

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 15 JULY 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, Debbie Mora

Community Board Adviser

Peter Dow

Phone 941 6501 DDI or 027 4893749

Email: peter.dow@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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Riccarton/Wigram Community Board 15. 7. 2014

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1. APOLOGIES

2. DECLARATION OF INTEREST

Members are reminded of the need to be vigilant and 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 – 1 JULY 2014

The minutes of the Board's Ordinary Meeting of 1 July 2014 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's Ordinary Meeting of 1 July 2014, be confirmed.

14. 8. 2014

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

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

PRESENT: Mike Mora, Helen Broughton, Natalie Bryden, Vicki Buck,
Jimmy Chen, and Debbie Mora

APOLOGIES: An apology for absence was received and accepted from
Peter Laloli.

An apology for lateness was received and accepted from
Jimmy Chen who arrived at 4.05pm and was absent for clause 1.

An apology for lateness was received and accepted from Vicki Buck
who arrived at 4.07pm and was absent for clause 1 and part of
clause 6.2.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DECLARATION OF INTEREST

Nil.

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

6.1 FACILITIES REBUILD PROGRAMME (HERITAGE) - UPDATE

Richie Moyle, Project Manager, briefed the Board on the Council's facilities rebuild heritage programme in Riccarton/Wigram involving Chokebore Lodge.

The Board indicated its interest in receiving similar updates three monthly.

After questions from members, the Chairperson thanked Richie Moyle for his briefing.

6.2 ENVIRONMENT CANTERBURY – BUS ROUTES REVIEW UPDATE

Connie Hutchinson, Passenger Services Operations Planner, Environment Canterbury, updated the Board on the Metro Bus Services Review and provided a PowerPoint summary of the submissions received relative to the Riccarton/Wigram area.

Members reiterated previous requests made by the Board to Environment Canterbury for a bus service off Buchanans Road to meet the needs of the Broomfield community.

The Chairperson thanked Ms Hutchinson for updating the Board.

7. COMMUNITY BOARD ADVISER'S UPDATE

Nil

8. ELECTED MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Council's Hei Hei community facility (former link building) re refurbishment and usage
- Gilberthorpes Estate Residents' Association re quarrying resource consent application
- Denton Oval – current facility repairs and use by clubs. Staff to follow up.
- Council Annual Plan 2014/15 outcomes re Awatea Route Upgrade Project– reinstated to 2014/15, and Templeton Pool one week season extension approved (ex submissions by the Halswell Residents' Association and Templeton Residents' Association respectively).

9. MEMBERS' QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MINUTES – 17 JUNE 2014

The Board **resolved** that the minutes of its ordinary meeting of 17 June 2014 (both open and public excluded sections), be confirmed subject to the following amendment:

Open Minutes 17 June 2014, page 3, clause 1.3, Christchurch Southern Motorway Project Stage 1 – Proposed Speed Limit Changes on Adjoining Roads – alter date “14 July 2014” to 24 July 2014.

The meeting concluded at 4.58pm

CONFIRMED THIS 15TH DAY OF JULY 2014

**MIKE MORA
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 UPPER RICCARTON DOMAIN – SPORTS CLUBS

Eddie Cropley, Chief Executive of FC Twenty 11, and representatives from the Riccarton Domain Tennis Club and Riccarton Cricket Club have been granted speaking rights to address the Board regarding a proposal for the development of a sport and recreation facility at Upper Riccarton Domain.

4.2 HALSWELL DOMAIN - TREES

Graeme Nicholl has been granted speaking rights to address the Board regarding the shading arising from Council trees located on the boundary of the Halswell Domain and adjoining subdivision being developed off Halswell Road.

4.3. HALSWELL RESIDENTS' ASSOCIATION

David Hawke on behalf of the Halswell Residents' Association, has been granted speaking rights to address the Board regarding strategic transport planning for the Halswell area.

5. PETITIONS

6. NOTICES OF MOTION

Helen Broughton has submitted the following notice of motion in accordance with Standing Order 3.10.1:

That the Riccarton/Wigram Community Board receive an urgent briefing from staff on the previous Board's requested report on parking restrictions in the Leslie Street, Brake Street, Waimairi Road area which staff had advised would be ready by September 2013.

7. CORRESPONDENCE

8. BRIEFINGS

8.2. NGA PUNA WAI

Simon Battrick, Development Manager, Recreation and Sports Unit, will provide the Board with a briefing update on the Nga Puna Wai project.

