commerce Lane for the new right-of-way. A third name, Alliance Drive/Alliance Lane was submitted if needed. The first two names are in keeping with the proposed uses of the sites for distribution and logistics. The third name proposed is Alliance Lane, in respect to the former Alliance Meatworks that occupied the site. The Board will recall that there was a suggestion that the name of the original holder of the contract to operate the freezing works be proposed, William Lewis and subsequently his family. This information was discussed with the development company, and they have agreed to amend their original selections, so that the new road running through the property from Waterloo Road to Racecourse Road is proposed as William Lewis Drive, and the right-of-way in the south eastern corner be named Distribution Lane.

**3.2 Kirkwood Subdivision, Bibiana Street/Stallion Avenue**

3.2.1 This subdivision adjoins the Broken Run subdivision and has a past association with equestrian activities. The names chosen all have similar themes, relating to horses, and one of the road names adjoining and leading into this subdivision continues that theme being Stallion Avenue. The name Equestrian Lane for the right-of-way running north off Bibiana Street, is probably too long for a small right-of-way, and it is suggested that the name Dartmoor Lane from the options provided by the applicant, be used in its place. The larger road is proposed as Bronco Drive. As with Equestrian, the name Thoroughbred Gate is considered too long for such a small road, and it is suggested that one of the two shorter names provided as options, Sorrel Gate or Warhorse Gate, be used.

**9. Cont'd**

**3.3 Longhurst Subdivision, Fulton Hogan, Whincops and Quaifes Roads**

3.3.1 A further stage in the Longhurst subdivision in Halswell requires eleven new road names. There are several distinct themes included in this subdivision. One relates to local politicians, with two well known and widely respected former late local politicians, Ishwar Ganda and David Buist being honoured for their long standing services to the district and to Christchurch. The names proposed for Longhurst Stage 6 are Ishwar Ganda Boulevard, David Buist Crescent, Bradwell Crescent, Hillbourne Street, Capil Court, Boulter Court, Packard Crescent, Dobbs Street, Lockwood Street, and Maka Lane. A further theme lists members of the Canterbury Militiamen in the 1860s. The occupations of these Canterbury recruits make for interesting reading as amongst the names submitted are stonemasons, blacksmiths, sawyers and cordwainers. (A cordwainer was a shoemaker, the name being taken from 'cord' 'wain', Spanish leather used in the making of shoes). Two well remembered champion pacers in Robalan (Way) and Noodlum (Avenue) complete the names.

**4. FINANCIAL IMPLICATIONS**

4.1 There are no financial costs to the Council. The administration fee for road naming is included as part of the subdivision consent application fee and the cost of name plate manufacture is charged direct to the developer.

**5. STAFF RECOMMENDATION**

5.1 It is recommended that the Riccarton/Wigram Community Board:

5.1.1 Approve the names William Lewis Drive and Distribution Lane for the new road and new right-of-way respectively in the Central Business Park Subdivision.

5.1.2 Approve the following names for the Kirkwood Subdivision: Bronco Drive, Dartmoor Lane, and either Warhorse Gate or Sorrel Gate.

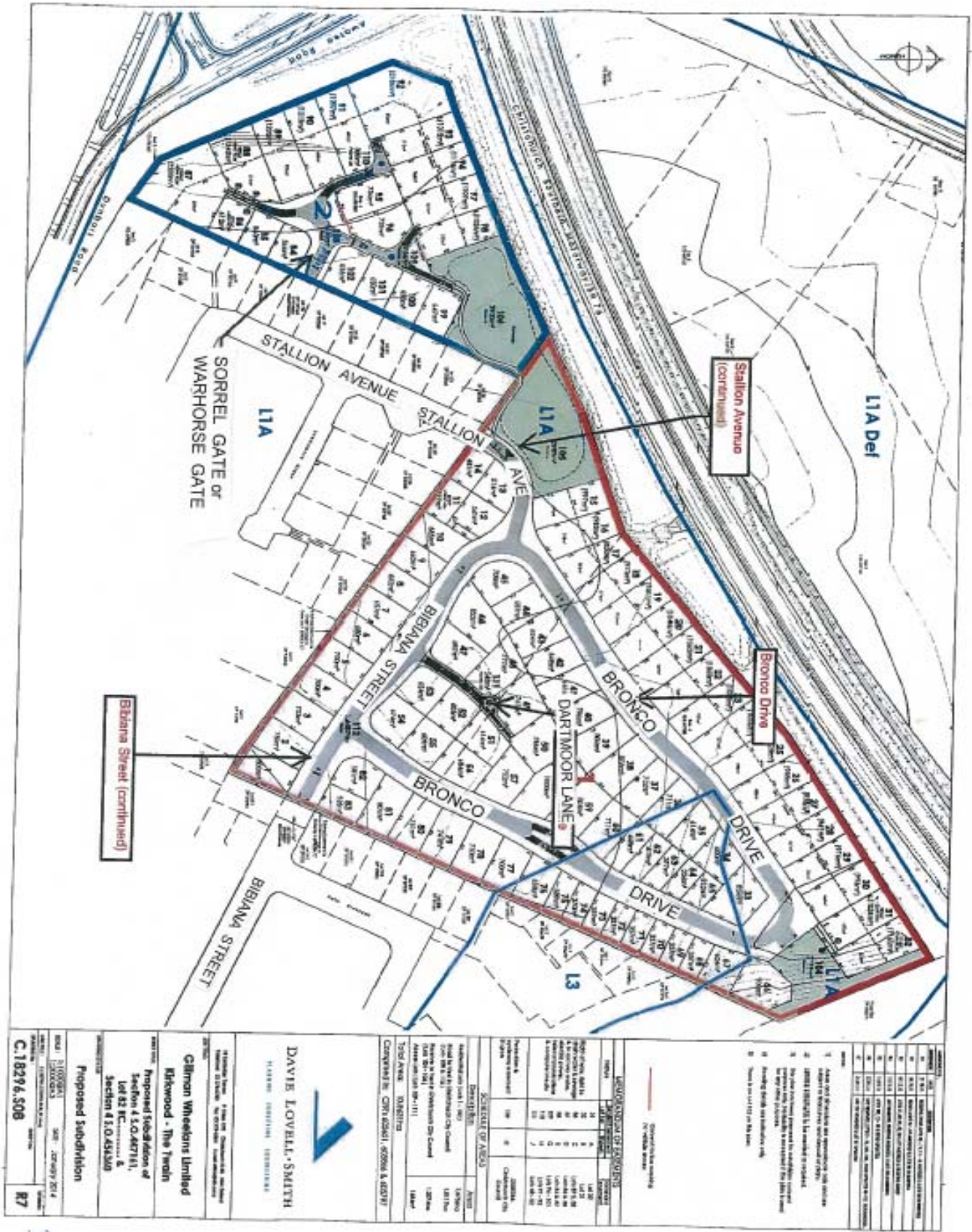
5.1.3 Approve the names Ishwar Ganda Boulevard, David Buist Crescent, Bradwell Crescent, Hillbourne Street, Capil Court, Boulter Court, Packard Crescent, Dobbs Street, Lockwood Street, Maka Lane, Robalan Way and Noodlum Avenue in the Longhurst Subdivision.



<p><b>DAVIE LOWELL-SMITH</b>                  PLANNING CONSULTANTS                  100/102 RIVERVIEW ROAD                  WILSONS PROMENADE                  AUCKLAND</p>	
<p><b>Proposed Subdivision of</b>                  Lot 4 DP 306480 &amp; Lot 3 DP 81995</p>	
<p><b>Subdivision Consent</b></p>	
<p>DATE: 11/03/2014                  TIME: 12:00:00                  DRAWN BY: [Name]                  CHECKED BY: [Name]</p>	<p>SCALE: 501                  R1</p>
<p><b>Central Business Park Limited</b>                  Racecourse Road</p>	
<p><b>DAVIE LOWELL-SMITH</b>                  PLANNING CONSULTANTS                  100/102 RIVERVIEW ROAD                  WILSONS PROMENADE                  AUCKLAND</p>	
<p><b>Proposed Subdivision of</b>                  Lot 4 DP 306480 &amp; Lot 3 DP 81995</p>	
<p><b>Subdivision Consent</b></p>	
<p>DATE: 11/03/2014                  TIME: 12:00:00                  DRAWN BY: [Name]                  CHECKED BY: [Name]</p>	<p>SCALE: 501                  R1</p>

3/15/14  
 ①





31-3-14  
②



10. DEANS AVENUE – PEDESTRIAN/CYCLIST SIGNALISED CROSSING



		Contact	Contact Details
<b>General Manager responsible:</b>	(Acting) General Manager, City Environment Group	N	
<b>Officer responsible:</b>	(Acting) Unit Manager, Asset and Network Planning	Y	941 5009
<b>Author:</b>	Christine Toner, Consultation Leader	N	

**1. PURPOSE AND ORIGIN OF REPORT**

1. This is a staff initiated report concerning a capital project with the primary driver being provision of infrastructure to support growth. Council approval of the staff proposal and resolution of parking restrictions and traffic controls is required.
- 1.2 The purpose of this report is to request that the Riccarton/Wigram Community Board recommends that the Council approve the signalisation of a cycle and pedestrian crossing across Deans Avenue between Blenheim Road and Mayfair Street; and that the project including the cycle signals proceed to final design, tender and construction.

**2. BACKGROUND**

- 2.1 The Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements Project, was approved by the Council in 2009.
- 2.2 The implementation of the 2009 approved scheme was split into two stages. Stage 1 works were partially completed when the Western Interceptor Major Sewer Upgrade (MSU) works occurred. The angled car parks and also the right turn lane into Mayfair Street had been installed. Following the western interceptor works, the MSU contractor left the site with a partial roundabout, and traffic continuing to use the two western lanes of the roundabout.
- 2.3 The 2009 scheme proposed to remove the western half of the existing roundabout, continue traffic straight through the centre of the roundabout, and use the eastern part of the existing roundabout as a drop off area. However, there is now only part of the roundabout left, as the kerbs and road surface in the proposed drop-off area were damaged by the MSU contractor. It was therefore proposed that the scheme be revised, to remove that element of the scheme that used the roundabout.
- 2.4 The original project included proposed build-outs to reduce crossing distances for pedestrian and cyclists and assist with identifying parking areas.
- 2.5 The original project included a pedestrian island which is now replaced by a signalised crossing, added recently as planning of the Major Cycleway Route project progressed.

**3. COMMENT**

- 3.1 This project is located on the boundary of the Hagley/Ferrymead Community Board and the Riccarton/Wigram Community Board areas. A joint report from the two Board Chairs will proceed to the Council for approval.
- 3.2 An almost identical Board report will be considered by the Hagley/Ferrymead Community Board on 7 May 2014. There are some revocations of 'no stopping' on the east side of Deans Avenue that are required in the report to Hagley/Ferrymead Community Board and not required for this report to the Riccarton/Wigram Community Board.
- 3.3 Prior to consultation the Riccarton/Wigram and the Hagley/Ferrymead Community Boards have been informed of the revised scheme by a memorandum dated 4 April 2014, and of the signal controlled crossing by a memorandum dated 4 April 2014.

**10. Cont'd**

- 3.4 Consultation was required only on the addition of the cycle/pedestrian signals. Because the main elements of the signals are driven by technical design requirements of the location and layout, there are no opportunities for public feedback to influence the design. Therefore consultation was carried out at the 'Inform' level on the consultation spectrum. Information was sent to the one adjoining property owner and to the individuals and organisations listed on the Transport Stakeholder list. No feedback has been received to date.
- 3.5 The proposed signal controlled pedestrian/cyclist crossing will provide an added level of service rather than seeking gaps in the traffic. The current consultation and request for Council approval is focussed only on the addition of the signals.
- 3.6 New 'no stopping' on the eastern side of Deans Avenue (Hagley/Ferrymead side) is needed for the crossing location, and a resolution is required to be submitted to the Hagley/Ferrymead Community Board for the signalised crossing.
- 3.7 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 3.8 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.9 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042 and are consistent with the future road network outlined in the Accessible City Transport Chapter supporting the Central City Recovery Plan.

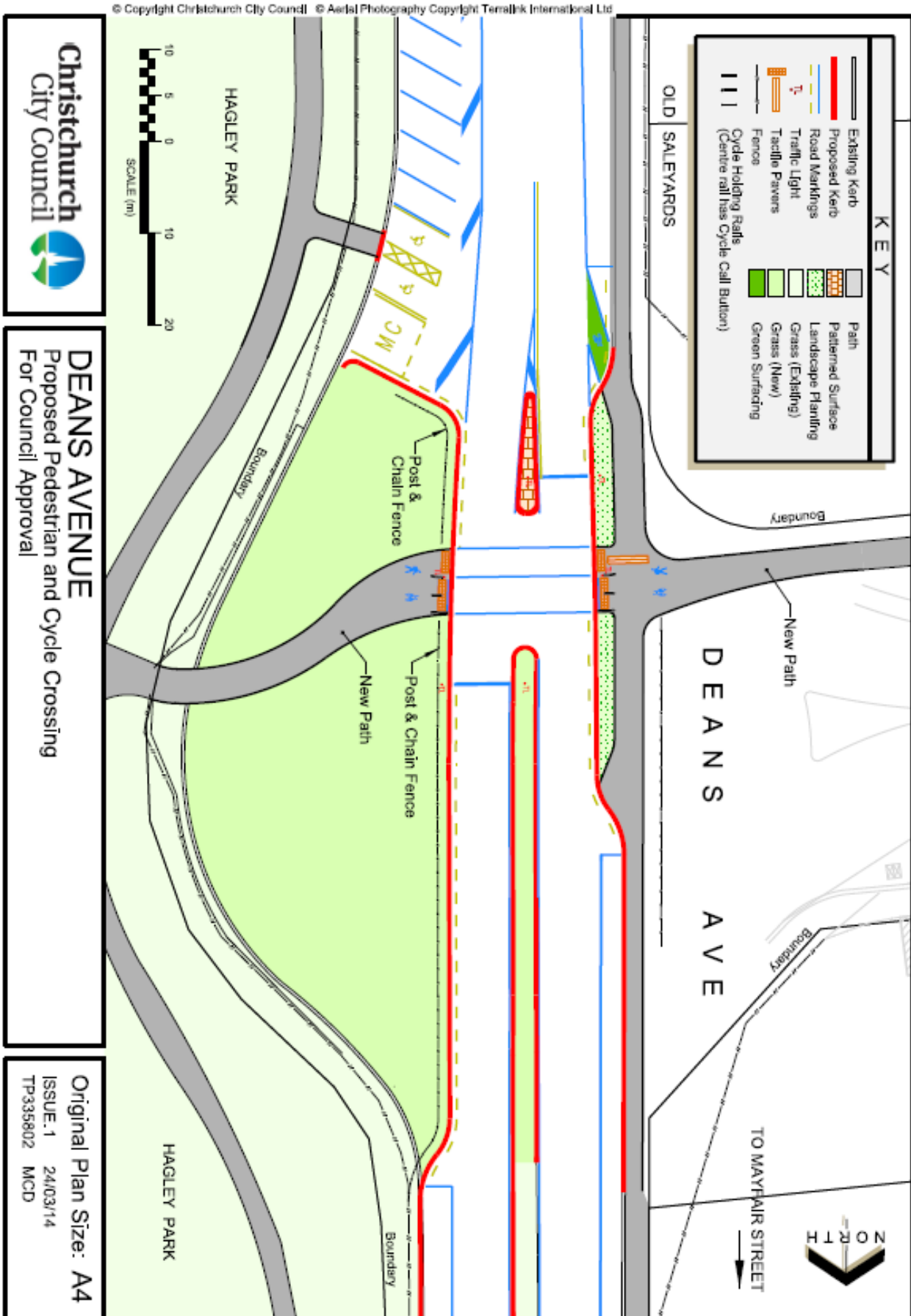
**4. FINANCIAL IMPLICATIONS**

- 4.1 The Major Cycleway Routes and the Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements Project are programmed in the 2013-2016 Three Year Plan.

**5. STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board recommend that the Council:

- 5.1 Approve that the Deans Avenue – Pedestrian/Cyclist Signalised Crossing, as detailed on the plan (refer Attachment 1), proceed to final design, tender and construction.
- 5.2 Approve that a pedestrian and cyclist road crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act- Traffic Control Devices Rule 2004, be installed on Deans Avenue located at a point 116 metres south of its intersection with Mayfair Street.



**11. BUS SHELTERS - 2 AND 9 BUCHANANS ROAD**

		Contact	Contact Details
<b>General Manager responsible:</b>	Acting General Manager, City Environment Group	N	
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace	N	
<b>Author:</b>	Luke Morley, Passenger Transport Engineer	Y	941 8583

**1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to install new bus shelters at two existing stops on Buchanans Road.
- 1.2 This report has been initiated by Council staff following a request from the Riccarton Park Residents' Association.

**2. EXECUTIVE SUMMARY**

Not applicable.

**3. BACKGROUND**

- 3.1 Council staff have received a request from the Riccarton Park Residents' Association to install two bus shelters at existing bus stops outside numbers 2 and 9 Buchanans Road. These stops service the Hei Hei to City bus route.
- 3.2 Environment Canterbury is responsible for providing public transport services. Christchurch City Council is responsible for providing public transport infrastructure. The installation of these shelters is supported by Environment Canterbury.
- 3.3 This proposal meets the criteria for the installation of bus shelters and is of sufficiently high priority to warrant funding.

**4. COMMENT**

- 4.1 Council staff propose to install the bus shelters in the locations outlined in the attached plan (refer **Attachment 1**).
- 4.2 Under s339 of the Local Government Act 1974, the Council may erect on the footpath of any road a shelter for use by intending public transport passengers or taxi passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of any property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- 4.3 Consultation has been carried out with the affected properties and three responses in favour of the proposals were received. No objections were received.
- 4.4 The recommendations of this report align with Council Strategies including the current Council Transport Strategic Plan 2012-2042.
- 4.5 This proposal aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

**11. Cont'd**

**5. FINANCIAL IMPLICATIONS**

- 5.1 The total cost of installing the two bus shelters of \$26,000 will be met from the Passenger Transport Infrastructure budget available for the provision of new shelter installations.

**6. STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approve the installation of bus shelters at the bus stops outside Numbers 2 and 9 Buchanans Road.





**12. SPRINGS ROAD - PROPOSED PEDESTRIAN ISLAND**

		Contact	Contact Details
<b>General Manager responsible:</b>	Acting General Manager, City Environment Group	N	
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace	N	
<b>Author:</b>	Steve Dejong, Traffic Engineer	Y	941 6428

**1. PURPOSE AND ORIGAN OF REPORT**

- 1.1 The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to install a pedestrian island and flush median on Springs Road north east of Sioux Avenue. (refer **Attachments 1 and 2** for the proposal site plans).
- 1.2 This is a staff generated report following a written request to the Riccarton/Wigram Community Board who asked staff to investigate the safety of pedestrians crossing of Springs Road.

**2. EXECUTIVE SUMMARY**

**PROPOSED PEDESTRIAN FACILITY**

- 2.1 It is proposed to install a pedestrian refuge island with associated build-outs and flush median to facilitate the safe passage of pedestrians across Springs Road in the vicinity of Sioux Avenue.
- 2.2 Due to the location of existing vehicular entrance ways the opportunities for pedestrian facilities in the immediate area are limited; however there is sufficient space to safely provide a pedestrian facility at numbers 72 and 73 Springs Road. This is an ideal location for a pedestrian facility as it is on the direct desire line to the shops when walking from Sioux Avenue and also aligns with the pedestrian access way past the shops to De Havilland Street.
- 2.3 The build-outs will reduce the crossing distance, while the central refuge island will provide a waiting haven in the centre of the road, allowing the pedestrian to cross the road in two stages; only having to deal with traffic approaching from one direction (refer **Attachment 2**).

**PROPOSED NO STOPPING RESTRICTIONS**

- 2.4 To provide sight lines between the approaching motorists and the crossing pedestrian, no stopping restrictions are proposed in the vicinity of the pedestrian facility. No Stopping restrictions are also proposed at the intersection of Sioux Avenue, to improve sight lines for pedestrians crossing in this location and clear sight lines for exiting motorists (refer Attachment 2).

**PROPOSED FLUSH MEDIAN AND SAFETY IMPROVEMENTS**

- 2.5 A two metre wide Flush Median is proposed for Springs Road and will extend for a total length of 400 metres through the site (refer Attachment 1).

The proposed Flush Median will provide:

- 2.5.1 Clear delineation and channelization to motorists guiding them through the bend in Springs Road past the proposed pedestrian refuge island.
- 2.5.2 Improved safety when turning into and out of the local shops and residential properties on either side of the Flush Median.
- 2.5.3 Improved safety for turning into and out of Sioux Avenue, Neill Street and Dufek Crescent.

12. Cont'd

2.5.4 The ability for pedestrians and cyclists to wait to cross the road on either side of the refuge island in the shadow of the island.

3. BACKGROUND

3.1 In early 2013, the Riccarton/Wigram Community Board received a written request to improve the crossing facilities in Springs Road from a resident on behalf of her elderly mother who using a walking frame, has difficulty crossing Springs Road. The Board asked staff to investigate the safety of crossing Springs Road in the vicinity of Sioux Avenue.

3.2 Staff undertook pedestrian counts crossing Springs Road in the immediate vicinity of Sioux Avenue and the Springs Road local shops. The pedestrian counts identified that there were significant numbers of pedestrians crossing from the Wigram Skies development to the local shops as to warrant the provision of a Pedestrian Refuge Island in this location.

<b>Springs Road Pedestrian Counts; North of Sioux Avenue</b>			
<b>Day/Date</b>	<b>Time</b>	<b>Weather</b>	<b>Pedestrian Numbers Crossing</b>
28 Nov 13	0800-0900	Overcast	<b>41</b>
25 Nov 13	1200-1300	Overcast	<b>48</b>
25 Nov 13	1600-1700	Wet	<b>24</b>
26 Nov 13	0800-0900	Wet	<b>37</b>

3.3. The high number of pedestrians crossing Springs Road in this location are attributed to the fact that the local shops situated at number 66 to 68 Springs Road are presently the only shops for the whole of the Wigram Skies development.

3.4 A number of school children were also identified crossing in this location, although there is a signalised crossing further down Springs Road, at Corsair Drive; there are still many crossing at this location coming from Wigram Skies and further down Springs Road. As Wigram Skies develops this will become a popular route for school pupils on their way to Sockburn School located further north east along Springs Road.