9. PROPOSED ROAD NAMING – KIRKWOOD SUBDIVISION, WIGRAM SKIES SUBDIVISION, WATERLOO BUSINESS PARK

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Planning Officer Strategy and Planning	N	
Officer responsible:	Manager Resource Consents Strategy and Planning	N	941 8224
Author:	Bob Pritchard, Subdivision Officer	Y	941 8644

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this staff initiated report is to obtain the Board's approval to new road and right-of-way names in the Kirkwood, Wigram Skies and Waterloo Business Park subdivisions.

2. EXECUTIVE SUMMARY

2.1 The three subdivisions will create residential and business zone allotments.

2.2 RMA 92024248 Kirkwood Subdivision, Wigram Road (Attachment 2)

The Board may recall approving road and right-of-way names for the Kirkwood subdivision at its 15 April 2013 meeting.. A name for the larger right-of-way was approved as Dartmoor Lane. Another name was submitted as an option, if needed. The development company has decided in hindsight that they would prefer to use this name (Canter Lane) for the right-of-way running north off Bronco Drive.

2.3 RMA 92022860 Wigram Skies Subdivision Stages 3 and 4 (Attachment 1)

These stages of the subdivision will create six new roads and two rights-of-way large enough to be named as with the naming of previous stages in this subdivision. The development company has proposed names that have connections with combat flying, parts of aircraft, and types of aircraft together with names of some of the early pilots and graduates of the flying school. There are also three names to be used as an option, if the Board wishes. The names proposed are Isitt Drive, Immelmann Street, Liberty Street, Doppler Place, Limbrick Close, Squadron Road, Chaffey Lane, and Anzani Lane.

2.4 RMA 92021635 Waterloo Business Park, Waterloo Road (Attachment 3)

This is a large business park subdivision. Eight new roads are being constructed and part of Waterloo Road is being realigned between Halswell Junction Road and Pound Road. A new Waterloo Road is to be constructed running parallel to the existing road, with completion estimated to bein two to three years. Until such time as the new road is completed and the old road removed, it is proposed that the new road be named Waterloo Road and the old road be named Old Waterloo Road. Upon completion of the project, only the new Waterloo Road will remain. No properties have frontage to the existing Waterloo Road, as the railway line sits between Waterloo Road and the properties having frontage to Main South Road and Foremans Road.

The names that have been submitted reflect the use of the property once completed. The following are the names proposed Enterprise Avenue, Industry Avenue, Islington Avenue (already approved, but the road has been extended a short distance.) Commerce Crescent, Market Road*, Innovation Road, Waterloo Square and Waterloo Avenue. The latter runs off the new Waterloo Road, and Waterloo Square is connected via Waterloo Avenue. As the three roads are linked with each other, no problems should occur in location or delivery. The applicants have also submitted further names as options being Aspiration, Trade, Discovery, Progress, Pursuit, Revolution and Quest.

* There is a Market Place in Dunsandel, and a Market Street in Leeston.