3.5 The refurbished Wigram Air Base Airman's Barracks (Wigram Lodge) located at Number 15 Sioux Avenue now operate as a high density single unit accommodation with 200 residents, also accounts for the high numbers of pedestrians crossing to the shops.

3.6 Also, there are presently no bus routes within Wigram Skies so those wishing to catch the bus need to do so from Springs Road. The closest bus stops are located near the intersection of Springs Road and Sioux Avenue.

3.7 The Springs Road proposed pedestrian refuge facility project is ranked in first place at the top of the Traffic Operations, Pedestrian Safety Data Base.

3.8 The Christchurch Transport Strategic Plan designates Springs Road as a Minor Arterial road making up part of the strategic road network. Although Springs Road is not identified as a strategic freight route it carries a higher proportion of heavy traffic and had an ADT of 19,222 vehicles per day when last counted in 2012. It is expected that this has now increased still further following the opening of the CSM1.

3.9 All residents along the length of the proposal (Attachment 1) were informed by means of a Public Information Leaflet (PIL), being hand delivered to their property, which sought their feedback. All proprietors of the Springs Road shops were spoken to and handed the PIL. PILs were also posted to all absentee owners. Some 90 leaflets were delivered in all with another 30 being posted out. To date all responses from residents have been very positive, supporting the proposed pedestrian island and flush median.

**12. Cont'd**

- 3.10 The Manager of the Wigram Lodge has wanted a crossing point for some time but has not known how to request one. Several elderly residents expressed their delight at the prospect of an island being built, stating how much difficulty they had in crossing the road. The daughter and granddaughter of one elderly resident residing opposite the shops both phoned saying that "they had been very worried about their Mother/Grandmother crossing Springs Road and if the island was built it would ease their minds and that the proposal was an awesome brilliant idea."

**4. COMMENT**

- 4.1 Road User Rules make it illegal for a motorist to park on a bend, or within six metres of an intersection.
- 4.2 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution
- 4.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.4 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042

**5. FINANCIAL IMPLICATIONS**

- 5.1 The cost of this proposal is approximately \$86,000.
- 5.2 The installation of signs and road markings is within the LTP Streets and Transport Operational Budgets.
- 5.2 The installation of the physical works associated with this proposal will be funded from the 2013-14 Traffic Operations Minor Safety and Safe Routes to School Budgets.

**6. STAFF RECOMMENDATION**

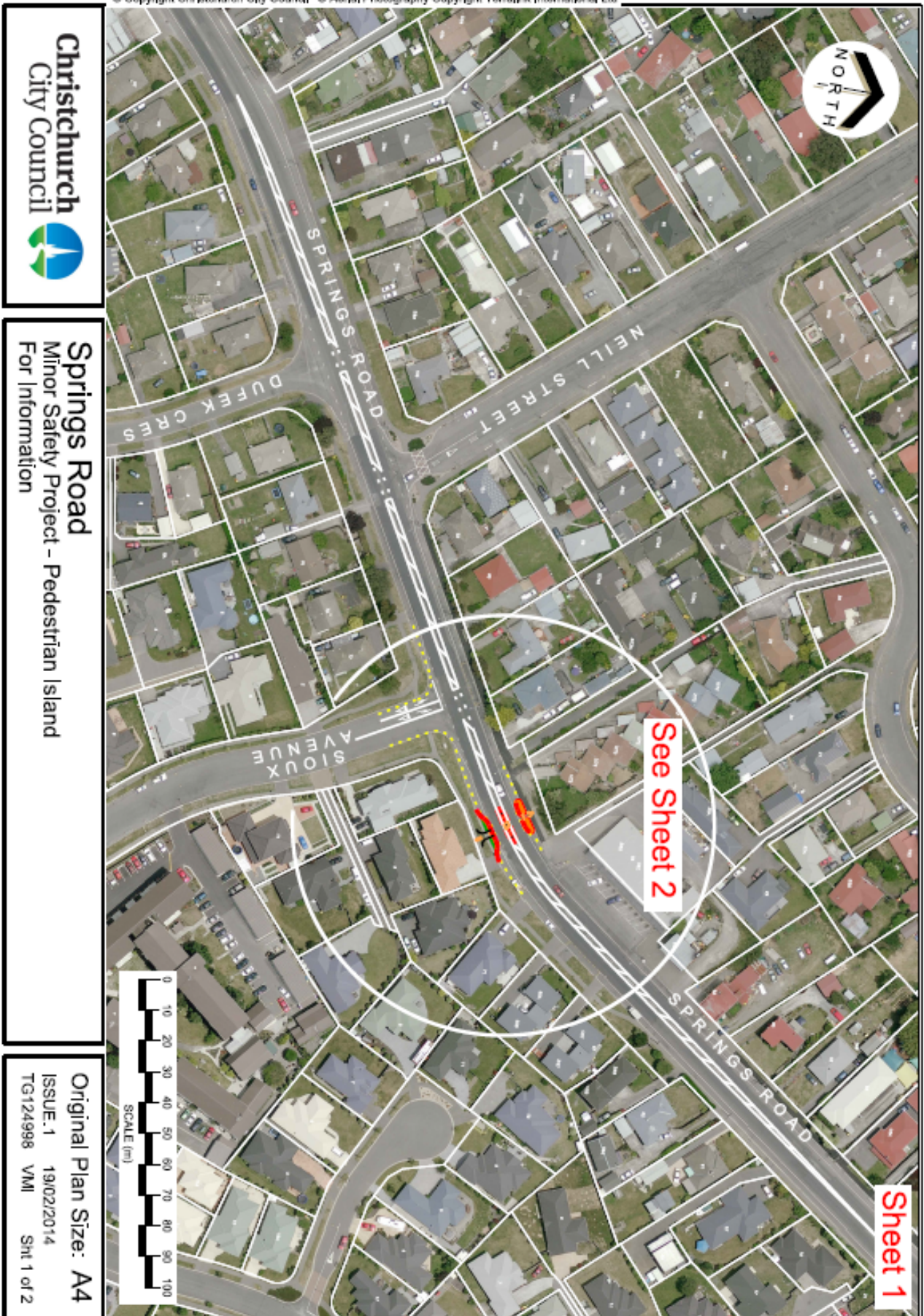
It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approve that the stopping of vehicles be prohibited at all times on the north west side of Springs Road commencing at a point 84 metres north east of its intersection with Neill Street and extending in an easterly direction for a distance of 49 metres.
- 6.2 Approve that the stopping of vehicles be prohibited at all times on the south east side of Springs Road commencing at its intersection with Sioux Avenue and extending in a south westerly direction for a distance of 24 metres.
- 6.3 Approve that the stopping of vehicles be prohibited at all times on the south east side of Springs Road commencing at its intersection with Sioux Avenue and extending in a north easterly direction for a distance of 66 metres.
- 6.4 Approve that the stopping of vehicles be prohibited at all times on the south west side of Sioux Avenue commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 22 metres.
- 6.5 Approve that the stopping of vehicles be prohibited at all times on the north east side of Sioux Avenue commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 22 metres.

**12. Cont'd**

- 6.6 Approve that a central pedestrian refuge Island with associated kerb extensions and road markings be constructed on Springs Road at a point 112 metres east of its intersection with Neill Street as indicated on Attachment 2.

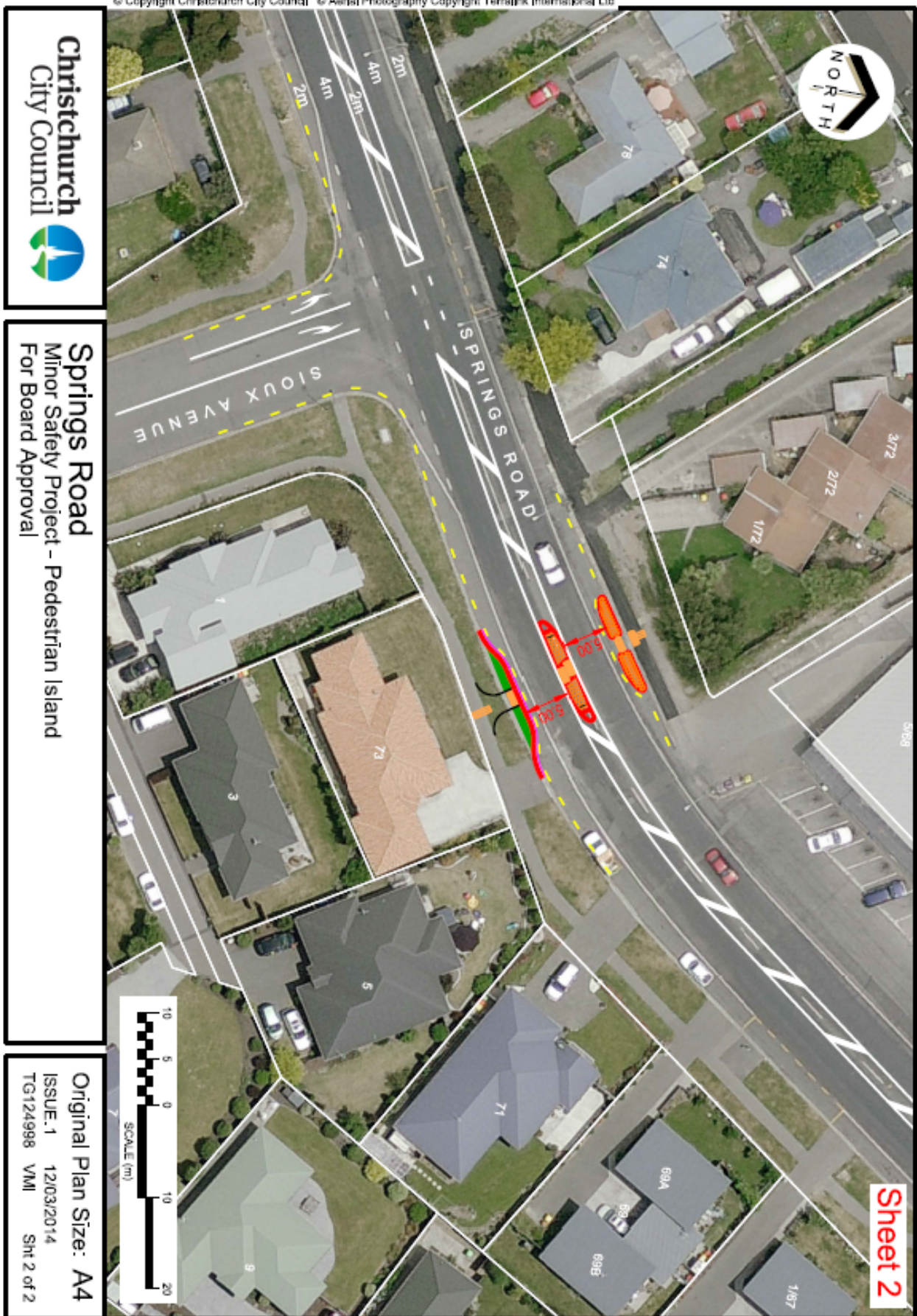
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**Christchurch**  
City Council

**Springs Road**  
Minor Safety Project - Pedestrian Island  
For Information

**Original Plan Size: A4**  
ISSUE: 1 19/02/2014  
TG124998 VMI Sht 1 of 2



**13. MANDEVILLE STREET - BUS STOPS**

		Contact	Contact Details
<b>General Manager responsible:</b>	Acting General Manager, City Environment Group	N	
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace	N	
<b>Author:</b>	Luke Morley, Passenger Transport Engineer	Y	941 8583

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to re-establish bus stops along Mandeville Street. This includes the proposed installation of one stop outside 67 Mandeville Street (Philatelic Centre) and the installation of parking restrictions to current standards for two existing stops.
- 1.2 This is a staff initiated report following a request from Environment Canterbury (ECan).

**2. EXECUTIVE SUMMARY**

- 2.1 Council staff are responding to a request from ECan to re-establish the four bus stops along Mandeville Street, by bringing them up to current standards and resolving them. This requires the installation of one stop outside 67 Mandeville Street, the installation of parking restrictions for the existing stop outside PlaceMakers, the removal of a parking space behind the existing stop outside 13 Mandeville Street and the resolving of these stops and the existing stop outside 70 Mandeville Street.

**3. BACKGROUND**

- 3.1 The removal and installation of road markings are covered by Transport and Greenspace Operational budgets
- 3.2 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.
- 3.3 The Community Boards have a 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 jurisdiction in this area for this type of resolution.
- 3.4 The recommendations of this report align with Council Strategies including the current Council Transport Strategic Plan 2012-2042.
- 3.5 Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

**4. COMMENT**

- 4.1 There are four bus stops located along Mandeville Street, however they are not all marked to current standards and are causing bus drivers issues in using them.
- 4.2 The stop outside PlaceMakers has a sign but has no marked bus stop beside it; instead there are no stopping restrictions that run through the stop meaning buses have to stop on these no stopping restrictions to load / unload passengers.
- 4.3 The stop opposite PlaceMakers, outside 13 Mandeville Street (Naturally Tiles) is marked but has a gap in the eight metre lead in that allows a car to park there, thereby shortening the lead in to 2.8 metres when a vehicle is present, this hinders buses from stopping close to the kerb at the bus stop sign. It is believed that this is an error when it was originally installed.

13. Cont'd

- 4.4 There is currently an existing marked stop located outside 70 Mandeville Street and ECan report it is working well.
- 4.5 There is no stop opposite 70 Mandeville Street. ECan state that there used to be a stop opposite (just a sign, no markings) but it is not there anymore and has not been for some time. They also mentioned that they recall the sign having to be re-installed numerous times due to it being removed by vandals in the past.
- 4.6 Council staff propose to install a marked bus stop outside 67 Mandeville Street (Philatelic Centre) to provide customers a place to wait for the bus. (refer **Attachment 1**). It is also proposed to resolve the existing stop outside 70 Mandeville Street.
- 4.7 The eight metre lead in and the four metre lead out no stopping lines will not be marked on site due to the driveways either side (refer Attachment 1) however they will be set out in the parking restrictions to be resolved, this will enable the entire Bus Stop to be a standalone set of parking restrictions.
- 4.8 Council staff propose to extend the no stopping lead in outside the 13 Mandeville Street (Naturally Tiles) bus stop to the standard outlined in the *Christchurch City Bus Stop Guidelines 2009*. This will remove the space that a vehicle can park in and replace it with no stopping thereby allowing buses to manoeuvre into this stop more easily. (refer **Attachment 3**)
- 4.9 Council staff propose to install a bus stop box and no stopping lines for the stop outside PlaceMakers to the standard outlined in the *Christchurch City Bus Stop Guidelines 2009*. This will allow buses to manoeuvre in and out of this stop. (refer **Attachment 2**)
- 4.10 Consultation has been carried out with the affected properties and one objection was received concerning the proposed stop outside 67 Mandeville Street (Philatelic Centre) raising the following issues:
  - 4.10.1 Rubbish bins and access to buses. There are a number of rubbish bins that are left for collection close to the driveway of 67 Mandeville Street. This will only be an issue on collection day, if a bus driver approaching the stop sees that the usual stopping point is blocked by bins they will make a decision to stop either side of the bins to let passenger on/off safely.
  - 4.10.2 On street parking loss. There are no legal spaces outside this property that can accommodate a car without it being within one metre of the driveway at 67 Mandeville Street. If a bus stop was installed it would act as a clearway across the driveway and would deter people from parking illegally.
  - 4.10.3 Future installation of a bus shelter and visibility issues. At this stage the Council is seeking to install a bus stop. Any future infrastructure would be assessed prior to installation for safety/visibility issues.

5. **FINANCIAL IMPLICATIONS**

- 5.1 The estimated financial cost of this proposal is \$900.

6. **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approve that all existing parking and stopping restrictions on the eastern side of Mandeville Street commencing at a point 148 metres south of its intersection with Leslie Hills Drive southern intersection and extending in a southerly direction for a distance of 26 metres, be revoked.