9. Cont'd

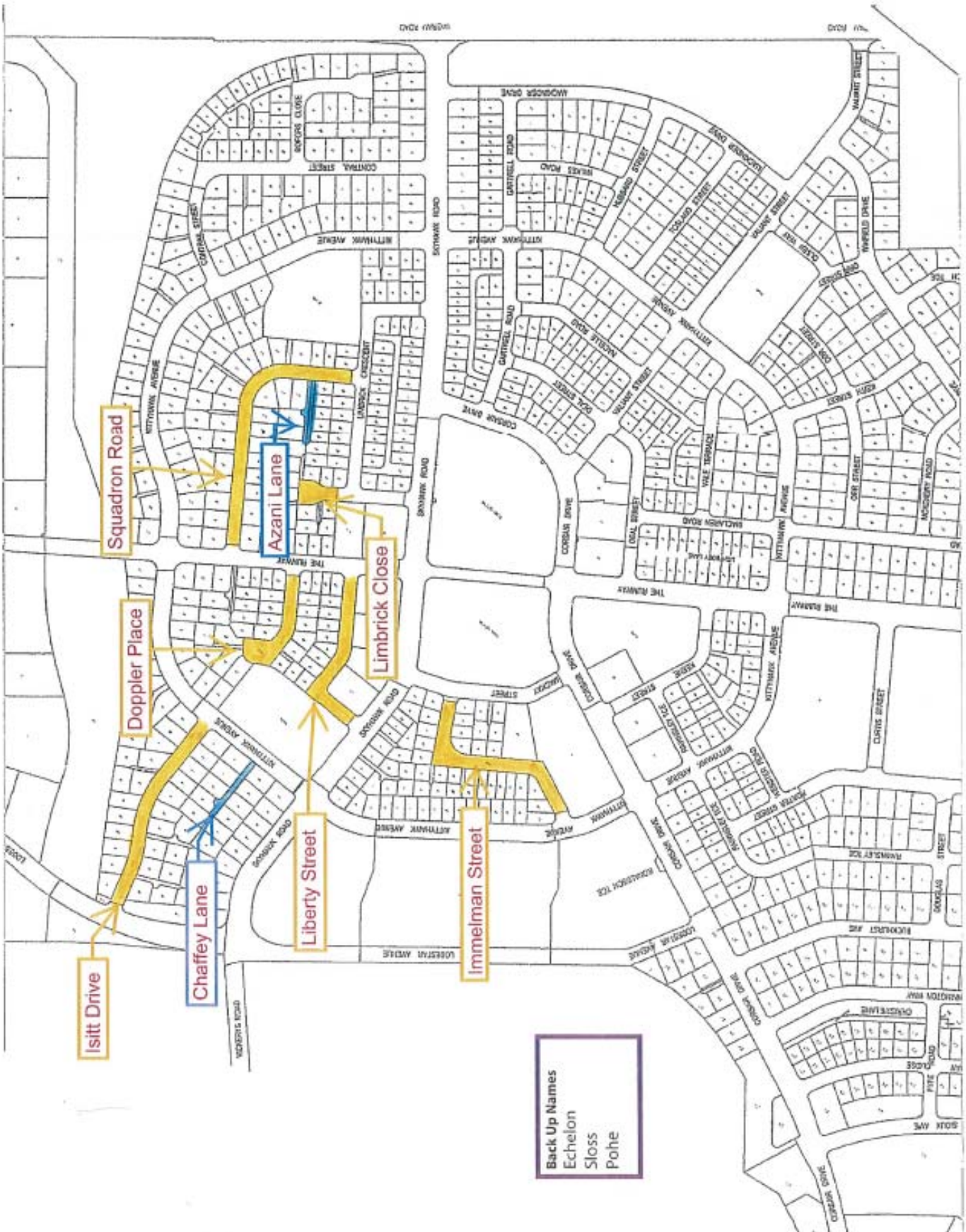
3. FINANCIAL IMPLICATIONS

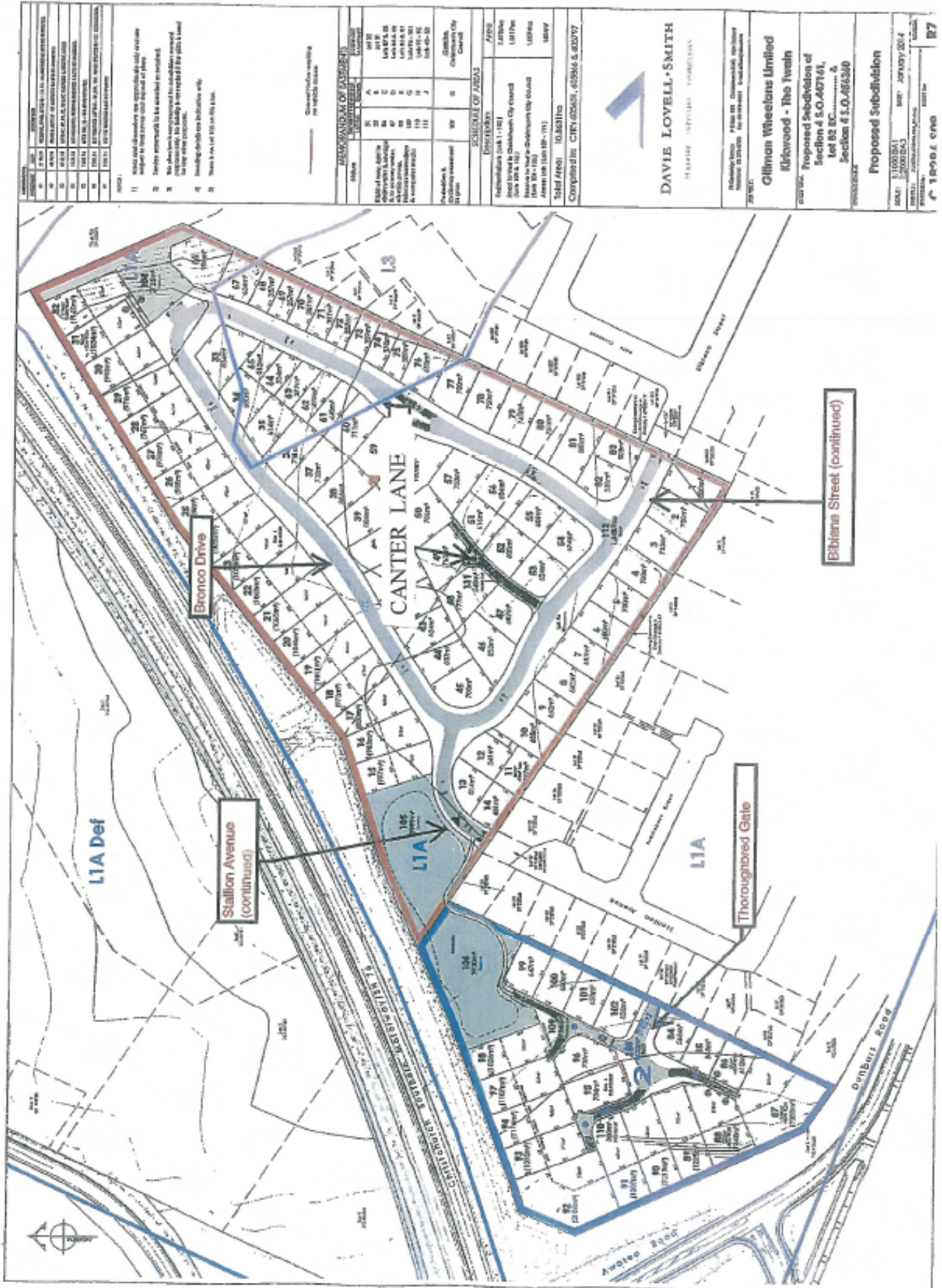
- 3.1 There are no financial costs to the Council. The administration fee for road naming is included as part of the subdivision consent application fee and the cost of name plate manufacture is charged direct to the developer.