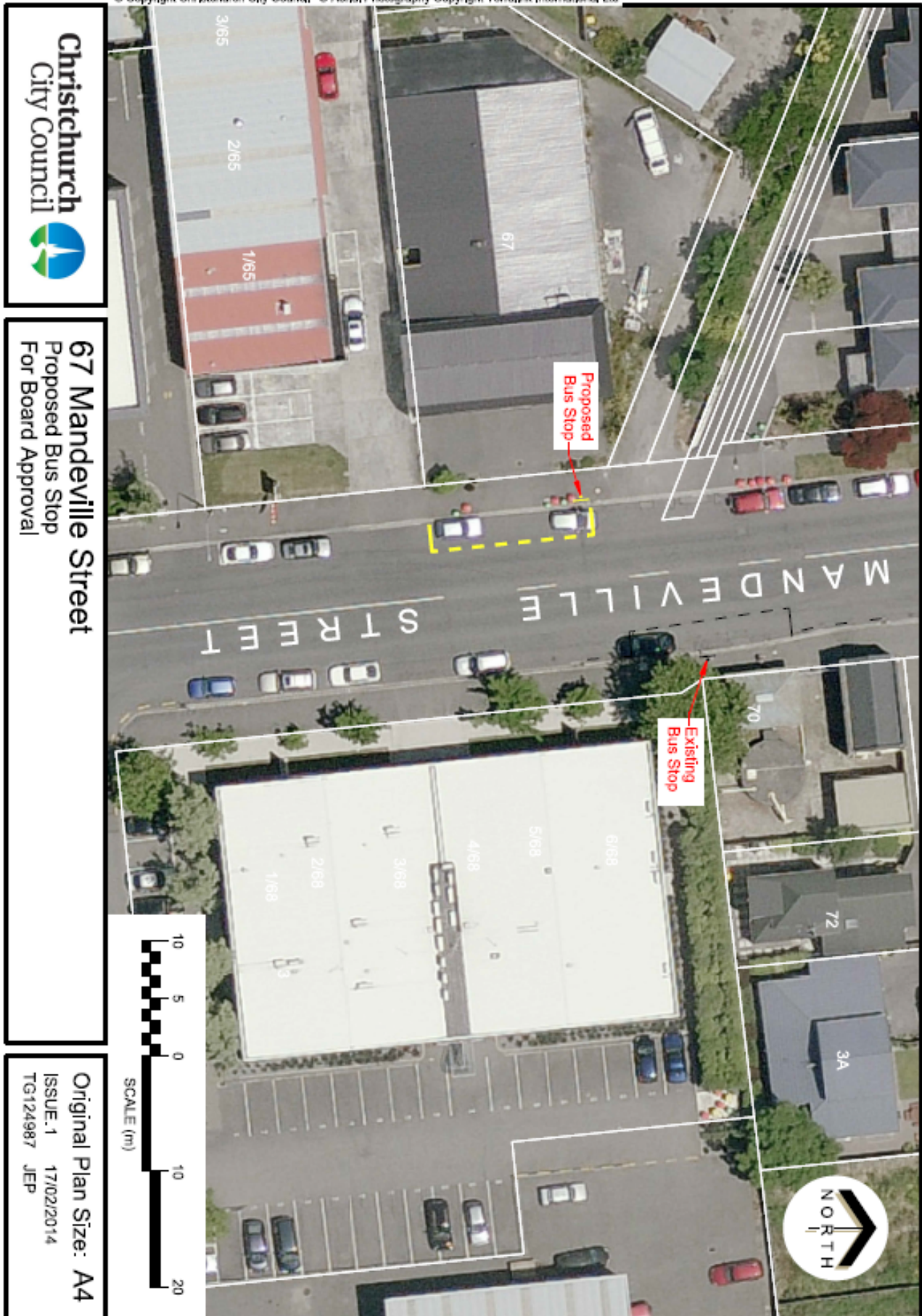


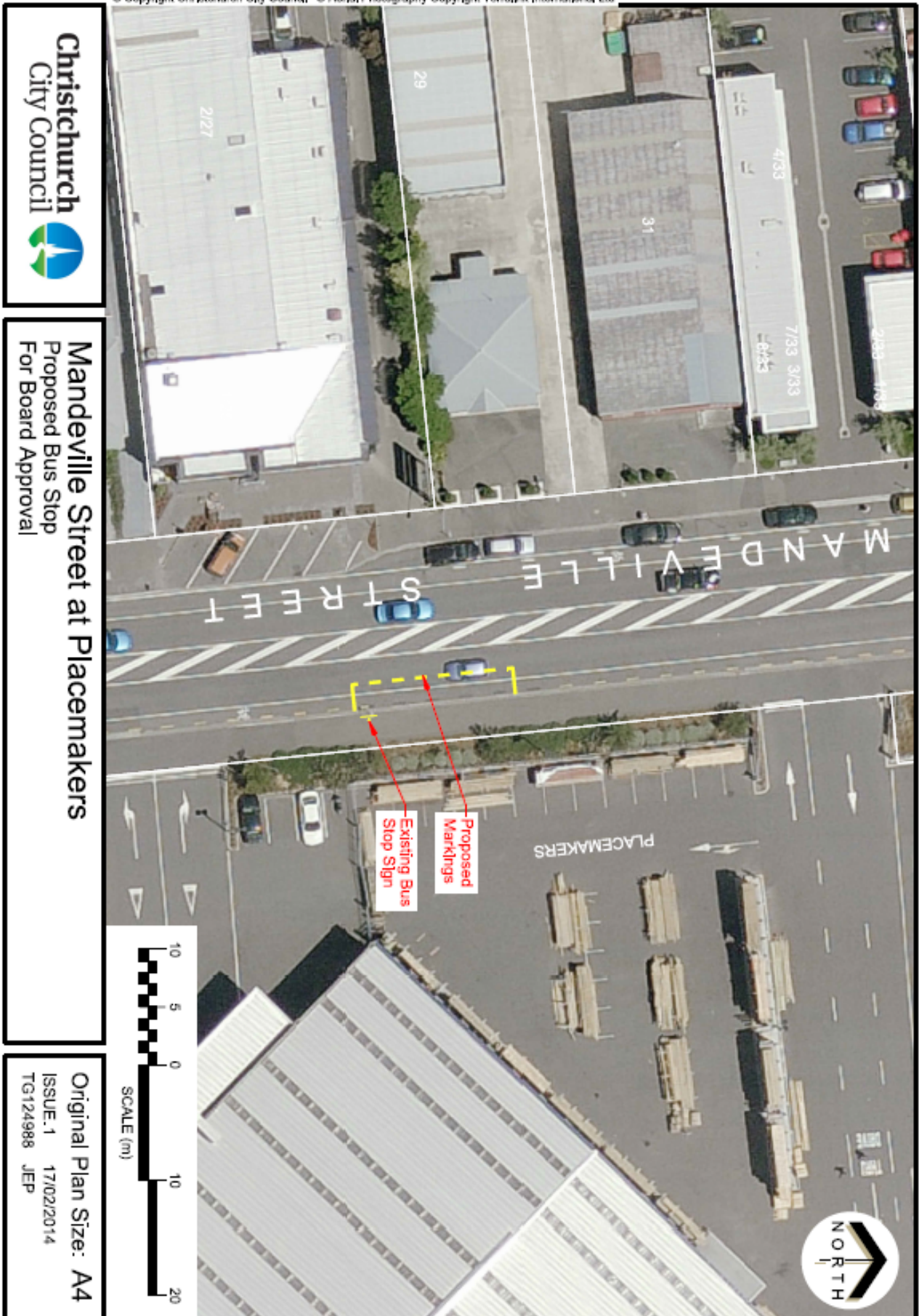
**13. Cont'd**

- 6.2 Approve that the stopping of vehicles shall be prohibited at any time on the eastern side of Mandeville Street commencing at a point 148 metres south of its intersection with Leslie Hills Drive southern intersection and extending in a southerly direction for a distance of eight metres.
- 6.3 Approve that a marked bus stop be installed on the eastern side of Mandeville Street commencing at a point 156 metres south of its intersection with Leslie Hills Drive southern intersection and extending in a southerly direction for a distance of 14 metres.
- 6.4 Approve that the stopping of vehicles shall be prohibited at any time on the eastern side of Mandeville Street commencing at a point 170 metres south of its intersection with Leslie Hills Drive southern intersection and extending in a southerly direction for a distance of four metres.
- 6.5 Approve that all existing parking restrictions on the western side of Mandeville Street commencing at a point 278 metres south of its intersection with Burdale Street and extending in a southerly direction for a distance of 26 metres, be revoked.
- 6.6 Approve that the stopping of vehicles shall be prohibited at any time on the western side of Mandeville Street commencing at a point 278 metres south of its intersection with Burdale Street and extending in a southerly direction for a distance of four metres.
- 6.7 Approve that a marked bus stop be installed on the western side of Mandeville Street commencing at a point 282 metres south of its intersection with Burdale Street and extending in a southerly direction for a distance of 14 metres.
- 6.8 Approve that the stopping of vehicles shall be prohibited at any time on the western side of Mandeville Street commencing at a point 296 metres south of its intersection with Burdale Street and extending in a southerly direction for a distance of eight metres.
- 6.9 Approve that all existing parking and stopping restrictions on the eastern side of Mandeville Street commencing at a point 23 metres south of its intersection with Kyle Street and extending in a southerly direction for a distance of 26 metres, be revoked.
- 6.10 Approve that the stopping of vehicles shall be prohibited at any time on the eastern side of Mandeville Street commencing at a point 23 metres south of its intersection with Kyle Street and extending in a southerly direction for a distance of eight metres.
- 6.11 Approve that a marked bus stop be installed on the eastern side of Mandeville Street commencing at a point 31 metres south of its intersection with Kyle Street and extending in a southerly direction for a distance of 14 metres.
- 6.12 Approve that the stopping of vehicles shall be prohibited at any time on the eastern side of Mandeville Street commencing at a point 45 metres south of its intersection with Kyle Street and extending in a southerly direction for a distance of four metres.
- 6.13 Approve that all existing parking and stopping restrictions on the western side of Mandeville Street commencing at a point 72 metres north of its intersection with Burdale Street and extending in a northerly direction for a distance of 26 metres, be revoked.
- 6.14 Approve that the stopping of vehicles shall be prohibited at any time on the western side of Mandeville Street commencing at a point 72 metres north of its intersection with Burdale Street and extending in a northerly direction for a distance of eight metres.
- 6.15 Approve that a marked bus stop be installed on the western side of Mandeville Street commencing at a point 80 metres north of its intersection with Burdale Street and extending in a northerly direction for a distance of 14 metres.

**13. Cont'd**

- 6.16 Approve that the stopping of vehicles shall be prohibited at any time on the western side of Mandeville Street commencing at a point 94 metres north of its intersection with Burdale Street and extending in a northerly direction for a distance of four metres.

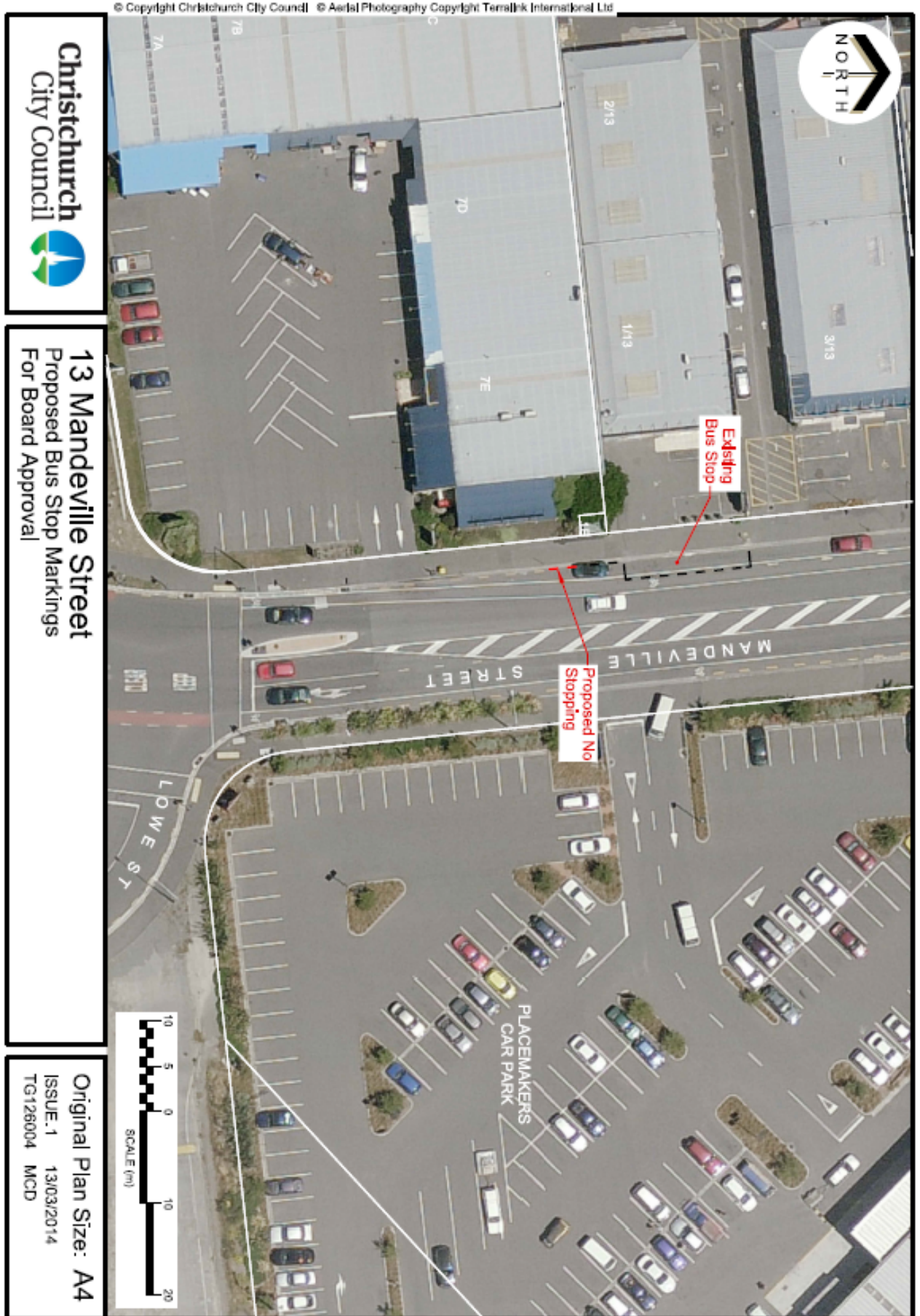




**Christchurch**  
City Council

**Mandeville Street at Placemakers**  
Proposed Bus Stop  
For Board Approval

Original Plan Size: A4  
ISSUE: 1 17/02/2014  
TG124988 JEP



**14. SPEED LIMIT REVIEW 2013/14 – PROPOSED CHANGES TO SPEED LIMITS - RICCARTON/WIGRAM WARD**



		Contact	Contact Details
<b>General Manager responsible:</b>	Acting General Manager, City Environment Group	N	
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace	N	
<b>Author:</b>	Ryan Rolston, Traffic Engineer	Y	941 8516

**1. PURPOSE OF REPORT**

1.1 The purpose of this report is to advise the Riccarton/Wigram Community Board of proposed changes to speed limits within the ward and to seek that the Board supports the commencement of public consultation on the proposed changes. The proposed speed limit changes support a network wide review of speed limits.

**2. EXECUTIVE SUMMARY**

2.1 The Council undertakes a periodic review of the speed limits of roads within its jurisdiction, generally every two years. The review is undertaken periodically to ensure that speed limits reflect changing environments and land use patterns, particularly around new development areas. The last review was prior to the earthquakes. It is timely for a review with growing certainty around post earthquake land-use patterns, and many developing subdivisions being thoroughly progressed.

2.2 A road controlling authority must review a speed limit when there has been a significant change in adjacent land use or there has been a significant change in the road. There are a number of roads within the ward where this is the case. A road controlling authority may also review the speed of any road at any time.

2.3 The requirements for a road controlling authority to review and change speed limits are set in a clearly prescribed format within the Land Transport Rule: Setting of Speed Limits (2003) (the "Rule") and subsequent amendments. For roads under its jurisdiction, a road controlling authority:

- (a) must consider the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area;
- (b) must review speed limits in accordance with the Rule;
- (c) must set speed limits in accordance with the Rule;

2.4 The calculated speed for the road is based on the development and roadway rating through an assessment process set out in the Rule. Development rating is based on the frequency of driveways and intersections, being high in an urban environment and low in a rural environment. The roadway rating is based on the physical characteristics of the road, such as its width and alignment, but also provisions for parking, cyclists and pedestrians.

2.5 On completion of a formal review, the Council needs to discuss the results of the speed limit assessments and promote the changes amongst local communities and other stakeholders. Decisions must then be taken on the most appropriate speed limit for the roads being reviewed and changes made to the Register of Speed Limits under the Christchurch City Council Speed Limit Bylaw 2010.

**3. COMMENT**

3.1 There has been a significant level of new development in the Riccarton/Wigram ward that is changing the characteristics of a number of roads. Much of the new development is around the Halswell area, and hence this was a focus area of the review. Enquires from

14. Cont'd

the public as well as investigations from staff have identified a number of other roads where there is sufficient justification for the appropriateness of the speed limit to be reassessed. The speed limits of the following roads have been formally reviewed by an independent consultant traffic engineer:

Awatea Road  
Buchanans Road  
Cashmere Road  
Downies Road  
Early Valley Road  
Fountains Road  
Halswell Junction Road  
Hodgens Road  
Hoon Hay Valley Road  
Longstaffs Road  
Marshs Road  
McTeigue Road  
Murphys Road  
Pound Road  
Quaifes Road  
Sabys Road  
Shands Road  
Sparks Road  
Waterloo Road  
Whincops Road  
Wigram Road

- 3.2 The formal review of the speed limit of the roads stated above forms the basis of the summary sheets provided as **Attachment 1** which outline the key considerations and recommended speed limit of each road. It is proposed to change the speed limits as recommended. Typically lower speed limits are proposed, although it is not proposed to change the speed limits of some of the roads that were reviewed. In a number of instances this is because there has been insufficient new development to justify a revised speed limit at this time. In these cases it is proposed that the speed limit be reviewed again within 12 months. It is not proposed to increase any speed limits.
- 3.3 **Attachment 2** is a map showing all proposed speed limit changes within the ward. It is proposed to use this map for consultation purposes.
- 3.4 It is noted that the section of Cashmere Road between Hendersons Road and Kaiwara Street was not part of the review. The speed limit of this section of road was reviewed in 2008, 2010 and 2011. All assessments have concluded that 70km/hr is the correct speed limit. As there has been no significant land use change in this area subsequently, it is considered that any new assessment would only serve to reaffirm the appropriateness of the existing speed limit.
- 3.5 Proposed 40km/hr speed restrictions on Ilam Road and Kirkwood Avenue are addressed through a separate report specific to these two roads.
- 3.6 Selwyn District Council have been advised of proposed changes on, or crossing the Selwyn/Christchurch boundary. No issues have been raised.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The estimated implementation costs of revising speed signage for the roads where speed limit changes are proposed is \$8,500.

14. Cont'd

5. STAFF RECOMMENDATION

- 5.1 It is recommended that the Riccarton/Wigram Community Board resolves:
- 5.1.1 That the information be received.
  - 5.1.2 That the present 80km/hr speed limits on Awatea Road and Wigram Road are reviewed again within 12 months.
  - 5.1.3 That the speed limits on Pound Road and Waterloo Road within the vicinity of the Islington industrial subdivision, be reviewed with 12 months.
- 5.2 It is recommended that the Riccarton/Wigram Community Board recommends that the Council supports the commencement of public consultation on the proposed speed limit changes specified below:

Road	General Location	Speed Limit	
		Existing	Proposed
Cashmere Road	Kennedys Bush Road - Hoon Hay Valley Road	80	70
Downies Road	Entire Length	100	80
Fountains Road	Entire Length	100	80
Hodgens Road	Entire Length	100	80
Hoon Hay Valley Road	Cashmere Road to existing 50/80 change point	80	70
Halswell Junction Road	Whincops Road to Alvaston Drive	80	60
Longstaffs Road	Whincops Road to Trices Road (SDC boundary)	100	80
Marshs Road	Entire Length	100	80
Murphys Road	Entire Length	100	70
Quaifes Road	Entire Length	100	80
Sabys Road	Quaifes Road to Selwyn District boundary	100	80
Shands Road	Sir James Wattie Drive to Marshs Road	100	80
Whincops Road	Halswell Junction Road to Quaifes Road	100	50
Whincops Road	South of Quaifes Road	100	80



Awatea Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Wigram Road to Mustang Avenue	80	80
<p>The 80km/hr section of Awatea Road has been affected in recent years by the construction of an overpass over the new Christchurch Southern Motorway and the construction of the Wigram Skies subdivision. Another subdivision, Platinum Grove, is also proposed within the area. This will have approximately 42 lots, accessing Awatea Road from a single road. This has been taken into account when assessing the development rating.</p> <p>Wigram Skies has two roads which access Awatea Road, The Runway and Mustang Avenue. Both have no development in the first 200 metres as there is a reserve which borders Awatea Road. This also means that the development within Wigram Skies is well set back from Awatea Road, giving the road a more arterial feel.</p> <p>The calculated speed of the road under the Rule is 80km/hr. The development rating currently matches the speed limit and road use as an arterial road. The new developments have not affected the development rating a lot due to them being set back from the road.</p> <p>The existing speed change location at the northern end appears correct as the road environment clearly changes into urban area with double sided development, kerb and channel and footpaths.</p> <p>The existing speed change location at the southern end is not in an ideal location to be affective as it is on a bend, however it is also not backed up with a 50km/hr road environment. The 50km/hr is merely to reduce the mean speed of cars which use the overpass.</p> <p>It is recommended that the speed limit is reviewed again within 12 months</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	

ATTACHMENT 1 TO CLAUSE 14 CONT'D

Buchanans Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Gilberthorpes Road to Pound Road	70	70
<p>The speed limit of Buchanans Road increases to 70km/hr from 50km/hr to the west of Gilberthorpes Road. The speed increases to 80km/hr at the western end of the 700m long 70km/hr section of road.</p> <p>Within the 70 km/hr section, the northern side of the road has been fully developed with residential sections, albeit with no direct access to Buchanans Road. There are two access roads to Buchanans Road from the subdivision.</p> <p>On the southern side of the road are a number of rural residential properties and some small commercial/industrial properties.</p> <p>A kerb and channel has been constructed on the northern side only with a footpath. There are no urban facilities on the southern side. Route lighting has been provided for the length of the section.</p> <p>The calculated speed limit for the road under the Rule is 80km/hr through the presently 70km/hr section. However, given that one side of the road is fully urban developed, it is considered that retaining the 70 km/hr speed limit is appropriate in this case.</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	

ATTACHMENT 1 TO CLAUSE 14 CONT'D

Cashmere Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Hoon Hay Valley Road to Kennedys Bush Road	80	70
<p>This section of Cashmere Road is rural. Under the Rule the calculated speed limit for the road is 100 km/hr. However, Cashmere Road is considered a special case because of the winding alignment, which is such that the speed limit is not achievable over much of the road, and amount of recreational use of the road.</p> <p>Although no counts are available, it is known that the number of cyclists can exceed 200 on any given day. The traffic counts for this road suggest that the average traffic volume on Cashmere Road is about 1,000 vehicles per day. The 85%ile speed is approximately 80 km/hr. The mean speed is close to 70 km/hr.</p> <p>The Rule suggests that for a speed limit of 70 km/hr, the mean speed should be 70 km/hr and the 85%ile speed should be 80 km/hr. Since the drivers seem to conform to the speed distribution for a 70 km/hr speed limit, it would appear possible to apply this speed limit to Cashmere Road. 70 km/hr is still considered to be a rural speed limit.</p> <p>A lower speed limit would be supported by the high number of vulnerable users (cyclists and pedestrians) who use this road and the road alignment which limits forward visibility for drivers to see around horizontal curves. There are sections where there are no shoulders on the road for pedestrians to walk on or for cyclists to use as an escape if they are forced off the road.</p> <p>Of the 11 crashes on Cashmere Road between 2008 and 2012 inclusive, 3 were noted as having speed as a factor. However, most of the other crashes occurred as drivers lost control on unsealed shoulders which may also involve speed causing the driver to swing wide or cut the corners, etc onto the unsealed shoulder.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
70	Cashmere Road commencing at a point 280 metres southwest of its intersection with Happy Home Road and extending in a southwesterly direction, generally, to a point measured 50 metres east from Kennedys Bush Road	Approve	
80	Cashmere Road south, then west generally, from a point measured 240 metres west from Happy Home Road to a point measured 50 metres east from Kennedys Bush Road	Revoke	

Downies Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Entire length	100	80
<p>Downies Road is a 950m long rural cul-de-sac located on the far west side of Halswell. It connects with Whincops Road at the north west end at an uncontrolled intersection on a 35km/hr recommended speed limit bend on Whincops Road.</p> <p>The road's appearance is unmistakably rural with a 5.5m wide carriageway with no centre line, wide grass berms on both sides and no urban features. Development along the road is single sided on the northern side and mainly paddocks on the south side apart from one dwelling. As the road is a no exit road the majority of the traffic will be residential or farming access.</p> <p>Under the Rule the calculated speed is 80km/hr. This is considered to be the safe and appropriate speed of the road. It is recommended that a speed limit of 80km/hr on Downies Road is adopted.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Downies Road from Whincops Road to end of road	Approve	
100	Downies Road from Whincops Road south easterly, generally, to the Selwyn District boundary	Revoke	

Early Valley Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Entire length	80	80
<p>The speed limit on Early Valley Road has been reviewed as it has become increasingly popular for recreational use, mainly cycling.</p> <p>The road is a 2km long windy cul-de-sac with limited visibility along most of its route due to the horizontal and vertical geometry. With only a 4.5m wide carriageway and little to no shoulder, most of the road cannot be parked on.</p> <p>Under the Rule the calculated speed for the road is 80km/hr. The road does appear to be self enforcing as the narrow seal and vertical and horizontal geometry are not generally suitable to be driven at 80km/hr. There are no speed limit signs on the road because the road is a cul-de-sac that has the same speed as Old Tai Tapu Road, which means that drivers are required to use their intuition to determine the appropriate speed.</p> <p>The speed count data appears to also back up the present and calculated limit as it shows that the 85% speed is 73.1km/hr and 95% speed is 81.0km/hr. A large amount of vehicles were counted in the 45km/hr and under range, this could be caused by vehicles slowing down and accessing properties in this area.</p> <p>The speed limit should be retained at 80 km/hr.</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	

ATTACHMENT 1 TO CLAUSE 14 CONT'D

<b>Fountains Road</b>		<b>SPEED LIMIT</b>	
		EXISTING	PROPOSED
<b>Location</b>	Entire length	100	80
<p>Fountains Road is a narrow rural road with no urban features. The intersections at either end are uncontrolled. The road is not a major thoroughfare and generally used by local traffic only. The road serves a small number of rural residential properties, spread out and generally well set back from the road boundary.</p> <p>Under the Rule the calculated speed is 80km/hr. This is considered to be the safe and appropriate speed of the road. It is recommended that a speed limit of 80km/hr on Fountains Road is adopted.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Fountains Road, entire length	Approve	
100	Fountains Road on the city side of the centreline from Longstaffs Road northwest, generally, to Hodgens Road (boundary road with Selwyn District Council)	Revoke	
100	Fountains Road from Hodgens Road north easterly, generally, to Marshs Road	Revoke	

Halswell Junction Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Springs Road to Alvaston Drive	80	60
<p>This review relates to the 80km/hr section of Halswell Junction Road in Halswell from Springs Road to Alvaston Drive.</p> <p>In recent years the Christchurch Southern Motorway has been constructed, which connects to the north end of Halswell Junction Road. The road and roundabout intersections here have been engineered for a 70km/hr speed limit to take traffic into the Hornby area. South of the motorway there has been a large amount of residential development occurring, although none with direct access onto Halswell Junction Road. The new subdivisions back onto the road and access from the side roads such as Murphys Road and Whincops Road. This keeps the road environment as an arterial route and feel of a higher speed road.</p> <p>The new subdivisions have affected the amount of traffic using the road and so the intersections onto Halswell Junction Road have been and are proposed to be upgraded to deal with the change. There is a new roundabout at the intersection with Alvaston Road, and proposed changes to the intersections with Murphys Road and Whincops Road.</p> <p>Upgrades to the road associated with the subdivision, including footpaths, pedestrian refuge islands and improved lighting are effectively complete. In anticipation of a permanent reduction to the speed limit to reflect the changed environment, the speed limit of the road has been temporarily reduced to 60km/hr. It is recommended the speed limit of the road is reduced to 60km/hr.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
60	Halswell Junction Road, from a point measured 140 metres northwest from Alvaston Drive, southeast, generally, to State Highway 75, Halswell Road	Revoke	
60	Halswell Junction Road, commencing at its intersection with Wigram Road, and extending in a southeasterly direction to its intersection with Halswell Road (State Highway 75)	Approve	
80	Halswell Junction Road, from a point measured 121 metres from Southern Motorway (State Highway 76), southeast, generally, to a point measured 140 metres northwest of Alvaston Drive	Revoke	
80	Halswell Junction Road, commencing at a point 121 metres southeast of Southern Motorway (State Highway 76) and extending in a southeasterly direction to its intersection with Wigram Road.	Approve	

ATTACHMENT 1 TO CLAUSE 14 CONT'D

Hodgens Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Entire length	100	80
<p>Hodgens Road is located on the Christchurch City / Selwyn District boundary. The 1.8km long road connects with Springs Road at the northern end with a give way intersection and to Fountains Road at the southern end with an uncontrolled intersection.</p> <p>The road is rural with no urban features. Development along the road is limited with well spread dwellings well set back from the road down long access drives.</p> <p>The calculated speed of the road under the Rule is 100km/hr. However, with the speed limit of Springs Road being 80km/hr and it being proposed to reduce the speed limit of Fountains Road to 80km/hr at the southern end, the present road will not meet the minimum length required for a 100km/hr road. Therefore, it is considered that a speed limit of 80 km/hr would be appropriate for Hodgens Road.</p> <p>It is recommended that the speed limit of Hodgens Road be reduced to 80km/hr.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Hodgens Road on the city side of the centreline, entire length (boundary road with Selwyn District Council)	Approve	
100	Hodgens Road on the city side of the centreline from Springs Road south easterly, generally, to Fountains Road (boundary road with Selwyn District Council)	Revoke	



Hoon Hay Valley Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Cashmere Road to 50km/hr section at end of road	80	70
<p>The existing speed limit on Hoon Hay Valley Road for the first 750 metres from Cashmere Road is 80 km/hr, the same as Cashmere Road. From here to the end of the road, the speed limit is 50 km/hr.</p> <p>Hoon Hay Valley Road is a quiet rural cul-de-sac with low traffic volumes. There are a number of lifestyle uses and some more intensive industrial uses such as a poultry farm at the end of the road. The road width also narrows with some visibility concerns and the speed limit reduces to 50 km/hr to reflect the more intensive development on a lower standard road.</p> <p>There is no development on the first 800 metres of Hoon Hay Valley Road south of Cashmere Road.</p> <p>It is generally appropriate for rural cul-de-sacs to take the speed limit of the connecting road. In this case it is proposed to reduce the speed limit of Cashmere Road to 70km/hr. If the 80km/hr speed limit on Hoon Hay Valley Road was retained, it would create an inconsistency in the lower standard dead-end road having a higher speed limit than its more connecting road. It would also be at the absolute minimum length required for an 80km/hr road under the rule.</p> <p>It is recommended that the 80km/hr speed limit section of Hoon Hay Valley Road be reduced to 70km/hr to match the proposed speed limit of Cashmere Road.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
70	Hoon Hay Valley Road, commencing at its intersection with Cashmere Road and extending in a south easterly direction, generally, for a distance of 800 metres.	Approve	
80	Hoon Hay Valley Road from Cashmere Road south, generally, to a point measured 800 metres south from Cashmere Road	Revoke	

ATTACHMENT 1 TO CLAUSE 14 CONT'D

Longstaffs Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Trices Road to Whincops Road	100	80
<p>There is a short 300m section of Longstaffs Road between Hodgens Road and Whincops Road that runs along the Christchurch City / Selwyn District boundary. The remainder of the road is within the Selwyn District.</p> <p>The road is unmistakably rural with a 6.0m wide carriageway with centre lines only painted on bends, wide grass berms on both sides and no urban features. Three dwellings are located on the section of road along the district boundary.</p> <p>The calculated speed limit of the road is 100km/hr under the Rule. However, the speed limit rule allows for a different speed limit to be applied if the calculated speed limit does not appear to be sensible. In this case, Hodgens Road, Fountains Road and Whincops Road are all proposed to be reduced to 80 km/hr. The development and road condition along this section of Longstaffs Road is consistent with that along Fountains Road and Longstaffs Road also contains a low speed horizontal curve. It is considered that drivers would respect a reduced speed limit of 80 km/hr along this section of Longstaffs Road.</p> <p>Andrew Mazey, Asset Manager Transportation, of the Selwyn District Council has been contacted regarding reducing this speed limit. The Selwyn District supports lower speed limits in this location. The Selwyn District Council is preparing to undertake a similar review exercise for roads within the Selwyn District, which will allow for a coordinated approach to revising speed limits.</p> <p>It is recommended that the speed limit is reduced to 80km/hr.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Longstaffs Road on the city side of the centreline commencing at Hodgens Road and extending in a southerly direction, generally, to Whincops Road (boundary road with Selwyn District Council)	Approve	

Marshs Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Entire Length	100	80
<p>Marshs Road runs along the Christchurch City / Selwyn District Boundary, commencing at State Highway 1 in Templeton and extending in a south westerly direction to its intersection with Whincops Road on the outskirts of Halswell. The route is broken up at its major intersections with Shands Road and Springs Road, which both have controls against Marshs Road.</p> <p>Selwyn District, in consultation with Christchurch City, has recently gazetted a change to the speed limit of Marshs Road from 100km/hr to 80km/hr between Shands Road and Springs Road. The speed limit of Shands Road in this location was also reduced to 80km/hr through the same exercise. The reasons are associated with an increase in traffic following completion of the Christchurch Southern Motorway Stage 1 and because of the number of recorded crashes.</p> <p>Marshs Road has a speed limit of 100 km/hr from Shands Road to a point 400m southeast of State Highway 1 at Templeton. The speed limit of the 400m section southeast of State Highway 1 in Templeton is 70km/hr. The calculated speed of the 100km/hr section northwest of Shands Road is 100km/hr under the rule. However, the 1.6km long section of road does not meet the minimum required length for a 100km/hr speed limit now that Selwyn District has reduced the speed of Shands Road and Marshs Road southwest of Shands Road.</p> <p>The calculated speed of the section of Marshs Road to the southeast of Springs Road is 100km/hr under the Rule. However, with the adjacent section of Marshs Road recently reduced to 80km/hr and proposals to do the same for roads at the southern end of Marshs Road, the section south of Springs Road is insufficiently long to justify 100km/hr. In addition, two bends (both with 35km/hr advisory speeds) make it impractical to travel at the speed limit over this section.</p> <p>It is recommended that the speed limit of all current 100km/hr sections of Marshs Road are reduced to 80km/hr.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Marshs Road, commencing at Springs Road and extending in a south easterly direction, generally, to Quaifes Road/Whincops Road	Approve	
80	Marshs Road on the city side of the centreline commencing at a point measured 380 metres south of State Highway 1 and extending in a south easterly direction, generally, to springs Road (boundary road with Selwyn District Council)	Approve	
100	Marshs Road from Springs Rod south easterly generally to Quaifes Road/Whincops Road	Revoke	
100	Marshs Road on the city side of the centreline from a point measured 380 metres south of State Highway 1 south easterly, generally, to springs Road (boundary road with Selwyn District Council)	Revoke	

McTeigue Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Entire Length	80	80
<p>McTeigue Rd has changed profoundly in the last few years, most notably through severance from Carrs Road at its northern end as a result of the Christchurch Southern Motorway, turning it into a cul-de-sac. New construction of industrial and commercial warehouses on the north side of the road in the last year has increased the development on the remaining section of road.</p> <p>McTeigue Road is accessed from Halswell Junction Road, which has a speed limit of 80km/hr in this location.</p> <p>The calculated speed limit of McTeigue Road under the Rule is 70 km/hr. Reducing the speed limit by 10km/hr to 70km/hr is not likely to change drivers' speed on this short industrial road. There is no speed limit sign on McTeigue Road presently allowing drivers to use their intuition as the appropriate driving speed, which is significantly lower than the speed limit. There is no sign as the cul-de-sac has the same speed limit at the connecting road. Altering the speed limit to 70km/hr would require a speed limit sign be installed on the relatively short cul-de-sac that is inconsistent with the speed drivers are able to drive at.</p> <p>Additional development on the road may justify a lower speed limit in the future.</p> <p>It is recommended that the 80km/hr speed limit on McTeigue Road is maintained at present.</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	

ATTACHMENT 1 TO CLAUSE 14 CONT'D

<b>Murphys Road</b>		<b>SPEED LIMIT</b>	
		EXISTING	PROPOSED
<b>Location</b>	Entire Length	100	70
<p>Murphys Rd has changed profoundly in the last few years due to new residential development. The Longhurst subdivision to the north has created new dwellings with direct access onto Murphys Road as well as two new access roads.</p> <p>During development of the subdivision Murphys Road has been upgraded with a new kerb and channel, footpath and street lighting has been installed, this is limited to the north side and currently ends at Caulfield Avenue. With future dwellings planned further west it is assumed that these features will be extended west in the future.</p> <p>A new speed limit has already been introduced on Murphys Road of 70km/hr, currently signposted as '70km/hr Temporary'.</p> <p>The calculated speed limit of Murphys Road is 70 km/hr under the Rule. The development rating indicates that the current temporary speed limit is correct for the road.</p> <p>It is recommended that the current signposted temporary 70km/hr speed limit is made permanent.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
70	Murphys Road, entire length	Approve	
100	Murphys Road from Halswell Junction Road south westerly, generally, to Quaiques Road	Revoke	

Pound Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Waterloo Road to Roberts Road	100	100
<p>The Islington subdivision is a major industrial development. Pound Road will have dense industrial subdivision on the southern side of the road only for about 1600 metres from Waterloo Road. The northern side of Pound Road will continue to be rural. The new Waterloo Road/Pound Road intersection will be controlled by traffic signals. Waterloo Road will be realigned to allow development on both sides of the road between Pound Road and near to Brixton Street. Barbers Road, south of Waterloo Road, will be closed to traffic and a new link to SH1 opened across the railway line and through the residential properties between the railway and SH1.</p> <p>While the design of the roads is unknown at this stage, it has been assumed that Pound Road will be urbanised on the southern frontage only as is typical of these types of these single sided developments. Parking is expected to generally be catered for on site and there will be sufficient width for cyclists to ride clear of traffic and footpaths will be provided. However, Waterloo Road will be developed on both sides of the road. West of the traffic signals, there will be minimal urban features.</p> <p>Pound Road will have a single sided development with an expected rural outlook and environment on the northern side of the road. The single sided development will make it difficult for an urban speed limit to be applied successfully. However, it is envisaged that development will justify a speed limit of 70 km/hr. This 70 km/hr speed limit should be carried through the traffic signal controlled intersection to link with the existing 70 km/hr speed limit on SH1 and create a consistent set of speed limits for Pound Road through to SH1.</p> <p>It would be inappropriate to amend the speed limit at this stage as there is presently no development. It would be timely review this speed limit again within 12 months, or as part as the Barbers Road deviation project.</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	

ATTACHMENT 1 TO CLAUSE 14 CONT'D

Quaifes Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Entire Length	100	80
<p>Quaifes Road runs north-south along the western rural boundary of Halswell from Whincops Road to Sabys Road. New subdivisions along the east of the road are currently under construction expanding the urban areas of Halswell further north-west. The speed limit of the road is presently 100km/hr, except the first 600m of the road from Sabys Road which has a 80km/hr speed limit owing to existing development on the northern side of the road.</p> <p>Within the 100km/hr zone accesses are few and any properties are well set back from the road. The subdivision plans show that there are not going to be any new accesses from the subdivisions directly onto Quaifes Road.</p> <p>The calculated speed along the entirety of Quaifes Road is 80km/hr under the Rule. Revising the speed limit to 80 km/hr will create a consistent route speed limit along Marshs Road/Quaifes Road if the Marshs Road speed limit is also reduced as recommended.</p> <p>It is recommended that the speed limit of Quaifes Road is reduced to 80km/hr.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Quaifes Road, entire length	Approve	
100	Quaifes Road from Whincops Road/Marshs Road south easterly, generally, to a point measured 600 metres north westerly generally, from Sabys Road	Revoke	

Sabys Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Southwest of Quaifes Road	100	80
<p>This review relates to the rural section of Sabys Road from Quaifes Road at Halswell to The Selwyn District Council boundary at Knights Stream, which presently has a 100km/hr speed limit.</p> <p>The current location of the speed change is at the western edge of an urban residential area of Halswell. At this point there is a clear change in development. The 50km/hr to the northeast is a distinctly urban area with footpaths on both sides, a wide road with parking, street lighting and dense housing lining the road on both sides. To the southwest within the 100km/hr zone there is no development within the first 300m and the road has wide grass berms on either side with open paddocks beyond. There are 6 rural property accesses in the section between Candys Road and the curve at Trices Road.</p> <p>The calculated speed of the 100km/hr section is 100km/hr under the Rule. However, if this speed limit was to be retained, it would become an outlier as all other roads in this vicinity have or are proposed to have lower speed limits. The section of road is only 1200 metres long between the speed limit of 50 km/hr and the very low speed horizontal curve and one lane bridge at the Trices Road curve which effectively forces drivers to slow significantly and sometimes stop. The short length does not provide any great advantage for traffic since they cannot maintain their speed at 100 km/hr for very long once they achieve it.</p> <p>Reducing the speed limit to 80km/hr would complete an outer cordon of roads within the peri-urban outer Halswell area with similar construction standards, development levels and speed limit.</p> <p>The first 150m of Candys Road from Sabys Road has a 100km/hr speed limit before reducing to 60km/hr. Reducing the speed limit of Sabys Road would require the speed limit of the 150m section of Candys Road to be reduced to match the revised speed limit.</p> <p>It is recommended that the speed limit of the 100km/hr section of Sabys Road is reduced to 80km/hr.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Sabys Road, commencing at a point measured 50 metres southwest of Quaifes Road and extending in a south westerly direction, generally, to Knights Stream	Approve	
100	Sabys Road from a point measured 50 metres south westerly, generally, from Quaifes Road to Knights Stream (boundary with Selwyn District Council)	Revoke	
80	Candys Road, commencing at Sabys Road and extending in a southeasterly direction, generally, for a distance of 150 metres	Approve	
100	Candys Road from Sabys Road to a point measured 150 metres south easterly, generally, along Candys Road from Sabys Road	Revoke	



ATTACHMENT 1 TO CLAUSE 14 CONT'D

Shands Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Sir James Wattie Drive to Marshs Road	100	80
<p>Selwyn District, in consultation with Christchurch City, has recently changed the speed limit of Shands Road from 100km/hr to 80km/hr to the Christchurch City boundary. There is a short section of 100km/hr section of Shands Road within Christchurch City from the Selwyn District Boundary to the 70/100 change point just south of Sir James Wattie Drive. Christchurch City Council has temporarily reduced the speed limit of Shands Road to 80km/hr for consistency with Selwyn District's revised speed limit, in particular to avoid a very short and isolated section of 100km/hr road. It is indented that this change is made permanent.</p> <p>The City Plan requires signalisation of the Shands Road/Sir James Wattie Drive intersection, which is associated with new development on Sir James Wattie Drive. It is considered that when the traffic signals are installed, it will be necessary to relocate the speed limit away from the traffic signals so that the approach to the signals will be fully within the 70 km/hr speed limit area and that drivers will be able to concentrate on the traffic signals without being distracted by the speed limit change signs at the same time.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Shands Road, commencing at its intersection with Marshs Road and extending in a northeasterly direction for a distance of 190 metres	Approve	
70	Shands Road commencing at a point 190 metres northeast of Marshs Road and extending in a northeasterly direction to a point 170 metres northeast of Halswell Junction Road	Approve	
70	Shands Road from a point measured 100 metres north easterly, generally, from Halswell Junction Road to a point measured 1400 metres west from Halswell Junction Road	Revoke	

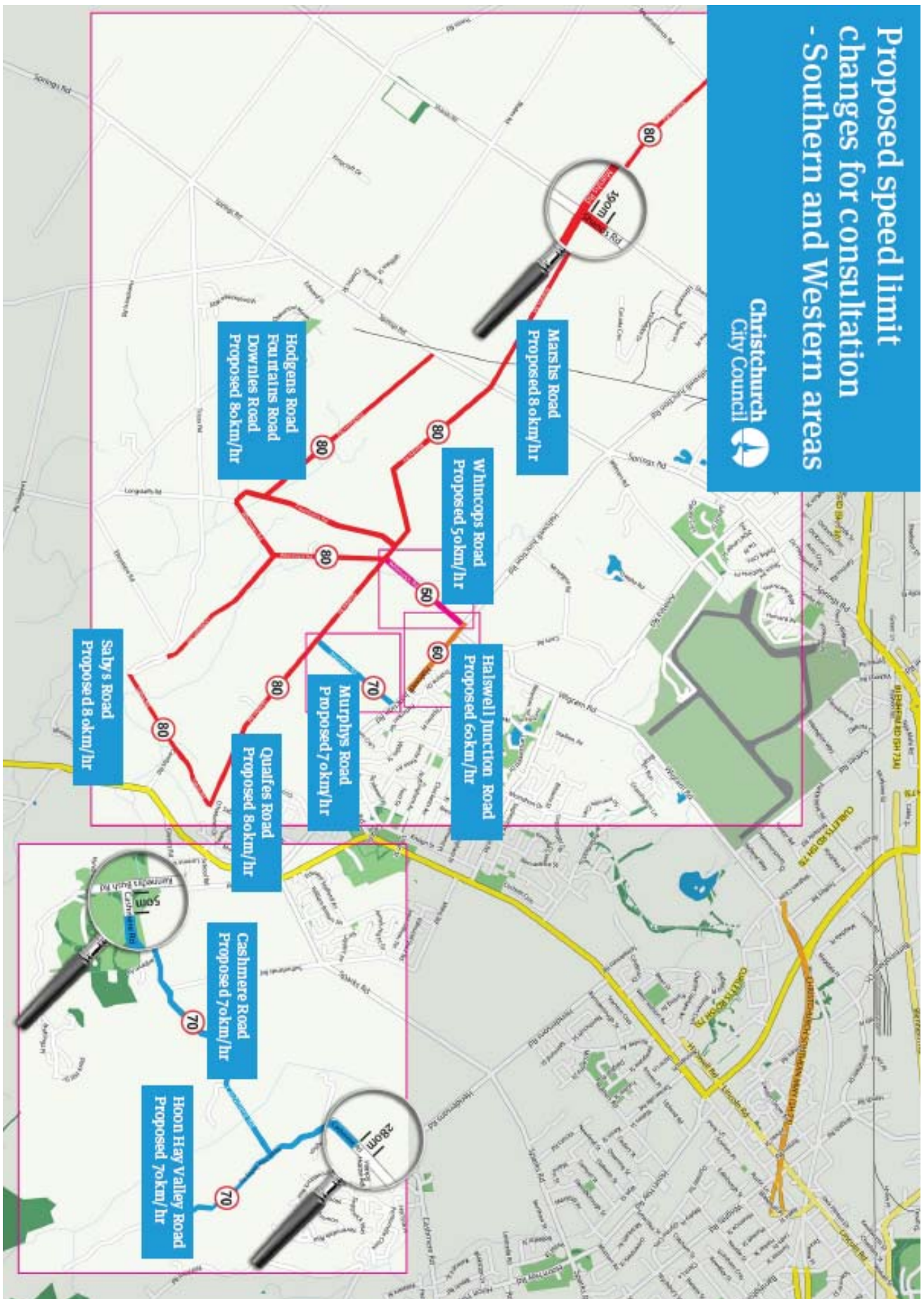
ATTACHMENT 1 TO CLAUSE 14 CONT'D

Sparks Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	60/80 change point, Halswell	80	80
<p>The review relates to the position of the 60/80 change point on Sparks Road, currently 300 metres northeast of Halswell Road.</p> <p>There are some small shops and a library which serve the Halswell community in the first 100m of the 60km/hr zone northeast of Halswell Road. These have some on street and off street parking and a footpath for pedestrians on both sides. Within the next 100m the footpath and parking ends and there are only a few dwellings and a walkway through to Garforth Green, a subdivision to the north of the road. A separate cycle lane and pedestrian path are painted onto the north side of carriageway with no stopping lines to prevent parking in the lanes. From here the road starts to feel less urban and more like a rural road as development and accesses off the road becomes minimal with houses from the subdivision to the north backing onto the road with no access and only a handful of dwellings on the south side which are well set back from the road.</p> <p>Just before the speed limit changes up to 80km/hr there is a road on the north side which enters the subdivision, Macartney Avenue. This has both a left turn and right turn lane into it off Sparks Road.</p> <p>It is considered that the current speed limit change point location is appropriate, at the transition of the urban and rural environments. There is nothing to indicate that the 60km/hr speed limit of Sparks Road in Halswell or the 80km/hr speed limit in the rural section are inappropriate. No changes to the speed limit are proposed.</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	

Waterloo Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Halswell Junction Road to Kirk Road	80	80
<p>The Islington subdivision is a major industrial development. Waterloo Road will be realigned to allow development on both sides of the road between Pound Road and near to Brixton Street. The new Waterloo Road/Pound Road intersection will be controlled by traffic signals. Barters Road south of Waterloo Road will be closed to traffic and a new link to SH1 opened across the railway line and through the residential properties between the railway and SH1.</p> <p>While the design of the roads is unknown at this stage, it has been assumed that Waterloo Road will be developed on both sides of the road. West of the new Pound Road/Waterloo Road intersection there will be minimal urban features until Templeton.</p> <p>It is expected that a 50km/hr speed limit will be justified on Waterloo Road through the industrial subdivision once development has occurred.</p> <p>The length of Waterloo Road generally west of Pound Road is 800 metres in length. The Rule requires a 100 km/hr speed limit to be a minimum of 2000 metres in length. Since Waterloo Road will be well below the minimum length required and has a major set of traffic signals at the eastern end and Templeton township at the western end, it is considered that a speed limit of 80 km/hr would be appropriate. It is also consistent with the Barters Road speed limit and would reduce the number of speed limit changes in the area.</p> <p>It would be inappropriate to amend the speed limit at this stage as there is presently no development. It would be timely review this speed limit again within 12 months, or as part as the Barters Road deviation project.</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	