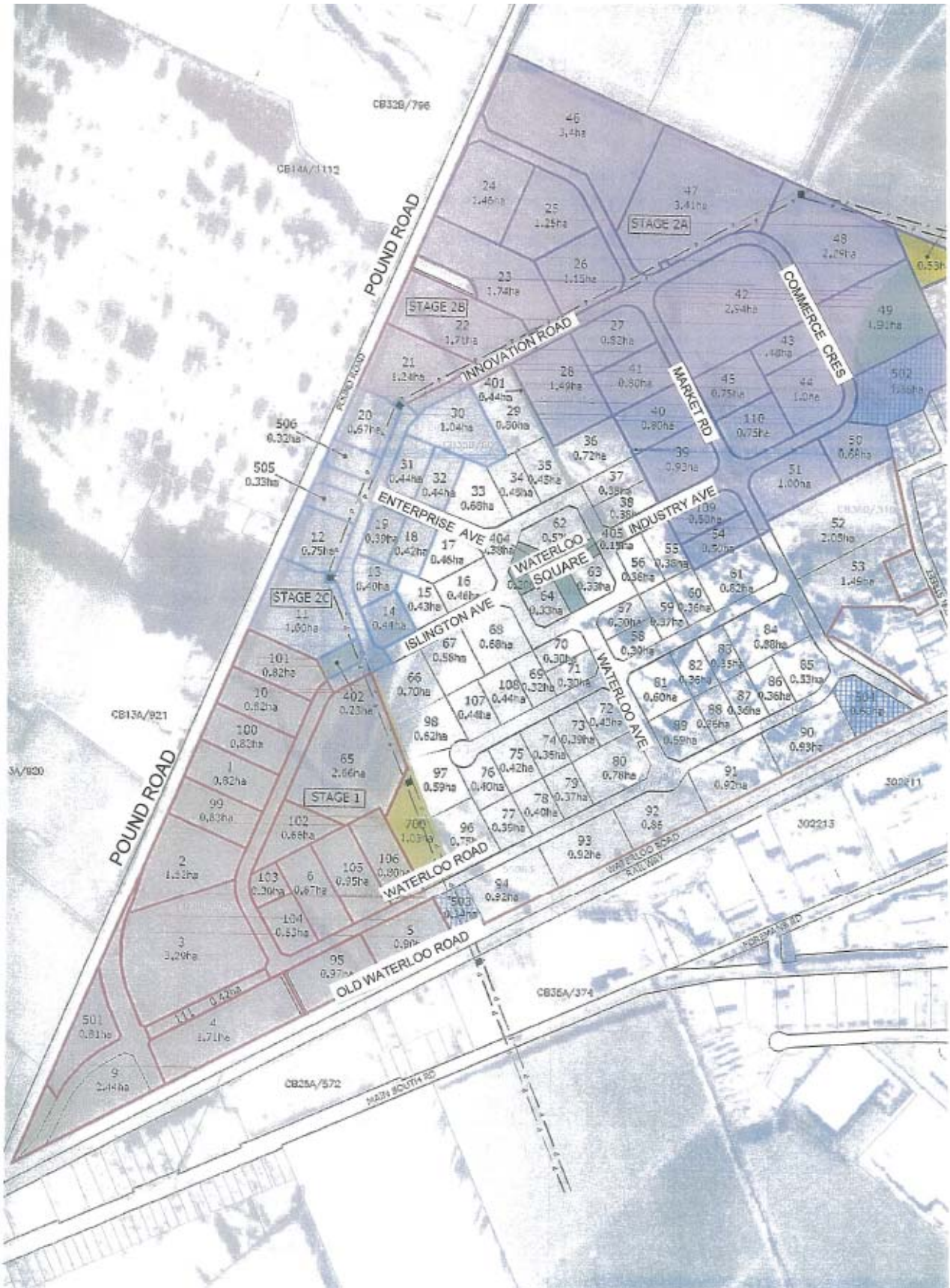
4. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board resolve to:

- 4.1 Approve the name Canter Lane for the right-of-way in the Kirkwood Subdivision.
- 4.2 Approve the following names for the Wigram Skies subdivision: Isitt Drive, Immelman Street, Liberty Street, Doppler Place, Limbrick Close, Squadron Road, Chaffey Lane, and Anzani Lane. Other options available are Echelon, Sloss, and Pohe (or Johnny Pohe).
- 4.3 Approve the following names for the Waterloo Business Park subdivision: Enterprise Avenue, Industry Avenue, Islington Avenue, Commerce Crescent, Innovation Road, Waterloo Avenue, Waterloo Square and Market Road. Other options available are Aspiration, Trade, Discovery, Progress, Pursuit, Revolution and Quest.







to wing commander, then group captain. As air member for personnel, he held a key appointment in the time of rapid expansion through to the opening stages of the Second World War. For his contribution to the remarkable achievements of this period he was made a CBE.

Immelmann turn

An **Immelmann** trades airspeed for altitude during a 180 degree change in direction. The aircraft performs the first half of a loop, and when completely inverted, rolls to the upright position. The Immelmann is a good offensive manoeuvre for setting up a high-side guns pass against a lower altitude, slow moving opponent, going in an opposite direction. However, an Immelmann is a poor defensive manoeuvre, turning the defender into a slow moving target.

The **Liberty** L-12 was a 27-litre (1,649 cubic inch) water-cooled 45° V-12 aircraft engine of 400 horsepower (300 kilowatts) designed for a high power-to-weight ratio and ease of mass production. It was used in many World War I aircraft including the Airco DH.4, a British two-seat biplane day-bomber. The New Zealand Permanent Air Force operated two of these aircraft from 1919 to 1929, used by the NZPAF as an advanced training aircraft. The DH.4 has the distinction of being the first aircraft to fly over Mount Cook on 8 September 1920. It also set a New Zealand altitude record of 21,000 ft (6,400 m) on 27 November 1919.

The name **Doppler** comes from Pulse-Doppler which is a 4D radar system capable of detecting a target's 3D location and its radial velocity (range-rate). The radar transmits short pulses of radio frequency which are partially bounced back by airborne objects or spacecraft. In air traffic control, they are used for discriminating aircraft from clutter.

Limbrick & Sloss come from L.A. **Limbrick** of Napier & J.D.**Sloss** of Cheviot, two of the first 100 pioneering students trained at the flight school Sir Henry Wigram established at Wigram airbase.