Whincops Road		SPEED LIMIT	
		EXISTING	PROPOSED
<b>Location</b>	Entire length	100	50+80
<p>There has been a significant change in the nature, scale and land use adjacent to the northern end of Whincops Road. Halswell is currently under large scale residential development with plans to develop both sides of the northern end of Whincops Road.</p> <p>The northern end of the road ends at Halswell Junction Road, a minor arterial road. The northern side of the road is partially developed and the new subdivision plans show new roads intersecting and sections accessing directly from Whincops Road. The speed limit of Whincops Road has been reduced to 50km/hr from Halswell Junction Road to Whincops Road in anticipation of this speed limit being made permanent, given there is significant (and ongoing) development on this section now.</p> <p>South of Marshs Road, the road is a narrow rural road with wide grass berms on both sides and no urban features. The speed limit is 100km/hr. The intersections at Longstaffs Road and Downies Road along this section are uncontrolled. Development along the road is limited, spread out and generally well set back from the road boundary.</p> <p>The calculated speed for the rural section of the Whincops Road is 80km/hr under the Rule. The narrow carriageway supports a speed environment of about 80 km/hr and would be consistent with a speed limit of 80 km/hr.</p> <p>It is recommended that the speed limit on Whincops Road south of the Marshs Road/Quaifes Road intersection is reduced to 80 km/hr.</p> <p>It is recommended that the temporary 50 km/hr speed limit on Whincops Road north of Marshs Road is made permanent.</p>			
<b>Amendments to speed limit register required:</b>			
Speed	Road and location description	Action	
80	Whincops Road on the city side of the centreline commencing at Longstaffs Road and extending in a north easterly direction, generally to Knights Stream (boundary road with Selwyn District Council)	Approve	
80	Whincops Road commencing at Knights Stream and extending in a northerly direction, generally, to a point 50 metres north of Quaifes Road	Approve	
80	Whincops Road from Halswell Junction Road south-west, generally, to a point measured 100 metres north-east from Quaifes Road.	Revoke	
100	Whincops Road on the city side of the centreline from Longstaffs Road north easterly, generally to Knights Stream (boundary road with Selwyn District Council)	Revoke	
100	Whincops Road from Knights Stream, north easterly, generally to Quaifes Road	Revoke	

<b>Wigram Road</b>		<b>SPEED LIMIT</b>	
		<b>EXISTING</b>	<b>PROPOSED</b>
<b>Location</b>	Halswell Junction Road to Hayton Road	<b>70+80</b>	<b>70+80</b>
<p>There have been several significant changes to Wigram Road in recent years. Firstly, the road has been severed by the Christchurch Southern Motorway, with the two sections now connected via an overpass linking Awatea Road with Dunbars Road. Secondly, development of the Wigram Airfield has commenced, with development now occurring along the Wigram Road frontage.</p> <p>The speed limit of Wigram Road is 70km/hr from Halswell Junction Road to Dunbars Road. The speed limit of Wigram Road from Awatea Road to Hayton Road is 80km/hr.</p> <p>There has been little recent change to Halswell Junction Road south of the Southern Motorway. The road has a mixture of straight and windy sections with low speed corners, with there being residential development on one side of the road at Westlake. The calculated speed for this section of the road is 70km/hr. This indicates that the present speed limit is appropriate for this section of the road.</p> <p>Wigram Road has a give way controlled intersection with Awatea Road, which is a 50km/hr road at this point. The increase to 80km/hr when turning onto Wigram Road here is completely acceptable to drivers. The road has some bends with vertical and horizontal geometry which self-enforce a slower speed limit through this area. The road then becomes straight and a footpath starts behind a grass berm on the southeastern side. The Broken Run subdivision backs onto the road on the southeast and a reserve within Wigram Skies is currently under construction to the northwest. With no accesses off the road along this section the road is only a through road between urban and industrial areas.</p> <p>The side roads which intersect with this road, Aidanfield Drive and Broken Run both enter residential areas and are signposted as 50km/hr.</p> <p>The calculated speed rating on this section of Wigram Road is 100 km/hr under the Rule. However the length of road which justifies the 100km/hr limit is only 1.7km long, short of the recommended 2km minimum length for a 100km/hr speed zone. Therefore, it is considered that the 80km/hr speed limit is appropriate.</p> <p>A reduction in speed limit may be justified through the construction of new intersections in the Wigram subdivision. It is recommended that the speed limit of the 80km/hr section of the road is reviewed within 12 months given the development that is occurring presently.</p>			
<b>Amendments to speed limit register required:</b>			
Speed n/a	Road and location description	Action	





15. AWATEA ROUTE UPGRADE

		Contact	Contact Details
<b>General Manager responsible:</b>	(Acting) General Manager, City Environment Group	N	
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace	N	
<b>Author:</b>	Jennie Hamilton, Consultation Leader	Y	941 5207

1. PURPOSE OF REPORT

- 1.1 This report relates to the Awatea Route Upgrade which is part of the planned Capital Programme in the Council's Three Year Plan (2013–2016).
- 1.2 The purpose of this report is to seek:
  - 1.2.1 The Riccarton/Wigram Community Board's approval for the Awatea Route Upgrade scheme (refer **Attachment 1**) including the resolution of parking restrictions and traffic controls.
  - 1.2.2 The Board's recommendation that the Council approve the special vehicle lanes (cycle lanes) in the proposed upgrade.

2. EXECUTIVE SUMMARY

- 2.1 The Awatea Route Upgrade was initiated by Council staff to improve access across the Christchurch Southern Motorway, increase the network capacity and improve safety along this collector road in the south west of Christchurch.
- 2.2 The South West Area Plan and City Plan Change Five, made provision for the residential development off both sides of Awatea Road and an upgraded roading network. With the shift in population to the west of Christchurch following the earthquakes, the number of homes and vehicles in the south west is increasing rapidly.
- 2.3 The proposed scheme is designed to carry more traffic and address safety issues for pedestrian and cycle users as well as motorists by widening the carriageway and adding cycle lanes on both sides of the road. The scheme also includes a shared path along the north side of the carriageway, in conjunction with subdivision development, to connect with the Southern Motorway's shared path. The proposed improvements will be built in two stages.

3. BACKGROUND

- 3.1 The upgrade of Awatea Road was signalled in both the South West Area Plan and City Plan Change Five which became operative in July 2011.
- 3.2 The Awatea/Dunbars Route Upgrade project was subsequently included in the Council's Three Year Plan as the Awatea Route Upgrade (ID 925) on page 305.
- 3.3 The upgrade complies with or contributes to the following Community Outcomes in the Three Year Plan:
  - 3.3.1 The transport system meets the needs of the community;
  - 3.3.2 There is a range of travel option that meets the needs of the community;
  - 3.2.3 The transport system provides people with access to economic, social and cultural activities; and
  - 3.2.4 An increased proportion of journeys are made by active travel and public transport.

15. Cont'd

4. COMMENT

- 4.1 Awatea Road is located to the south west of Christchurch's Central City in the Riccarton/Wigram ward. Running in a northwest-southeast direction it is classified as a collector road in the current Christchurch City Plan (see **Attachment 2**).
- 4.2 The South West Area Plan and City Plan Change Five made provision for residential development and an upgraded roading network, including improvements to Awatea Road.
- 4.3 Off-road cycle paths on Awatea Road are included in the South West Area Plan. The Christchurch Transport Strategic Plan also proposes a local cycle way to connect with the Southern Motorway off-road cycle path.
- 4.4 According to the Network Management Plan Status of Awatea Road no one mode of travel has priority over other modes and this is reflected in the proposed upgrade design.
- 4.5 The Awatea Route Upgrade was initiated by the Council's Asset and Network Planning Unit in August 2012. New plans were required to take into account the alignment with Wigram Road and cater for proposed developments in Awatea Road between Mustang Avenue and Wigram Road.
- 4.6 Four new developments are currently progressing and the Awatea Road/Carrs Road Affordable Housing development was announced by the Government in February 2014. This is expected to provide about 275 houses on a 11.5 hectare site bounded by Awatea, Carrs and Wigram Roads.
- 4.7 The Awatea Route Upgrade project extends 1.9 kilometres from Springs Road to Wigram Road and intersects with Dix Street, Gibson Drive, Awatea Gardens, Wilmers Road, Mustang Avenue, Owaka Road, The Runway and Carrs Road.
- 4.8 The present road shoulder is narrow and dangerous for cyclists. A vehicle passing a cyclist usually has to cross the centre line and there are deep drop offs at the edge of the seal.
- 4.9 Heavy vehicle usage has increased along this route with many trucks travelling from the Parkhouse Road Industrial Park and the Hornby Industrial Park, south of Halswell Junction Road.
- 4.10 The speed limit on Awatea Road is currently 50 kilometres per hour from Springs Road to 50 metres south east of Wilmers Road. A temporary speed limit has been implemented on Awatea Road 165 metres north west of Wigram Road and 58 metres into Wigram Road.
- 4.11 The speed limit for Awatea Road from Wilmers Road to Wigram Road intersections is currently 80 kilometres per hour. The current level of residential development in Awatea Road does not reach the New Zealand Transport Agency's threshold for inclusion in the current formal review of speed limits. The speed limit will continue to be reviewed as development in the area increases.
- 4.12 The 85 percentile speed (in the 80 kilometre per hour zone) varied from 71 kilometres per hour to 83 kilometres per hour on Awatea Road during February and March 2013. Traffic volumes varied from 7,935 vehicles per day to 8,753 vehicles per day.
- 4.13 Of the 12 crashes recorded on Awatea Road between the intersections of Wilmers Road and Wigram Road from 2008 to 2012, one was fatal, one serious and two involved minor injury. Three crashes involved cyclists. The fatal injury occurred 40 metres west of Carrs Road when a cyclist collided head on with a van after failing to keep left on the straight road. The serious injury occurred at the intersection with Wigram Road where a cyclist was in a collision with a car after failing to give way when turning right.



**15. Cont'd**

- 4.14 At the time of writing this report (February 2014) the Council was preparing to install approximately 150 metres of new wastewater main along Awatea Road between Carrs Road and The Runway.
- 4.15 The Council has constructed retention basins along the frontage of the Wigram Skies development and south of Awatea Road. Final designs are being prepared for the Carrs Road basin.
- 4.16 The Council investigated two options for Awatea Road: do nothing or upgrade the route. The do nothing option was set aside because cyclists and pedestrians would continue to experience a low level of service. There is insufficient room along Awatea Road to accommodate cyclists alongside through traffic given the shoulder width. Pedestrians would continue to experience difficulties crossing Awatea Road.

**Consultation**

- 4.17 Proposals for the Awatea Road upgrade were presented to the Riccarton/Wigram Community Board on 19 November 2013. The Board was advised that there was currently no funding in the Three Year Plan for signalisation at the intersection with Springs Road. Separated cycle lanes like those in Ilam Road were generally only provided on major cycle routes and a 2.5 metre wide off-road shared path was proposed to accommodate less confident cyclists.
- 4.18 Comments were invited from residents and other key stakeholders from 21 November to 13 December 2013. Of the 19 responses received, 13 (68.4 per cent) generally supported the proposals, one (5.3 per cent) did not support them and five (26.3 per cent) did not indicate a position.
- 4.19 Four submitters requested lights at the Springs Road/Awatea Road intersection. They were advised that the budget for installing signals at this intersection was not approved in the Council's Three Year Plan. However, traffic flows were being monitored as development in the area increased and funds may be reapplied for in the next Long Term Plan 2015-25 to signalise the intersections.
- 4.20 Three submitters wanted the current 80 kilometres per hour speed limit along much of Awatea Road reduced to 50 or 60 kilometres per hour. The 50 kilometres speed limit already in place should be enforced according to one submitter and the Awatea Residents' Association wanted a temporary 50 kilometres per hour speed limit implemented along the full length of the road. Council staff advised that an external review of the speed limits along the 80 kilometres stretch of Awatea Road had recently been undertaken and did not meet the threshold for a review of lower speed limits. The speed limit would continue to be reviewed as development in the area increased.
- 4.21 Separated cycle lanes were requested by two submitters. They were advised that separated cycle lanes are generally only installed on major cycle routes. A 2.5 metre wide off-road shared path was proposed to accommodate cyclists who were less confident about using the on-road cycleways.
- 4.22 Two submitters were concerned about the number of heavy vehicles using Awatea Road and another commented on trucks driving over roundabouts. They were advised that heavy vehicles were entitled to use Awatea Road and that aprons on roundabouts are designed to allow trucks to mount them when making turns.
- 4.23 A spokesperson for the Royal New Zealand Foundation for the Blind requested that tactile ground surface indicators be installed at all street crossings and bus stops. As a result the plans have been amended to include changes outlined in 4.26.1, 4.26.2 and 4.26.4.
- 4.24 Others concerns raised by submitters included the need for better street lighting, the condition of the road surface, the width of the road and the need for a pedestrian island in Wigram Road.

15. Cont'd

- 4.25 Key issues raised during a drop-in session at the Halswell Community Hall on Wednesday 27 November 2013 included the Springs Road/Awatea Road intersection, pedestrian safety, and the need to link the cycle route to the proposed Carrs Road overbridge. (The Council is currently reviewing estimated construction costs for the bridge and embankments).
- 4.26 As a result of consultation, the following changes have been made to the proposed upgrade plan:
- 4.26.1 Tactile pavers have been added to the existing crossing points along Awatea Road at the intersections with Springs Road, Dix Street, Gibson Drive and Awatea Gardens. The crossing point on Gibson Drive has been shifted to accommodate tactile pavers.
- 4.26.2 Existing tactile pavers at the intersections with Mustang Avenue and The Runway are now shown on the proposal.
- 4.26.3 Additional no stopping restrictions on Awatea Road at the intersections with Dix Street, Gibson Drive and Awatea Gardens have been proposed to improve the sight lines at the intersection and clarify the road space near property access where there is not enough room for parking. There will be a loss of three parking spaces.
- 4.26.4 Existing bus stops on Awatea Road south of Dix Street and north of Awatea have been added to the proposal. No stopping restrictions are required for the entry and exit taper for buses. There will be a loss of one parking space. Tactile pavers have been added to the existing and relocated bus stops on Awatea Road. The grass berm at the bus stop north of Awatea Gardens is to be sealed for a bus boarding area and new kerbs are proposed at the bus stops south of Carrs Road.
- 4.26.5 Three access points in the cut down kerb and sealed path have been added for cyclists in the on-road cycle lane to access the shared path on the northeast side of Awatea Road. The access points are located on Awatea Road opposite Wilmers Road, near the pedestrian refuge island north of Owaka Road, and near the pedestrian refuge island south of Carrs Road. Access points near the pedestrian refuge islands enable cyclists in the on-road cycle lane to use the islands to cross Awatea Road to access the shared path on the northwest side.
- 4.26.6 A 10.5 metre long pedestrian refuge island and associated road markings are proposed on Wigram Road to provide a crossing facility for pedestrians and cyclists crossing Wigram Road. There is no lighting upgrade required at the pedestrian refuge island as there is adequate lighting on Wigram Road in the vicinity of the pedestrian refuge island.
- 4.26.7 Following community feedback and a road lighting assessment, road lighting will be upgraded at the following locations:
- (i) Awatea Road between Springs Road and Wilmers Road as the existing lighting does not meet the current standards
  - (ii) The pedestrian refuge island north and south of Wilmers Road
  - (iii) The traffic island on Wilmers Road
  - (iv) Awatea Road between The Runway and Wigram Road due to the underground services conversion on the south-western side and the proposed seal widening from the proposal.

15. Cont'd

**Description of Proposed Upgrade**

- 4.27 The resulting proposal incorporates widening the existing carriageway on Awatea Road from Wilmers Road to Wigram Road. The widened carriageway will incorporate two 3.5 metres wide lanes and two, two metres wide shoulders that are to be marked as on-road cycle lanes. The existing carriageway will therefore be widened from 8.2 metres to 11 metres. The carriageway at the three proposed pedestrian refuge islands will be widened to 13 metres.
- 4.28 In the existing urban section of Awatea Road, from Springs Road to Wilmers Road, on-road cycle lanes are to be marked on both sides of the carriageway. This would complete an on-road cycle facility along the whole length of Awatea Road.
- 4.29 Construction for the project is to be separated into two stages due to the proposed subdivision developments at the south eastern end of Awatea Road. Stage 1 consists of three sections that run from Springs Road to Wigram Road:
- 4.29.1 Section 1 – Springs Road to Wilmers Road
- 4.29.2 Section 2 – Wilmers Road to The Runway
- 4.29.3 Section 3 - The Runway to Wigram Road (southwest side only)
- 4.30 Stage 2 includes the northeast side of Awatea Road from The Runway to Wigram Road. It will be constructed as the subdivision development progresses.
- 4.31 The seal widening in the proposal is contained within the existing road boundary. It is anticipated that any additional seal widening required for intersection treatments (such as right turn lanes, etc) as part of the new subdivision roads will be implemented as part of the works for the subdivision.
- 4.32 Developers of the subdivisions are responsible for providing a footpath, in addition to kerb and channel along the subdivision frontage to Awatea Road.
- 4.33 Footpaths provided by developers on the northeast side of Awatea Road will be widened to 2.5 metre wide shared paths using a City Council contribution. Typical cross sections are shown on the plans for Board approval in Attachment 1.
- 4.34 Mustang Avenue is an existing intersection and The Runway has been constructed prior to the construction of the Awatea Road upgrade. There are no changes proposed for the intersection with Mustang Avenue and The Runway.
- 4.35 The final selected option also considers all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations.

**5. FINANCIAL IMPLICATIONS**

- 5.1 The Awatea Route Upgrade is programmed in the Three Year Plan under Planned Capital Programme works (page 305).
- 5.2 The recent addition of lighting upgrades has increased estimated costs to approximately \$160,000 above the project budget of \$1,414,875.
- 5.3 The draft 2014/15 Annual Plan proposes deferring the project for twelve months, which is expected to result in lighting costs being met by subdivision developers.
- 5.4 New Zealand Transport Agency funding has been requested for the project.

15. Cont'd

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approves the proposed scheme design Reference TP333802 Sheet One to Three, dated 07-03-2014.

**Revoke existing Give Way controls**

- 6.2 That the Give Way control currently places against Awatea Road at its intersection with Springs Road, be revoked.
- 6.3 That the Give Way control currently places against Wilmers Road at its intersection with Awatea Road, be revoked.
- 6.4 That the Give Way control currently placed against Carrs Road at its intersection with Awatea Road, be revoked.
- 6.5 That the Give Way control currently placed against Wigram Road at its intersection with Awatea Road, be revoked.

**Install new Give Way controls**

- 6.6 That a Give Way control be placed against Awatea Road at its intersection with Springs Road.
- 6.7 That a Give Way control be placed against Dix Street at its intersection with Awatea Road.
- 6.8 That a Give Way control be placed against Gibson Drive at its intersection with Awatea Road.
- 6.9 That a Give Way control be placed against Awatea Gardens at its intersection with Awatea Road.
- 6.10 That a Give Way control be placed against Wilmers Road at its intersection with Awatea Road.
- 6.11 That a Give Way control be placed against Mustang Avenue at its intersection with Awatea Road.
- 6.12 That a Give Way control be placed against Owaka Road at its intersection with Awatea Road.
- 6.13 That a Give Way control be placed against The Runway at its intersection with Awatea Road.
- 6.14 That a Give Way control be placed against Carrs Road at its intersection with Awatea Road.
- 6.15 That a Give Way control be placed against Wigram Road at its intersection with Awatea Road.

**Revoke the existing and install new parking restrictions on Awatea Road**

- 6.16 That all existing parking and stopping restriction on the northeast side of Awatea Road commencing at its intersection with Springs Road and extending in a south easterly direction to a point 24 metres southeast of its intersection with Wigram Road, be revoked

15. Cont'd

- 6.17 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 39 metres.
- 6.18 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Dix Street and extending in a north westerly direction for a distance of 26 metres.
- 6.19 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Dix Street and extending in a south easterly direction for a distance of 18 metres.
- 6.20 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at a point 31 metres southeast of its intersection with Dix Street and extending in a south easterly direction for a distance of 8 metres.
- 6.21 That a bus stop be installed on the northeast side of Awatea Road commencing at a point 39 metres southeast of its intersection with Dix Street and extending in a south easterly direction for a distance of 14 metres.
- 6.22 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at a point 53 metres southeast of its intersection with Dix Street and extending in a south easterly direction for a distance of 4 metres.
- 6.23 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Awatea Gardens and extending in a north westerly direction for a distance of 15 metres.
- 6.24 That a bus stop be installed on the northeast side of Awatea Road commencing at a point 15 metres northwest of its intersection with Awatea Gardens and extending in a north westerly direction for a distance of 14 metres.
- 6.25 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at a point 29 metres northwest of its intersection with Awatea Gardens and extending in a north westerly direction for a distance of 8 metres.
- 6.26 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Awatea Gardens and extending in a south easterly direction for a distance of 20 metres.
- 6.27 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at a point 85 metres southeast of its intersection with Awatea Gardens and extending in a south easterly direction to the intersection of Mustang Avenue.
- 6.28 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Mustang Avenue and extending in a south easterly direction for a distance of 225 metres.
- 6.29 That a bus stop be installed on the northeast side of Awatea Road commencing at a point 225 metres southeast of its intersection with Mustang Avenue and extending in a south easterly direction for a distance of 15 metres.
- 6.30 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 38 metres.
- 6.31 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with The Runway and extending in a south easterly direction for a distance of 524 metres.

15. Cont'd

- 6.32 That a bus stop be installed on the northeast side of Awatea Road commencing at a point 524 metres southeast of its intersection with The Runway and extending in a south easterly direction for a distance of 14 metres.
- 6.33 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Wigram Road and extending in a north westerly direction for a distance of 256 metres.
- 6.34 That the stopping of vehicles be prohibited at any time on the northeast side of Awatea Road commencing at its intersection with Wigram Road and extending in a south easterly direction for a distance of 24 metres.
- 6.35 That all existing parking and stopping restrictions on the southwest side of Awatea Road commencing at its intersection with Springs Road and extending in a south easterly direction to a point 305 metres southeast of its intersection with Carrs Road, be revoked.
- 6.36 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 40 metres.
- 6.37 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at a point 126 metres southeast of its intersection with Springs Road and extending in a south easterly direction for a distance of 4 metres.
- 6.38 That a bus stop be installed on the southwest side of Awatea Road commencing at a point 130 metres southeast of its intersection with Springs Road and extending in a south easterly direction for a distance of 14 metres.
- 6.39 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at a point 144 metres southeast of its intersection with Springs Road and extending in a south easterly direction for a distance of 8 metres.
- 6.40 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at of its intersection with Gibson Drive and extending in a north westerly direction for a distance of 26 metres.
- 6.41 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at its intersection with Gibson Drive and extending in a south easterly direction for a distance of 24 metres.
- 6.42 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at a point 55 metres southeast of its intersection with Gibson Drive and extending in a south easterly direction for a distance of 4 metres.
- 6.43 That a bus stop be installed on the southwest side of Awatea Road commencing at a point 59 metres southeast of its intersection with Springs Road and extending in a south easterly direction for a distance of 14 metres.
- 6.44 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at a point 73 metres southeast of its intersection with Gibson Drive and extending in a south easterly direction for a distance of 8 metres.
- 6.45 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at its intersection with Wilmers Road and extending in a north westerly direction for a distance of 110 metres.
- 6.46 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at its intersection with Wilmers Road and extending in a south easterly direction to the intersection of Owaka Road.

**15. Cont'd**

- 6.47 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at its intersection with Owaka Road and extending in a south easterly direction for a distance of 45 metres.
- 6.48 That a bus stop be installed on the southwest side of Awatea Road commencing at a point 45 metres southeast of its intersection with Owaka Road and extending in a south easterly direction for a distance of 14 metres.
- 6.49 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at a point 59 metres southeast of its intersection with Owaka Road and extending in a south easterly direction to the intersection of Carrs Road.
- 6.50 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at its intersection with Carrs Road and extending in a south easterly direction for a distance of 76 metres.
- 6.51 That a bus stop be installed on the southwest side of Awatea Road commencing at a point 76 metres southeast of its intersection with Carrs Road and extending in a south easterly direction for a distance of 14 metres.
- 6.52 That the stopping of vehicles be prohibited at any time on the southwest side of Awatea Road commencing at a point 90 metres southeast of its intersection with Carrs Road and extending in a south easterly direction for a distance of 215 metres.

**Install new parking restrictions on Dix Street**

- 6.53 That the stopping of vehicles be prohibited at any time on the northwest side of Dix Street commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 13 metres.
- 6.54 That the stopping of vehicles be prohibited at any time on the southeast side of Dix Street commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 13 metres.

**Install new parking restrictions on Gibson Drive**

- 6.54 That the stopping of vehicles be prohibited at any time on the northwest side of Gibson Drive commencing at its intersection with Awatea Road and extending in a south westerly direction for a distance of 11 metres.
- 6.55 That the stopping of vehicles be prohibited at any time on the southeast side of Gibson Drive commencing at its intersection with Awatea Road and extending in a south westerly direction for a distance of 11 metres.

**Install new parking restrictions on Awatea Gardens**

- 6.56 That the stopping of vehicles be prohibited at any time on the northwest side of Awatea Gardens commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 21 metres.
- 6.57 That the stopping of vehicles be prohibited at any time on the southeast side of Awatea Gardens commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 24 metres.

**Install new parking restrictions on Wilmers Road**

- 6.58 That the stopping of vehicles be prohibited at any time on the northwest side of Wilmers Road commencing at its intersection with Awatea Road and extending in a south westerly direction for a distance of 16 metres.

**15. Cont'd**

- 6.59 That the stopping of vehicles be prohibited at any time on the southeast side of Wilmers Road commencing at its intersection with Awatea Road and extending in a south westerly direction for a distance of 98 metres.

**Install new parking restrictions on Owaka Road**

- 6.60 That the stopping of vehicles be prohibited at any time on the northwest side of Owaka Road commencing at its intersection with Awatea Road and extending in a south westerly direction for a distance of 12 metres.
- 6.61 That the stopping of vehicles be prohibited at any time on the southeast side of Owaka Road commencing at its intersection with Awatea Road and extending in a south westerly direction for a distance of 13 metres.

**Install new parking restrictions on Carrs Road**

- 6.62 That the stopping of vehicles be prohibited at any time on the northwest side of Carrs Road commencing at its intersection with Awatea Road and extending in a southerly direction for a distance of 11 metres.
- 6.63 That the stopping of vehicles be prohibited at any time on the southeast side of Carrs Road commencing at its intersection with Awatea Road and extending in a southerly direction for a distance of 37 metres.

**Install new parking restrictions on Wigram Road**

- 6.64 That all existing parking and stopping restrictions on the northwest side of Wigram Road commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 125 metres, be revoked.
- 6.65 That the stopping of vehicles be prohibited at any time on the northwest side of Wigram Road commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 123 metres.
- 6.66 That all existing parking and stopping restrictions on the southeast side of Wigram Road commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 126 metres be revoked.
- 6.67 That the stopping of vehicles be prohibited at any time on the southeast side of Wigram Road commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 126 metres.

**Part A – Council approval**

It is recommended that the Riccarton/Wigram Community Board recommends that the Council approves the following special vehicle lanes (cycle lanes) and shared pathways:

**Install new Cycle Lanes**

- 6.68 That a special vehicle lane for the use of south east bound bicycles only be established on the north east side of Awatea Road against the kerb or edge of seal, commencing at a point 8 metres south east of its intersection with Springs Road and extending in a south easterly direction for a distance of 31 metres.
- 6.69 That a special vehicle lane for the use of south east bound bicycles only be established on the north east side of Awatea Road adjacent to the parking lane, and crossing the intersections of Dix Street and Awatea Gardens, commencing at a point 39 metres south east of its intersection with Springs Road and extending in a south easterly direction for a distance of 441 metres.

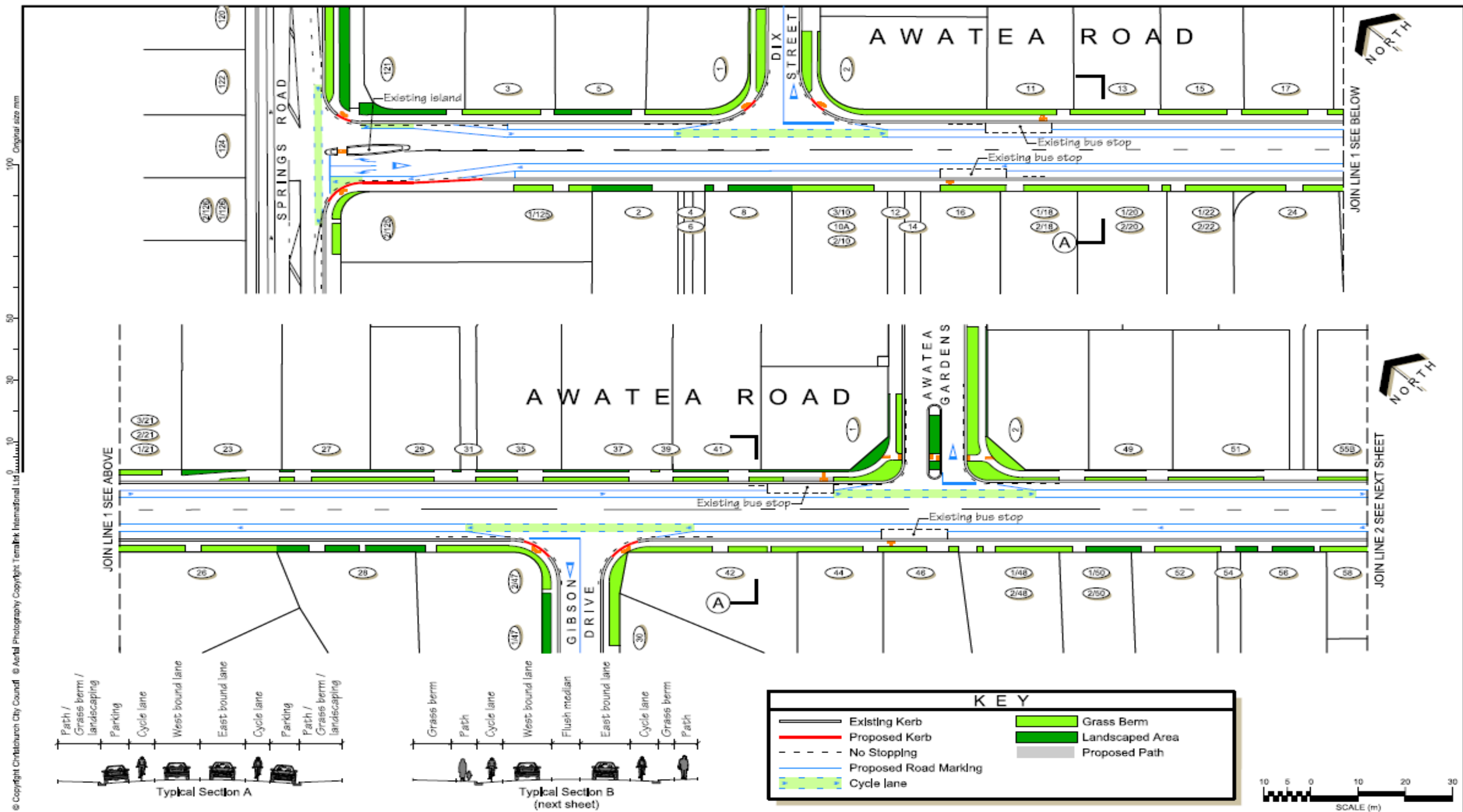


15. Cont'd

- 6.70 That a special vehicle lane for the use of south east bound bicycles only be established on the north east side of Awatea Road against the kerb or edge of seal or to the immediate right of bus bays, and crossing the intersections of Mustang Avenue, The Runway and Wigram Road and immediately to the right of the left turn lane into Mustang Avenue, The Runway and Wigram Road, commencing at a point 85 metres south east of its intersection with Awatea Gardens and extending in a south easterly direction for a distance of 1472 metres.
- 6.71 That a special vehicle lane for the use of north west bound bicycles only be established on the south west side of Awatea Road against the kerb or edge of seal, commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 40 metres.
- 6.72 That a special vehicle lane for the use of north west bound bicycles only be established on the south west side of Awatea Road adjacent to the parking lane, and crossing the intersection of Gibson Drive, commencing at a point 40 metres south east of its intersection with Springs Road and extending in a south easterly direction for a distance of 439 metres.
- 6.73 That a special vehicle lane for the use of north west bound bicycles only be established on the south west side of Awatea Road against the kerb or edge of seal or to the immediate right of bus bays, and crossing the intersections of Wilmers Road, Owaka Road and Carrs Road, commencing at a point 479 metres south east of its intersection with Springs Road and extending in a south easterly direction for a distance of 1436 metres.

**Install new Shared Pedestrian/Cycle path**

- 6.74 That the pathway on the north east side of Awatea Road commencing at a point 200 metres south east of its intersection with Awatea Gardens and extending in a south easterly direction to the intersection of Wigram Road including the crossing facilities at the intersection of Mustang Avenue and The Runway be resolved as a shared pedestrian/bicycle pathway.
- 6.75 That the pathway on the south west side of Awatea Road commencing at a point 58 metres north west of its intersection with Owaka Road and extending in a north westerly direction for a distance of 10 metres be resolved as a shared pedestrian/bicycle pathway
- 6.76 That the pathway on the south west side of Awatea Road commencing at its intersection with Carrs Road and extending in a south easterly direction for a distance of 260 metres be resolved as a shared pedestrian/bicycle pathway.
- 6.77 That the pathway on the north west side of Wigram Road commencing at a point 10 metres north west of its intersection with Awatea Road and extending in a north easterly direction for a distance of 62 metres be resolved as a shared pedestrian/bicycle pathway.
- 6.78 That the pathway on the south east side of Wigram Road commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 87 metres be resolved as a shared pedestrian/bicycle pathway.

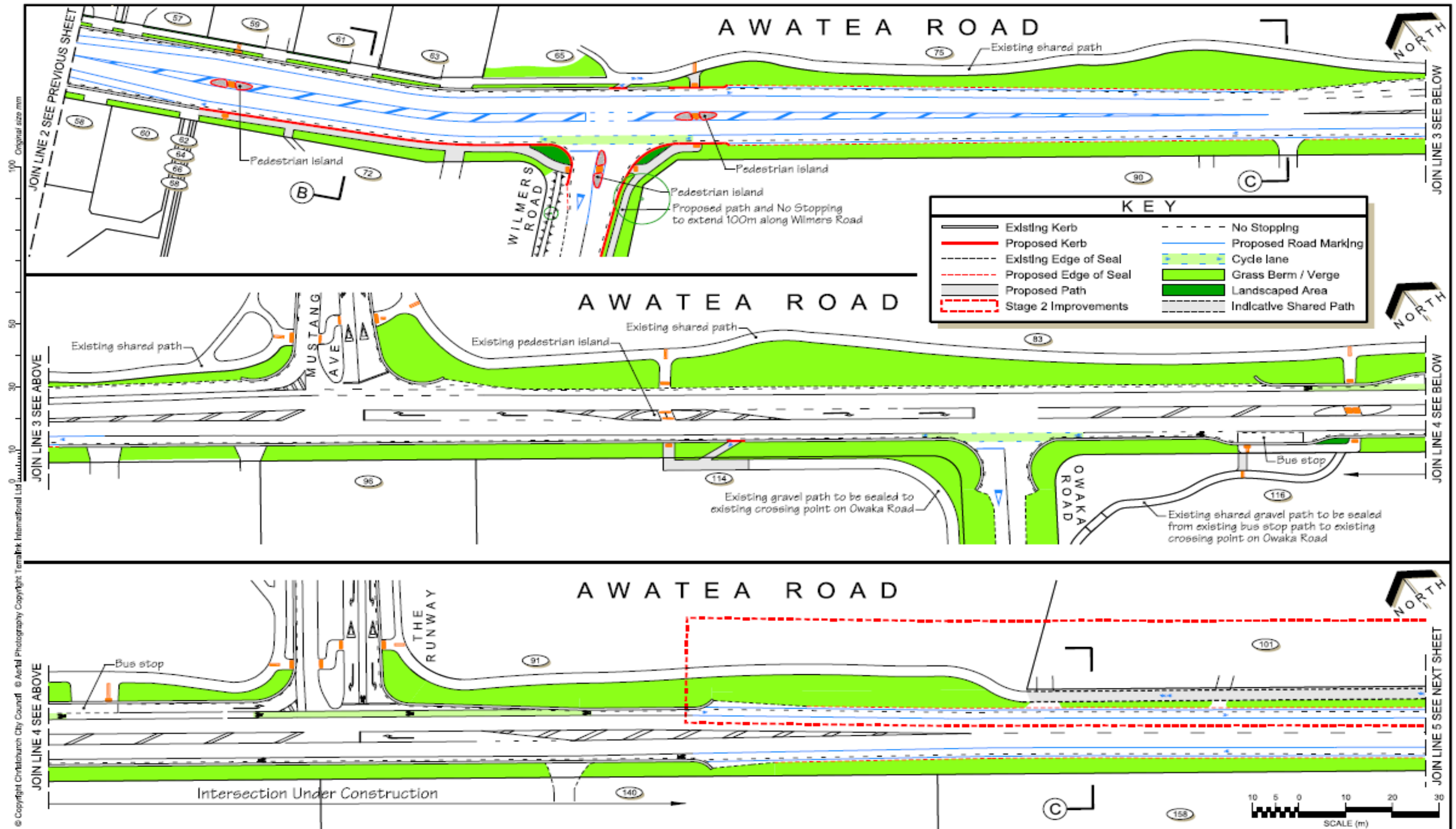


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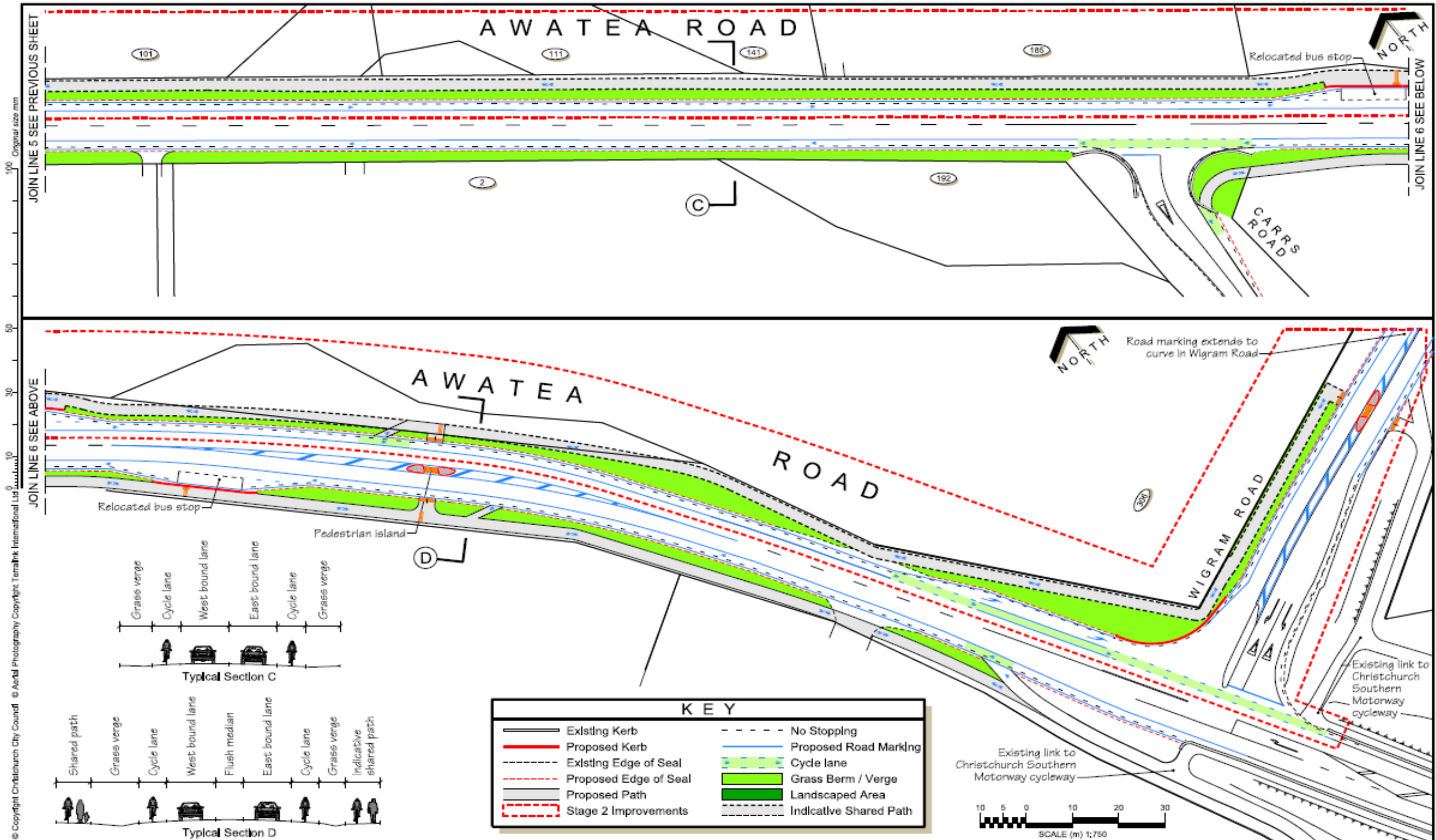
**Awatea Road - Springs Road to Wilmers Road - Stage 1**  
 Network Improvements  
 For Board Approval

Original Plan Size: A3  
 ISSUE.2 07/03/2014  
 TP333802-1 SJP



**Awatea Road - Wilmers Road to The Runway - Stage 1 and Start of Stage 2**  
 Network Improvements  
 For Board Approval

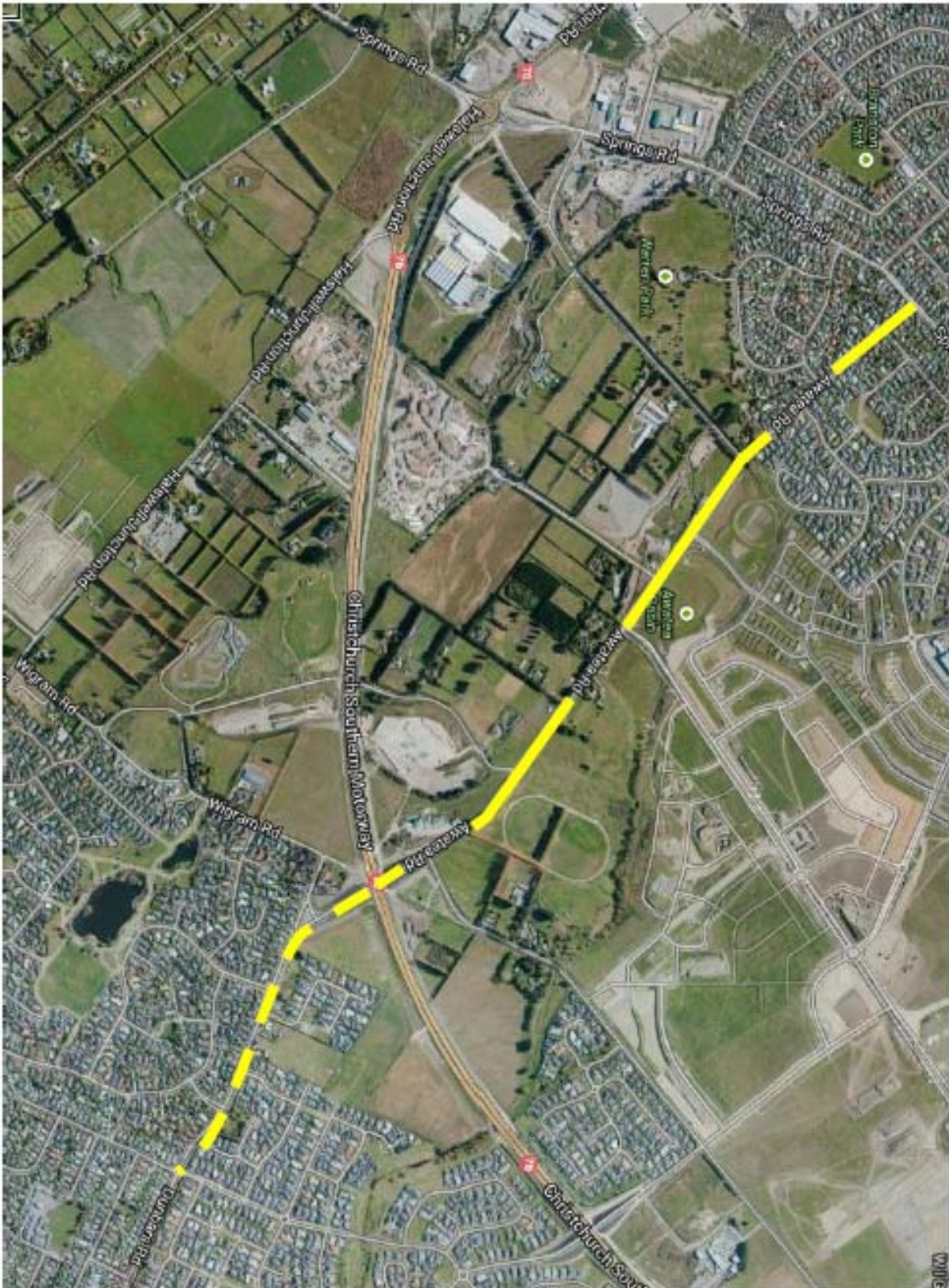
Original Plan Size: A3  
 ISSUE.2 07/03/2014  
 TP333802-2 SJP



**Awatea Road - Wilmers Road to Wigram Road - Stage 1 and 2**  
 Network Improvements  
 For Board Approval

Original Plan Size: A3  
 ISSUE.2 07/03/2014  
 TP333802-3 SJP

Awatea Route Location



Although outside the project, Dunbar's Rd with Awatea Rd, forms a link between Springs Rd Halswell Rd

**16. MUIR PARK - PROPOSED LANDSCAPE DEVELOPMENT PLAN**

		Contact	Contact Details
<b>General Manager responsible:</b>	Acting General Manager, City Environment Group	N	
<b>Officer responsible:</b>	Unit Manager, Asset and network Planning	N	
<b>Author:</b>	Jennie Hamilton, Consultation Leader	Y	941 5207

**1. PURPOSE OF REPORT**

- 1.1 The Muir Park Landscape Plan Project was initiated by the Riccarton/Wigram Community Board in July 2013 following correspondence from residents about tree related issues and a site visit. The Board requested staff to develop a landscape plan, a requirement of the current Muir Park Management Plan.
- 1.2 The purpose of this report is to seek the Board's approval for the proposed Muir Park Landscape Development Plan.