A **squadron** in air force terms is a unit comprising a number of military aircraft and their flight crews. Usually of the same type and typically with 12 to 24 aircraft, sometimes divided into three or four flights, depending on aircraft type and air force. In most armed forces two or more squadrons will form a group or a wing. Some air forces also use the term squadrons for non-flying ground units (e.g. radar and missile squadrons).

Chaffey after Col. R.A. **Chaffey**, Officer Commanding the Canterbury Military District and one of the first Board of Directors for The Canterbury (NZ) Aviation Co.

The Flying Training School at Sockburn, operated by the Canterbury Aviation Company, was formed in 1917. Training started in June with one aircraft, a Caudron II bomber with a sixty-horsepower **Anzani** engine. The 20-cylinder Anzani air-cooled radial engine was the first four-row radial and one of the most powerful engines of its period.

Flying Officer Poroturu '**Johnny** **Pohe**, was the first Māori bomber pilot in the Royal New Zealand Air Force. Nicknamed "Lucky Johnny", Pohe was targeting industrial sites in Hanover in August 1943 when his Halifax aircraft was damaged. He ditched his plane in the English Channel and was captured. He was imprisoned at Stalag Luft 3, 160 kilometres southeast of Berlin on the Polish border, which held about 10,000 prisoners at the height of its occupation. An escape committee was formed in the spring of 1943 and Pohe contributed to its planning, using skills he acquired growing up on a farm north of Taihape. On the night of March 24, 1944, about 200 prisoners attempted to escape through one of three tunnels that had been dug, but only 76, including Pohe, managed to get out before guards were alerted.

10. PROPOSED ROAD NAMING – AWATEA ROAD

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Planning Officer Strategy and Planning	N	
Officer responsible:	Manager Resource Consents Strategy and Planning	N	
Author:	Bob Pritchard, Subdivision Officer	Y	941 8644

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this staff initiated report is to obtain the Board’s approval to five new road names and five new rights-of-way.

2. EXECUTIVE SUMMARY

2.1 There are three new subdivisions running off Awatea Road being carried out by three different developers, There are two other subdivisions on Awatea Road, but names have not been submitted for those as yet.

3. BACKGROUND

3.1 101 Awatea Road, Awatea Property Developments (Attachment 1)

3.1.2 This subdivision will create twelve new residential allotments, four of which have been designed to allow further development. Another allotment will vest in the Council as reserve, and there is a thirty metre wide Esplanade Reserve at the north of the development. The roading is set out roughly in a square; hence the applicants wish to name the road “Dow Square”. A right of way will run off the southern end of the road and this is proposed as “Atatu Lane” The owners have lived on the property for sixteen years and will be continuing to live there. They expressed a desire to have a small easily pronounced road name. To that end they have chosen to name the road Dow Square an alternative spelling of the small fishing vessel (Dhow.) The right-of-way name Atatu means dawn, It is felt appropriate as Awatea means light. Options have been supplied for the road: “Hikuwai Square”, (source of a river or new beginning) “The Headwaters” reflecting the headwaters of the Heathcote River on the boundary of the subdivision.

3.2 141 to 185 Awatea Road, Eelco Wiersma (Attachment 2)

3.2.1 This subdivision will create two legal roads and four named rights-of-way. The larger road commences at Awatea Road, which will then proceed at right angles and continue through two more subdivisions to exit on Wigram Road. “Platinum Drive” has been chosen for the main spine road. This is a neutral name, which is approved by all three applicants. There is a small road on the Wiersma subdivision proposed as “Vahsel Bay Road” The applicant has chosen Shackeltons Trans Antarctic expedition as the subdivision theme. “Vahsel Bay” is situated in the Weddell Sea and was one of the drop-off points for stores. “Wiersma Lane” (The ship’s name), “James Caird Lane” after a small boat (23 foot whaler in which Shackelton and five others made their epic voyage from Elephant Island to South Georgia in 1916.) “Grytviken Lane” after a small Swedish whaling station on South Georgia and “Wiersma Lane” in recognition of the developer and Milano Lane,

3.3. Awatea Road (306 Wigram Road) Whittaker Estates (Attachment 3)

3.3.1 This subdivision will create two culs de sac and will extend the spine road “Platinum Drive” to Wigram Road. Road 5: Three names have been supplied in order of preference:” Amelia Place” after one of the developers daughter’s name. Options are “Jane Place* and “Detemar Place” (One of the horses trained on the property) and Road 7 “Pellaca Place **” From the two developers

10. Cont'd

combined surnames (Pike and Dellaca options are Pacer Place and Colt Place "and "Satara Place", another horse with connections to the property).