**2. BACKGROUND**

- 2.1 The proposed landscape plan was developed to provide a long term landscaping framework for Muir Park at 506 Halswell Road, and to consider concerns expressed by neighbours about the shading impact of some large trees.
- 2.2 After seeking community views, staff found that most residents were generally happy with the layout of the neighbourhood park and the large trees, which once surrounded a homestead. The proposed plan aims to retain and enhance the informal character of Muir Park and includes additional trees and a new pathway suggested by the community.
- 2.3 Thirteen trees are proposed for gradual removal, including five near the boundary of neighbours who have raised concerns about the shading caused by park trees. One of these, a yew tree, will be relocated.
- 2.4 Apart from limited maintenance funding for planting and initial tree work before the end of the financial year on 30 June 2014, there is currently no funding available for implementing the plan.
- 2.5 The proposed landscape plan contributes to the following Community Outcomes in the Council's Three Year Plan (TYP) 2013–2016:
  - 2.5.1 People have equitable access to parks, open spaces, recreation facilities and libraries;
  - 2.5.2 There is increasing participation in recreation and sporting activities;
  - 2.5.3 The garden city image and garden heritage image of the district are enhanced; and;
  - 2.5.4 People have strong local networks.

**3. COMMENT**

- 3.1 Muir Park is located close to Halswell School and fronts on to both Halswell Road and Muir Avenue.
- 3.2 Before European settlement, Nottingham Stream running through Muir Park was a mahinga kai (food gathering area) where eels, waterfowl and fern root were sourced by

16. Cont'd

Maori. Ngai Tahu regard the stream as a taonga and its restoration is a priority for tangata whenua.

- 3.3 After European settlement in the mid nineteenth century the Muir Park site was settled by a number of owners including Mr J E (Jack) Muir, a nurseryman who lived in the large rambling homestead on 27 acres from 1928 until the 1970's.
- 3.4 When the land was subdivided the house was demolished but the grounds of the house and some of its trees were preserved by the former Paparua County Council as a recreation reserve.
- 3.5 The mature trees included walnut, chestnut, beech, willow, oak, maple yew, ginkgo, rhododendron and camelia. The Muir Park Management Plan, prepared in the 1980's, says that in recognising the aesthetic, shelter and historic values of the existing trees and shrubs in the park, every possible means will be taken to protect and enhance these for the benefit of park users and nearby residents.
- 3.6 Plans to build an adventure playground in the park for older children in 1981 did not proceed after strong opposition from some residents who wanted to 'protect, preserve and maintain the woodland character of this park'.
- 3.7 Since 2009 the Council and Community Board have received repeated requests from neighbours on the south east side of Muir Park to remove large trees which, they say, are increasingly shading their property.
- 3.8 A spokesperson for the Friends of Muir Park also wrote to Council staff in April 2013 asking the Council to:
  - 3.8.1 Retain the English heritage and character of the park;
  - 3.8.2 Refrain from spraying herbicides in the main areas;
  - 3.8.3 Plant a walnut, beech or other deciduous tree on the north side;
  - 3.8.4 Replace ground cover plantings alongside the path near the stream and the concrete manhole cover;
  - 3.8.5 Restore lacecap hydrangeas next to the stream; and
  - 3.8.6 Plant new stream-side vegetation to replace sawn-off trees by the Halswell entrance to the park.
- 3.9 Following a site visit on 1 July 2013, the Community Board requested that staff develop a landscape plan for Muir Park, with full community consultation. The plan was to include the possible removal of the oak and beech trees nearest the 514 Halswell Road boundary with the park.
- 3.10 The Council's project team received 19 submissions in October and November 2013 as part of an initial issues survey. Members also spoke to 35 people, including a number of parents and children walking home through the park after school.
- 3.11 The majority were happy with the park as it was and referred to the variety of large trees and open area for play. However, the project team heard from some submitters that the impact of the large trees, other plantings, maintenance and the playground needed to be addressed in the proposed landscape plan.
- 3.12 Suggestions included better landscaping and lighting, a food forest, more native planting and protection of existing established trees. A flying fox, rope swings and a tree house were popular requests from children. Any new features must be guided by New Zealand Playground Standards.

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- 3.13 The proposed landscape consultation plan was circulated to 270 homes near Muir Park plus absentee owners, the school community and other stakeholders on Friday 17 February 2014. Feedback was requested by Friday 7 March 2014.
- 3.14 Twenty six submissions were received, with 22 (85%) indicating general support and one, from Te Taumautu Rūnanga, giving conditional support. One person criticised the proposed landscape plan process saying the Council should instead be concentrating on resolving flooding issues along Nottingham Steam (this is outside the scope of this project but her feedback and contact details have been forwarded to the Council's land drainage team to follow up). Two submitters did not indicate a view.
- 3.15 As a result of consultation the following changes have been made to the landscape plan for Board approval. These were:
- 3.15.1 Existing path and seat in centre of the park remain in their present position;
  - 3.15.2 Another picnic table located near the children's playground;
  - 3.15.3 Interpretation panel at the Halswell Road entrance to the park;
  - 3.15.4 Ecologically appropriate trees (taller growing native species such as matai and totara) to be planted within the riparian margin in areas where trees have been removed, and interspersed between pollarded willows;
  - 3.15.5 Ti kouka (cabbage tree) retained near the playground;
  - 3.15.6 Native beech species removed from the plan;
  - 3.15.7 Proposed maples will be the more hardy field maple species.
- 3.16 Three submitters requested better lighting in the park, particularly along the path. The Council project team supports the lighting upgrade subject to a lighting assessment which requires funding. The approved plan must pass a Crime Prevention Through Environmental Design (CPTED) audit.
- 3.17 The proposed plan addresses shading issues affecting neighbours in the south east corner of the park. A large willow will be removed before the end of June 2014. This will be followed by the progressive removal of an ash, oak, lemonwood and finally two of the four pin oak trees when the playground is eventually relocated 10 metres from the boundary.
- 3.18 The proposed removal of the two pin oaks was not favoured by one submitter. She was advised that the trees would not be removed until work began on the playground. By that time the trees were likely to be mature, too densely planted and create excessive shade.
- 3.19 Pollarding of eight willows was supported by the Halswell Residents' Association but opposed by two other submitters. This technique will allow the diseased wood to be removed but the trees' roots will continue to stabilise the stream banks. New growth would regenerate while tall growing native species are planted underneath so they are well established when the willows decline. Te Taumutu Rūnanga, in its submission prepared by Mahaanui Kurataiao Ltd, stated that willows along the stream should be removed and replaced with native riparian trees that provide fruit and shelter for native birds.
- 3.20 The Rūnanga also sought the replacement of the proposed lime tree and Japanese spurge with native ground cover near the Halswell Road entrance. This was not supported as the use of exotic deciduous tree species at the park entrances maintains the continuity of exotic trees along Halswell Road and Muir Avenue.



16. Cont'd

- 3.21 Retention of a mature tarata/lemonwood and existing hebes near the playground requested by the Rūnanga was not supported. The lemonwood is in decline and the hebes are inhibiting views in the playground. The ti kouka is now included in the proposed plan, following the Rūnanga's submission.
- 3.22 The Rūnanga supported the placement of boulders in the stream to encourage interaction with the water. A resident opposing the boulders was advised that, according to advice from water engineers, these would not impede water movement.
- 3.23 Submitters were informed that most of the work in the proposed Muir Park landscape development plan could only be undertaken when the plan was approved by the Community Board and when funding was available. They also received a copy of the proposed plan, a summary of the issues raised during consultation and project team responses. In addition they were provided with details of the Community Board meeting so they could apply for speaking rights if they wished to do so.
- 3.24 Key features of the proposed plan for Board approval are:
- 3.24.1 Retention of open grassed area - This space is used for cricket and other games and is valued by neighbours and other residents.
  - 3.24.2 Trees - Most of the large, mature, exotic trees are retained while trees which are in poor condition or too densely planted are removed. Eight willows growing beside Nottingham Stream are to be pollarded to remove diseased wood and new native trees planted underneath to ultimately replace the willows. Six new trees in the park include a chestnut and walnut. The cypress and lime trees between Halswell Road and Nottingham Stream are included to provide shelter to the park from easterly winds.
  - 3.24.3 Shrubs - Additional exotic shrub planting such as camelias, hebes and viburnums are located along the southern boundary fence to enhance this area of the park and reflect its European character.
  - 3.24.4 Native planting - Existing native planting along the north boundary is supplemented with native tree species and ground cover plants. The intention is to create a canopy of trees with low ground cover planting to maintain the openness of this area. Additional lawn space is created, providing a more sheltered space for informal sitting and picnics.
  - 3.24.5 Streamside planting - Native bush lily, carex, ferns and flax are introduced along the steeper banks of Nottingham Stream but the water is accessible for children to play in at the level areas. Boulders in the stream bed provide a point for children to scramble across the stream.
  - 3.24.6 Exotic woodland planting - Bluebells, violets, hosta and hellebores are introduced as low planting under groups of exotic trees in the centre of the park. Grass under trees will be left unmown in order to protect the trunks from damage by mowers.
  - 3.24.7 Playground - When due for an upgrade the playground will be located 10 metres out from the southern boundary. Two trees within and adjacent to the playground will be removed to provide more light in the play space. There is potential to include the remaining trees into a new play structure. Two additional trees to the south east of the playground will provide shelter from easterly winds while still allowing light to the play area.
  - 3.24.8 Seats and picnic tables - Two additional seats are included near the playground and another two seats are near the north boundary where a lawn will be created. The plan also includes a picnic table in the south-east corner of the park in a level area adjacent Nottingham Stream and also near the playground. The existing seat near the gingko and magnolia trees will remain.

**16. Cont'd**

- 3.24.9 Signs - When these are due for an upgrade they are to be relocated and low planting incorporated at their base to assist in the long term maintenance of these areas. An interpretation panel reflecting the park's Maori and European histories is proposed near the Halswell Road entrance.
- 3.24.10 Footpath - The footpath, having recently been resealed, remains as the direct route between Halswell Road and Muir Avenue. An extension from this path is proposed to connect with the main path along Muir Avenue. Any additional footpaths through the park would disturb the existing tree roots and destroy its informal character. The path will only be widened if there is an increase in cycle and scooter activity.
- 3.24.11 Lighting - Lighting in the park will be upgraded subject to a lighting assessment, CPTED and funding.
- 3.24.12 Footbridge - The structure will be monitored and repairs undertaken as required.

**4. FINANCIAL IMPLICATIONS**

- 4.1 According to current estimates, there is sufficient funding available in maintenance budgets to undertake initial tree work and planting in the current financial year to 30 June 2014.
- 4.2 Any further funding to complete the Landscape Plan will need to be considered as part of future Long Term Plans.

**5. STAFF RECOMMENDATION**

- 5.1 It is recommended that the Riccarton/Wigram Community Board approve the proposed Muir Park Landscape Development Plan.



**17. RICCARTON/WIGRAM COMMUNITY BOARD YOUTH DEVELOPMENT FUND 2013/14 – APPLICATION - HORNBY HIGH SCHOOL**

		Contact	Contact Details
<b>General Manager responsible:</b>	General Manager, Community Services	N	
<b>Officer responsible:</b>	Unit Manager, Community Support Unit	N	
<b>Author:</b>	Denise Galloway	Y	941 6705

**1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is to seek Board approval for an application for funding from its 2013/14 Youth Development Fund.

**2. EXECUTIVE SUMMARY**

- 2.1 Hornby High School is applying to the Youth Development Fund on behalf of 16 students. These students who live in the Riccarton/Wigram Ward are participating in the annual exchange programme with Hornby High School's Sister School, Tokiwagi Gakuen, which is in Sendai, Northern Honshu. The students will be in Japan from 5 July 2014 to 22 July 2014.

The sixteen students who are participating in the project are as follows:

Samantha Hight (14 years) – Hornby  
 Madison Hickford (14 years) – Hei Hei  
 Ashley Hider (15 years) – Broomfield  
 Tyrone Sowden (15 years) – Islington  
 Conna Palmer (15 years) – Sockburn  
 Theresa Joseph (15 years) – Hornby  
 Shontelle Wallace (15 years) – Hornby  
 Larissa Lilley (15 years) – Hei Hei  
 Lawrence Clark (16 years) – Hei Hei  
 William Keen (16 years) – Broomfield  
 Caleb Forbes (16 years) – Hornby  
 Taylor Polwart (16 years) – Hornby  
 Sarah O'Brian (16 years) – Hornby  
 Anthony Day (16 years) – Hei Hei  
 Michael Day (17 years) – Hei Hei  
 Marissa Eggers (17 years) - Hornby

**3. BACKGROUND**

- 3.1 Hornby High School's exchange with Tokiwagi Gakun school first began in 1991. Hornby High School's first trip to Japan was in 1995. Their trip to Japan in 2012 was particularly poignant as both cities had experienced major quakes in the past two years. The school try and visit every two years. Tokiwagi Gakun is a private school of approximately 1,000 students. The school students are predominantly female. There are about 20 male students who are part of the specialist music course at the school. The Tokiwagi girls' football team is regularly either first or second in Japan.
- 3.2 Planning for the trip begins the previous year to ensure parents and students have time to fundraise. All students are welcome to apply, as long as they have a good behaviour record and will be in Year 10 or above at the time of travel. As well, students need to have some knowledge of Japanese as the students stay with a Japanese family. Extra classes are run during lunchtimes to help improve their conversational skills. Last year 34 students applied for the trip. Each student wrote an essay as to why they wanted to travel, what they could contribute and the benefits they saw for themselves. Some

**17. Cont'd**

students were interviewed. The final selection was made by the school Deans and the teachers travelling to Japan.

- 3.3 The purpose of the trip for the Hornby students is to extend their knowledge of spoken Japanese and the Japanese culture. Tokiwagi Gakun arranges home stay accommodation for all the students and the teachers that accompany them. This is with a Japanese family whose knowledge of English may be quite limited. Tokiwagi school organises activities which includes regular classes at their school to extend the Hornby High School student's Japanese language skills.
- 3.4 Many students at Hornby High School have not travelled outside Christchurch. It has been noted by staff at the school that students who have previously travelled to Japan have demonstrated increased maturity when they return to school and are more focused and determined to do well in NCEA and have a greater appreciation of the world outside of New Zealand. Students on their return often visit local schools to talk about their trip to Japan and demonstrate cultural activities that they have learnt.

**4. COMMENT**

- 4.1 This is the first time Hornby High School has applied for funding for a Sister City trip to Japan. Hornby High School is a low decile school and many students attending the school come from families on limited incomes.

**5. FINANCIAL IMPLICATIONS**

- 5.1 Costing per student for the trip to Japan is approximately \$3,200. This includes return airfares to Narita on Singapore Airlines, taxes, insurance, a two night stopover in Japan as well as their activities while in Sendai. The return airfare, travelling to Japan and Singapore with Singapore Airlines is NZ\$2080 per person. Accommodation is provided by the home stay families. The Sister City School organises everything once the Hornby High School students arrive in Japan and therefore the teacher who is applying on behalf of the group does not yet have the exact costing for that part of the trip. However, based on previous years travel the total will not increase for the 2014 trip. Students provide their own spending money.
- 5.2 Fundraising varies. The senior students who have part time work fund their trip from their wages. The junior students fundraise through various activities including sausage sizzles, chocolate sales and activities students organise themselves, for examples babysitting. All the students participating have paid a \$200 deposit. Each student must raise enough money to cover their costs (approximately \$3,200) otherwise they are unable to go.
- 5.3 At the time of writing \$4,600 is available from the Riccarton/Wigram Youth Development Fund. Hornby High School has not requested a specific amount in their funding application.

**6. STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board support the application and allocate \$3,200 to Hornby High School as a contribution of \$200 per student towards expenses related to the cost of their Sister City Japan exchange programme.

**Riccarton/Wigram Community Board 15. 4. 2014**

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**18. RICCARTON/WIGRAM COMMUNITY BOARD 2013/14 YOUTH DEVELOPMENT FUND – APPLICATION - MILLIE WILLIAMSON**

		Contact	Contact Details
<b>General Manager responsible:</b>	General Manager, Community Services Group	N	
<b>Officer responsible:</b>	Unit Manager Recreation and Sports	N	
<b>Author:</b>	Jacqui Miller, Community Recreation Advisor	Y	941 6729

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to seek approval from the Riccarton/Wigram Community Board for an application for funding assistance from the Board's 2013/14 Youth Development Fund.

**2. EXECUTIVE SUMMARY**

2.1 Funding is being sought by Millie Williamson to compete at the 2014 Pacific Rim Championships in Canada in April 2014.

**3. BACKGROUND**

3.1 The applicant is Millie Williamson, a 14 year old student living in Riccarton.

3.1.1 Millie has been selected for the New Zealand Women's Artistic Gymnastics Team to compete in the 2014 Pacific Rim Championships in Canada in April this year.

3.1.2 Millie has been involved in gymnastics since age seven and has represented New Zealand on two occasions. In 2012 she was the youngest person to be selected for the New Zealand Team to compete in the Pacific Rim Championships. She will be competing against countries such as USA, China, Japan, Russia, Australia with a total of 17 countries competing.

3.1.3 Millie is a member of the Christchurch School of Gymnastics and trains up to 30 hours per week depending on competitions. Her ambitions are to represent New Zealand at the 2015 World Championships followed by the Olympic Games in 2016. The Youth Development Fund provides small grants to eligible young individuals and youth not-for-profit groups.

3.1.4 The total cost to attend the championships is \$5,655.

<b>Expenses</b>	<b>Amount (\$)</b>
Airfares (includes share of coaches costs)	\$2,600
Uniform	\$180
Meals	\$300
Team Management costs	\$1,500
Accommodation	\$1,000
Insurance	\$75
<b>Total</b>	<b>\$5,655</b>
<b>Amount requested from the Board</b>	<b>\$500</b>
<b>Fundraising Amount</b> Sausages sizzles, ice cream sales at Lazy Sunday and other planned events	<b>\$300 approx</b>

**18. Cont'd**

**5. FINANCIAL IMPLICATIONS**

- 5.1 This is the first time the applicant has applied to the Board for financial assistance.
- 5.2 The Riccarton/Wigram Community Board allocated \$5,000 to the Youth Development Fund from its Discretionary Fund on 2 July 2013. A further \$7,500 was allocated from the 2013/4 Strengthening Communities Fund to bring the total fund to \$12,500. At the time of writing this report the Board has \$3,850 available for allocation from the Youth Development Fund.

**6. STAFF RECOMMENDATION**

- 6.1 It is recommended that the Riccarton/Wigram Community Board approves a grant of \$450 from its 2013/14 Youth Development Fund to Millie Williamson towards the cost of competing in the 2014 Pacific Rim Championships from 6 to 12 April 2014.

**18. Cont'd**

**Riccarton/Wigram Community Board Youth Development Fund 2013/14**

The Youth Development Fund provides small grants to eligible young individuals and youth not-for-profit groups. The purpose of the fund is to celebrate and support young people living positively in the local community by providing financial assistance for their development. Applications to the fund will be considered in the following categories:

- Personal Development and Growth:
- Leadership Training
- Career Development
- Outward Bound / Spirit of Adventure
- Spirit of Adventure
- Educational Opportunities that are not a component of the school curriculum/subject.

Representation at Events - Individuals:

Applicants qualify for assistance if they have been selected to represent their school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.

Representation at Events – Teams/Groups (more than one person)

As above, although teams are required to submit only one application on behalf of the team/groups members requiring funding assistance that reside in the Riccarton/Wigram ward. This applies where there is more than one person applying for funding for the same event/project.

Applicants to be eligible will also need to meet the following criteria:

- Age groups 12 to 25 years.
- Projects must have obvious benefits for the young person and if possible the wider community.
- Have applications submitted six weeks prior to the event taking place.
- Applicants will also be required to complete the application form and provide the additional material noted on this. Only one application permitted per financial year per applicant.
- Applicants should continue their efforts to seek other sources of funding and not rely solely on Community Board support as applying for assistance does not mean an automatic acceptance.
- Successful applicants will be required to attend a Youth Celebration event hosted by the Community Board to share and report on their experiences. The Board would appreciate individuals or groups who are funded for performance events, to be available if possible to perform at Board supported events,
- In making recommendations to the Board staff will make comment on the following matters:
- the extent of additional funds that the individual/group has sourced from other funders, and the amount of fundraising undertaken.
- The level at which the group or individual is performing in their chosen field.

The Board agree that once the Riccarton/Wigram Youth Development Scheme 2013/14 is fully expended, that the fund is closed until the next financial year.



**19. RICCARTON/WIGRAM COMMUNITY BOARD STRENGTHENING COMMUNITIES FUND  
2014/15- BOARD BIDS**

		Contact	Contact Details
<b>General Manager responsible:</b>	General Manager, Community Services Group	N	
<b>Officer responsible:</b>	Strategic Initiatives Manager	N	
<b>Author</b>	Ruby Tiavolo, Grants Adviser	Y	941 6288

**1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is for the Riccarton/Wigram Community Board to approve the Board Project Bids that will be submitted on behalf of the Board to the Strengthening Communities Fund 2014/15.

**2. EXECUTIVE SUMMARY**

- 2.1 Attached to this report is a table that outlines potential Board Bids that the Board may wish to submit to the 2014/15 Strengthening Communities Fund for funding consideration.

**3. BACKGROUND**

- 3.1 The Council adopted the Strengthening Communities Strategy on 12 July 2007, which incorporated the Strengthening Communities Grants Funding Programme, including the establishment of the Strengthening Communities Fund.
- 3.2 Community Boards are able to submit Board Project Bids to the Strengthening Communities Fund to deliver or support community initiatives in their local community.
- 3.3 Board Project Bids are assessed and considered along with all applications to the Strengthening Communities Fund.
- 3.4 The following funding outcomes will be used to evaluate and assess applications to the Strengthening Communities Fund:
- 3.4.1 Support, develop and promote the capacity and sustainability of community recreation, sports, arts, heritage and environment groups.
  - 3.4.2 Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events.
  - 3.4.3 Increase community engagement in local decision making.
  - 3.4.4 Enhance community and neighbourhood safety.
  - 3.4.5 Provide community based programmes which enhance basic life skills.
  - 3.4.6 Reduce or overcome barriers to participation.
  - 3.4.7 Foster collaborative responses to areas of identified need.
- 3.5 The following funding priorities will be taken into consideration when assessing applications:
- 3.5.1 Older Adults
  - 3.5.2 Children and Youth
  - 3.5.3 People with Disabilities

**19. Cont'd**

- 3.5.4 Ethnic and Culturally Diverse Groups
- 3.5.5 Disadvantage and/or Socially Excluded
- 3.5.6 Capacity of Community Organisations
- 3.5.7 Civic Engagement

**4. COMMENT**

- 4.1 The Riccarton/Wigram Community Board Strengthening Communities Fund decision meeting is scheduled for 20 August 2014.
- 4.2 Attached to this report is a table that outlines potential Board Project Bids that the Board may wish to put forward for consideration for the Strengthening Communities Fund 2014/15 (**Attachment 1**). These projects were discussed at the Board Workshop on 17 February 2014 and have been agreed as part of Business Unit work programmes.
- 4.3 Once the Board has identified which Board Project Bids it will nominate as applications to the Strengthening Communities Fund, staff will assess and provide a staff recommendation for each project bid and include these on the decision matrix along with the assessments and recommendations undertaken for all community group funding applications received for the Strengthening Communities Fund.
- 4.4 In some instances, it may be preferred to allocate funding for some of the Board Project Bids from the Discretionary Response Fund, rather than the Strengthening Communities Fund.
- 4.5 Community Boards have delegated authority from the Council to make final decisions on the Strengthening Communities Funding for their respective wards. The Board's decisions will be actioned immediately following the decision meeting. All applicants will then be informed of the decisions and funding agreements will be negotiated where relevant. All funding approved is for the period of September 2014 to August 2015, therefore Grants will be paid out in early September 2014, following receipt of a valid funding agreement.

**5. FINANCIAL IMPLICATIONS**

- 5.1 The Three Year Plan includes \$238,918 for the Riccarton/Wigram Community Board Strengthening Communities Fund, however this is subject to the final determination of the 2014/15 Annual Plan.
- 5.2 Current recommendations align with the 2013-16 Three Year Plan pages 227 regarding community grants schemes including Board funding.

**6. STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board:

- 6.1.1 Nominate Neighbourhood Week at \$5,000 as a Board Project Bid application to be considered for funding from the Riccarton/Wigram Strengthening Communities Fund 2014/15.
- 6.1.2 Nominate Community Service Awards and Youth Awards 2014/15 and Community Pride Garden Awards at \$4,000 as a Board Project Bid application to be considered for funding from the Riccarton/Wigram Strengthening Communities Fund 2014/15.

**19. Cont'd**

- 6.1.3 Nominate Culture Galore at \$12,000 as a Board Project Bid application to be considered for funding from the Riccarton/Wigram Strengthening Communities Fund 2014/15.
- 6.1.4 Nominate the Older Adults Directory at \$5,000 as a Board Project Bid application to be considered for funding from the Riccarton/Wigram Strengthening Communities Fund 2014/15.
- 6.1.5 Nominate the Youth Development Fund at \$7,000 as a Board Project Bid application to be considered for funding from the Riccarton/Wigram Strengthening Communities Fund 2014/15.

Council Unit	Project (Brief description)	Requested Amount
<p><b>Community Support Unit</b></p>	<p><b>Neighbourhood Week 2014</b></p> <p>Neighbourhood Week is a celebration that encourages communities to join together and reach out to others in the community. It helps develop community cohesion and a sense of safety. This funding is granted in the form of small contributions to Neighbourhood Week events/projects throughout the ward.</p>	<p><b>\$5,000</b></p>
<p><b>Community Support Unit</b></p>	<p><b>Community Service and Youth Awards 2014/15 Community Pride Garden Awards</b></p> <p>The Community and Youth Service Awards 2014/15 will be held in May/June and the Community Garden Pride Awards 2014/15 in February/March. These two events are citywide initiatives. The Garden Pride Awards celebrate those who provide the city with attractive gardens, enhancing the Garden City image. The Youth and Community Service Awards celebrate the volunteer contribution that is made to the social wellbeing of the Riccarton/Wigram ward. The exact costs of the two award schemes are not able to be exactly specified due to fluctuations in award numbers, further funds will be applied for from the 2014/15 Discretionary Funding Round to fully meet the financial costs of the award schemes.</p>	<p><b>\$4,000</b></p>
<p><b>Recreation and Sports Unit</b></p>	<p><b>Culture Galore 2014/15</b></p> <p>Culture Galore is an annual event that celebrates the ethnic diversity of the city. The event involves over 50 ethnic groups presenting a variety of cultural performances and demonstrations as well as ethnic cuisines. There is also an opportunity for these groups to provide information and display crafts that celebrate and symbolise their cultures.</p>	<p><b>\$12,000</b></p>
<p><b>Community Support Unit</b></p>	<p><b>Older Adults Directory</b></p> <p>At the 2013 Positive Ageing Community Conversation, one of the strongest initiatives that the community indicated it would like provided would be a hard copy directory of services for Older Adults.</p>	<p><b>\$5,000</b></p>
<p><b>Community Support Unit</b>  <b>Recreation and Sports Unit</b></p>	<p><b>Youth Development Fund</b></p> <p>The Youth Development Scheme Fund provides small grants to eligible individuals. The purpose of the scheme is to celebrate and support young people living positively in the local community by providing financial assistance for their development. Applications are presented to the Board in a staff report written either by the Community Development Advisor or the Community Recreation Advisor.</p>	<p><b>\$7,000</b></p>

**20. RICCARTON/WIGRAM COMMUNITY BOARD DISCRETIONARY RESPONSE FUND 2013/14 – APPLICATION – RICCARTON/WIGRAM COMMUNITY BOARD**

<b>General Manager responsible:</b>	General Manager, Community Services Group	N	
<b>Officer responsible:</b>	Community Support Unit Manager	N	
<b>Author</b>	Peter Dow, Community Board Adviser	Y	941 6501

**1. PURPOSE OF REPORT**

1.1 The purpose of this staff initiated report is for the Riccarton/Wigram Community Board to consider its funding application for 2014 ANZAC Day expenses in the amount of \$1,200 from its 2013/14 Discretionary Response Fund.

**2. EXECUTIVE SUMMARY**

2.1 Not applicable.

**3. BACKGROUND**

3.1 The purpose of the Discretionary Response 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 its meeting on 22 April 2010, the 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.

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

**4. COMMENT**

4.1 In 2013/14, the total budget available for allocation in the Riccarton/Wigram Discretionary Response Fund is \$51,197. 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 the Riccarton/Wigram Community Board 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 \$16,517 remaining in the Board's 2013/14 Discretionary Response Fund.

**20. Cont'd**

- 5.2 The recommendation aligns with the 2013-16 Three Year Plan pages 227 regarding community grants schemes including Board funding.

**6. STAFF RECOMMENDATION**

- 6.1 It is recommended that the Riccarton/Wigram Community Board approves the application for \$1,200 to the Board's 2013/14 Discretionary Response Fund for 2014 ANZAC Day expenses.

## 2013-14 DRF RICCARTON-WIGRAM DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> 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.

51584	Organisation Name	Project Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Riccarton/Wigram Community Board	<b>2014 Anzac Day Expenses</b> Contribution is sought to fund the cost of five wreaths for 2014 ANZAC Day and a contribution towards event costs.	\$ 1,200  <b>\$ Requested</b> \$ 1,200  (100% requested)	Five ANZAC Wreaths - \$600 ANZAC Day Event Costs - \$600	<b>\$ 1,200</b>  That the Riccarton/Wigram Community Board makes a grant of \$1,200 to the Riccarton/Wigram Community Board towards 2014 ANZAC Day expenses.	2

### ORGANISATION DETAILS

Service Base: Riccarton/Wigram Ward  
 Legal Status: Community Board  
 Established: N/A  
 Target groups: General Community  
 Number of participants: 1,000  
 Volunteer hours: N/A

### ALIGNMENT WITH COUNCIL STRATEGIES

- Strengthening Communities Strategy
- Riccarton/Wigram Community Board Outcomes: 1, 2, 3, 9, 12

### CCC Funding History

2012/13 - \$1,000 (2013 ANZAC Day Expenses) DRF  
 2011/12 - \$1,000 (2012 ANZAC Day Expenses) DRF  
 2010/11 - \$1,000 (2011 ANZAC Day Expenses) DRF

### Other Sources of Funding (This Project Only)

Nil

### Staff Assessment

ANZAC Day is a national day of recognition that provides an opportunity for soldiers, their whanau together with the community at venues around the ward, to remember and acknowledge the contribution that the armed services have provided during past conflicts.

Each year the Riccarton/Wigram Community Board has purchased five wreaths to be laid on ANZAC memorials throughout the Riccarton/Wigram ward.

In past years some Riccarton/Wigram groups and Residents' Associations have approached the Board for funding for the printing of flyers and a contribution towards the post ANZAC ceremony morning tea. This application includes funding to be used to respond to meet any such operational costs.

Service Centre staff have the capacity to resource the project.

There is no other source of funding for this project.

21. **RICCARTON/WIGRAM COMMUNITY BOARD DISCRETIONARY RESPONSE FUND 2013/14 – APPLICATION - YOUTH SOUTH WEST CHRISTCHURCH TRUST**

<b>General Manager responsible:</b>	General Manager, Community Services Group	N	
<b>Officer responsible:</b>	Community Support Unit Manager	N	
<b>Author</b>	Marie Byrne, Strengthening Communities Adviser	Y	941 6708

**1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is for the Riccarton/Wigram Community Board to consider the application from Youth South West Christchurch Trust for Easter Camp Sponsorship for the amount of \$4,850 for funding from its 2013/14 Discretionary Response Fund.

**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 its meeting on 22 April 2010, the 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.

The 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 2013/14, the total budget available for allocation in the Riccarton/Wigram Discretionary Response Fund is \$51,197. 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 Youth South West Christchurch Trust is eligible for funding.
- 4.3 Detailed information on the application and staff comments are included in the Decision Matrix (**Attachment 1**).



**21. Cont'd**

**5. FINANCIAL IMPLICATIONS**

- 5.1 There is currently \$16,517 remaining in the Board's 2013/14 Discretionary Response Fund.
- 5.2 Current recommendations align with the 2013-16 Three Year Plan pages 227 regarding community grants schemes including Board funding.

**6. STAFF RECOMMENDATION**

- 6.1 It is recommended that the Riccarton/Wigram Community Board:

Approves a grant of \$2,000 from its 2013/14 Discretionary Response Fund to Youth South West Christchurch Trust for Easter Camp Sponsorship towards registration costs subsidies for young people living in the Riccarton/Wigram Ward.

## 2013-14 DRF RICCARTON-WIGRAM DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> 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.

00051676	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Youth South West Christchurch Trust	<b>Easter Camp Sponsorship</b> Youth South West Trust are seeking funding towards assisting young people in the community to attend Youth Camp 2014.	\$26,268  <b>\$ Requested</b> \$ 4,850 (18% requested)	Registrations/Camp Costs - \$4,850	<b>\$ 2,000</b>  That the Riccarton/Wigram Community Board makes a grant of \$2,000 to Youth South West Christchurch Trust for Easter Camp Sponsorship towards registration costs subsidies for young people living in the Riccarton/Wigram Ward.	<b>2</b>

#### ORGANISATION DETAILS

Service Base: Hope Presbyterian Church  
 Legal Status: Charitable Trust  
 Established: 1/01/2008  
 Target groups: Youth  
 Number of participants: 165  
 Volunteer hours: 9,120

#### ALIGNMENT WITH COUNCIL STRATEGIES

- Strengthening Communities Strategy
- Youth Strategy
- Riccarton/Wigram Community Board Objectives: 2, 9, 10, 12

#### CCC Funding History

2013/14 - \$2,500 (Energizers Youth Programme) SGF  
 2013/14 - \$15,000 (24/7 Youthwork) SCF  
 2012/13 - \$15,000 (24/7 Youth Workers) SCF  
 2011/12 - \$6,000 (24/7 Youth Work at Branston Intermediate) SCF  
 2011/12 - \$9,000 (24/7 Youth Work at Hornby High School) SCF  
 2011/12 - \$1,000 (Big Nite Out / Regional Events 2012) SGF  
 2011/12 - \$1,000 (Jandal Camp) DRF  
 2011/12 - \$7,935 (Templeton Energisers) RSU Budget  
 2010/11 - \$7,500 (24/7 Youth Work at Hornby High School) SCF

#### Other Sources of Funding (This Project Only)

Hope Presbyterian Church - \$3,000 (Underwrites any deficits that may occur)

#### Staff Assessment

Easter Camp is run by Canterbury Youth Services and is a 4,500 young people camp filled with fun, food and great bonding with positive role models. During the five days, young people are given time to build connections with their youth leaders and enjoy themselves in a well managed and entertaining event. If a young person attending Easter Camp was asked what the highlight of the year is, they would respond with Easter Camp as their pinnacle. The Trust believe that money should never be a barrier in stopping that experience.

Youth South West Trust has fund raised some money in the past to allow young people to have the opportunity to attend who may be hindered by financial circumstances. Rather than the young people getting a free handout, they believe in them volunteering in the community so they give back, thus earning their sponsorship. The youth respond well to this concept.

Of the 166 that attended camp in 2013, 60% of the Hope Youth community learnt about the program through the local schools making it a very community based event. Youth South West Trust are hoping to sponsor up to 60 young people to Easter Camp in 2014. The cost of registration is \$145 per person. Easter Camp is the Trust's biggest camp each year and many of the youth they work with attend the camp.

Youth South West Trust has previously applied to Council for a camp called "Jandal Camp" This was hoped to be a way for young people to get a camping experience in the long summer holidays when they are bored and are tempted to get in trouble. However the camp in 2013 did not go ahead because of a lack of interest at this time of year. As a result, the funding they were granted was returned. The Trust sees attendance at Easter Camp as an alternative way of young people getting the camping experience. Staff are recommending that funding assistance be granted to Youth South West Trust to sponsor young people who reside in the Riccarton/Wigram Ward.

**22. RICCARTON/WIGRAM COMMUNITY BOARD DISCRETIONARY RESPONSE FUND 2013/14 – APPLICATION - ARDOUR CHARITABLE TRUST**

<b>General Manager responsible:</b>	General Manager, Community Services Group	N	
<b>Officer responsible:</b>	Community Support Unit Manager	N	
<b>Author</b>	Marie Byrne, Strengthening Communities Adviser	Y	941 6502

**1. PURPOSE OF REPORT**

1.1 The purpose of this report is for the Riccarton/Wigram Community Board to consider Ardour Charitable Trusts' application for the New Zealand Customs and Ministry for Primary Industries Course for the amount of \$1,870 for funding from its 2013/14 Discretionary Response Fund.

**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 its meeting on 22 April 2010, the 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.

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

**4. COMMENT**

4.1 In 2013/14, the total budget available for allocation in the Riccarton/Wigram Discretionary Response Fund is \$51,197. 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 Ardour Charitable Trust 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 \$16,517 remaining in the Board's 2013/14 Discretionary Response Fund.

**22. Cont'd**

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

**6. STAFF RECOMMENDATION**

- 6.1 It is recommended that the Riccarton/Wigram Community Board declines the application to the 2013/14 Discretionary Response Fund from the Ardour Charitable Trust for the New Zealand Customs and Ministry for Primary Industries Course.

## 2013-14 DRF RICCARTON-WIGRAM DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> 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.

00051475	Organisation Name	Project Name and Description	\$ Requested	Contribution sought towards	Staff Recommendation	Priority
	Ardour Charitable Trust	<b>New Zealand Customs and Ministry for Primary Industries Course</b>  Split 50% Fendalton/Waimairi  This project is to deliver a course for ethnic communities, particularly the Chinese community, on New Zealand Customs requirements and the Ministry for Primary Industries.	\$ 1,570  <b>Total Cost</b> \$ 1,870 (84% requested)	Advertising - \$1,200 Refreshments - \$300 Volunteer recognition - \$70	<b>\$ 0</b>  That the Riccarton/Wigram Community Board declines the application from Ardour Charitable Trust for the New Zealand Customs and Ministry for Primary Industries Course.	<b>4</b>
<b>ORGANISATION/PROJECT DETAILS</b> Service Base: Westburn Primary School Legal Status: Charitable Trust Established: 9/07/2012 Target groups: All people, particularly older adults, who travel overseas  Number of participants: 80 Volunteer hours: 3,750		<b>Other sources of funding (this project only)</b> Sponsorship from Bayleys Real Estate - \$300  <b>Staff Assessment</b> This project is recommended as a Priority Four as other sources of funding are deemed more appropriate.  The Ardour Charitable Trust was established in 2012 with one of their purposes being to provide programmes which educate young people in leadership development in bi-cultural and multi-cultural relationships, valuing diversity, promotion, co-ordination and support of closer relations with other countries, including through cultural and sporting exchanges, particularly with China.  They are seeking financial support to run a course on New Zealand Customs and the Ministry of Primary Industries. This will involve education on the legal requirements regarding bringing/importing products into New Zealand. There will be guest speakers from Customs New Zealand and the Ministry of Primary Industries. This course will be targeted at ethnic minority groups and will have free entrance.  Fendalton/Waimairi staff are recommending a decline.				
<b>ALIGNMENT WITH COUNCIL STRATEGIES</b> <ul style="list-style-type: none"> <li>• Strengthening Communities Strategy</li> </ul>		<b>CCC Funding History</b> Nil				

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

**23.1 UPCOMING BOARD ACTIVITIES**

**23.2 BOARD FUNDS 2013/14 UPDATE (ATTACHED)**

**23.3 RICCARTON/WIGRAM SUBMISSIONS COMMITTEE – MEETING MINUTES OF 26 MARCH 2014**

**24. MEMBERS' INFORMATION EXCHANGE**

**25. MEMBERS' QUESTIONS UNDER STANDING ORDERS**

Riccarton/Wigram Community Board 15. 4. 2014

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ATTACHMENT 1 TO CLAUSE 23

<b>Riccarton/Wigram Community Board Funding 2013/14</b>			
<b>2013/14</b>	<b>Discretionary Response Fund</b>	<b>Allocated \$51,197</b>	<b>Funds Remaining</b>
28-May	Harrington Park Mural - proposed work on the fence around the mural (decided to take out of 2013/14 fund as there were insufficient funds in 2012/13 fund)	\$ 1,000	
2-Jul	To Youth Achievement Scheme	\$ 5,000	
2-Jul	South Hornby Primary School - Choir Visit to Adelaide Project	\$ 2,200	
20-Aug	Kidsfirst Kindergartens seating for sandpit	\$ 1,850	
20-Aug	Hornby Primary School - food at Hornby Pasifika Fiafia Evening Project	\$ 1,500	
3-Sep	Canterbury Fiji Social Services Trust for the After School Programme - Riccarton Primary School	\$ 8,690	
17-Sep	Selwyn Starts and Essex Guards Marching Team to purchase second hand uniforms	\$ 2,000	
18-Feb	Te-Raranga (Canterbury Post - EQ Churches Forum)	\$ 2,000	
18-Mar	Parish of St Peter's Upper Riccarton (access ramp and canopy)	\$ 10,440	
		<b>\$ 34,680</b>	<b>\$ 16,517</b>
<b>2013/14</b>	<b>Youth Development Fund</b>	<b>Allocated \$12,500</b>	<b>Funds Remaining</b>
2-Jul	Daniel Hare - Boys Brigade National Leadership Course	\$ 150	
20-Aug	Con Brio Chorale - Villa Maria College - participation in National Big Sing	\$ 400	
20-Aug	Tirangi Skerrett-White - American Field Service exchange trip to Italy	\$ 700	
20-Aug	James Entwistle to attend World Cadet Mens' Judo Championship in Miami	\$ 500	
3-Sep	Angelia Li - Participation in Secondary School National Concert Band competition with Burnside High School Concert Band	\$ 200	
3-Sep	Sophie Shingleton - Under 21 New Zealand/Australia Championships	\$ 300	
3-Sep	St Thomas of Canterbury College - School Rugby League Team competing in National Secondary Schools Rugby League Tournament	\$ 1,000	
17-Sep	Ashleigh O'Neill - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Brooke O'Neill - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Charlotte Sullivan - Competing in Kozponti Sportiskola Jubilee Gymnastics Gala	\$ 450	
17-Sep	Georgia Taylor - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Paris Taylor - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Catriona Hay - Participation in Christchurch City Chorus in the International Sweet Adelines Convention and Competition.	\$ 500	
19-Nov	Nicole Van Rhee, Van Oudsthoorn, Christine Bosier, Sophie Pelvin, Laura Pelvin, Samantha Anderson and Jessica Pugh - Summer Ballet School in Melbourne	\$ 1,200	
19-Nov	Lincoln High School - Competing in the New Zealand Secondary Schools Touch Nationals in Auckland	\$ 800	
19-Nov	Avonhead Scout Group - towards 5 members attending New Zealand Scout Jamboree in Feilding	\$ 500	
18-Feb	Christchurch Boys' High School - China Study Tour - towards 4 students expenses	\$ 600	
18-Mar	Carla Butler - National Volleyball School Championships	\$ 250	
18-Mar	Dian Munoz - Australian and New Zealand Track and Field Championships	\$ 500	
		<b>\$ 8,650</b>	<b>\$ 3,850</b>