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

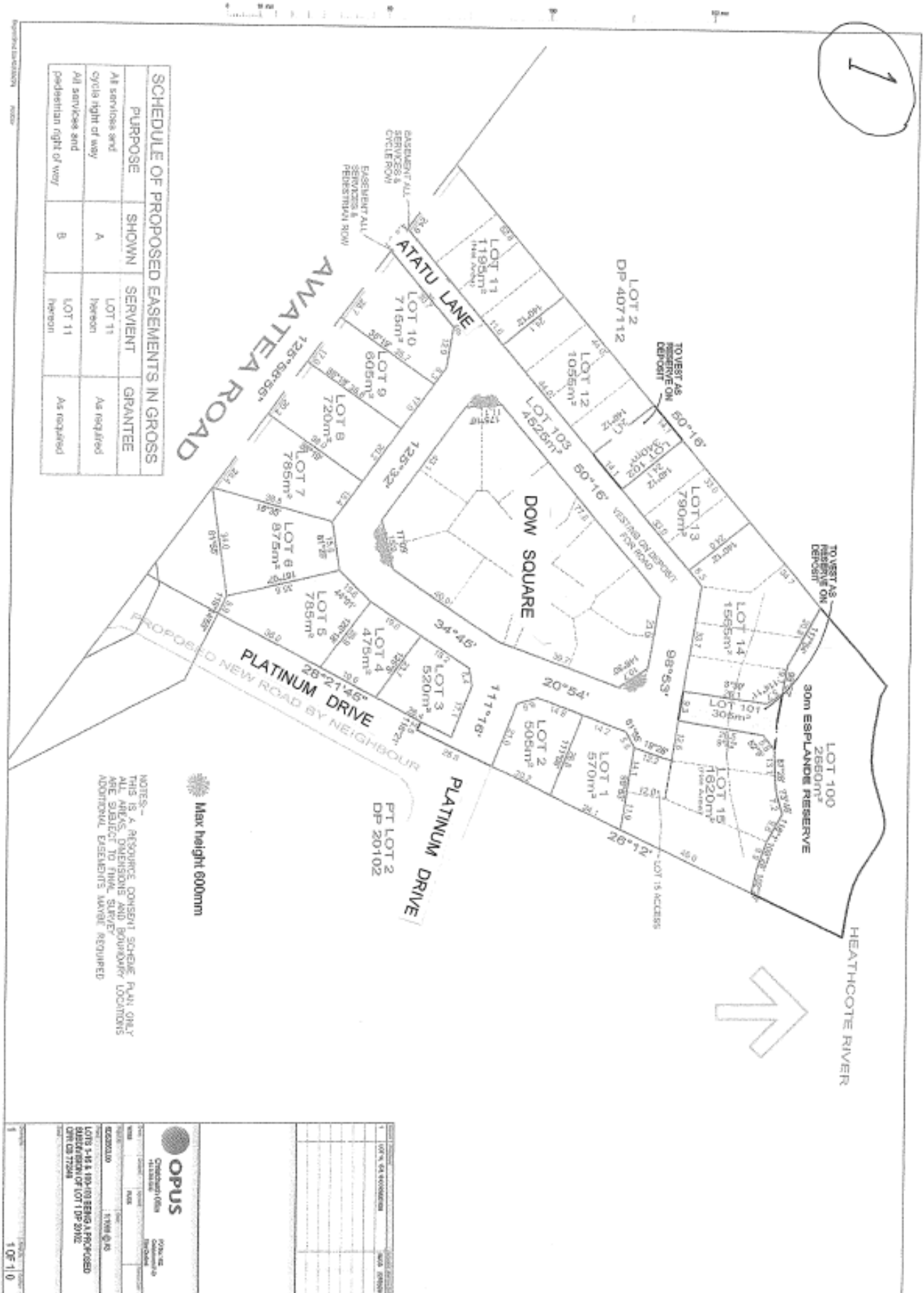
It is recommended that the Riccarton/Wigram Community Board resolve to:

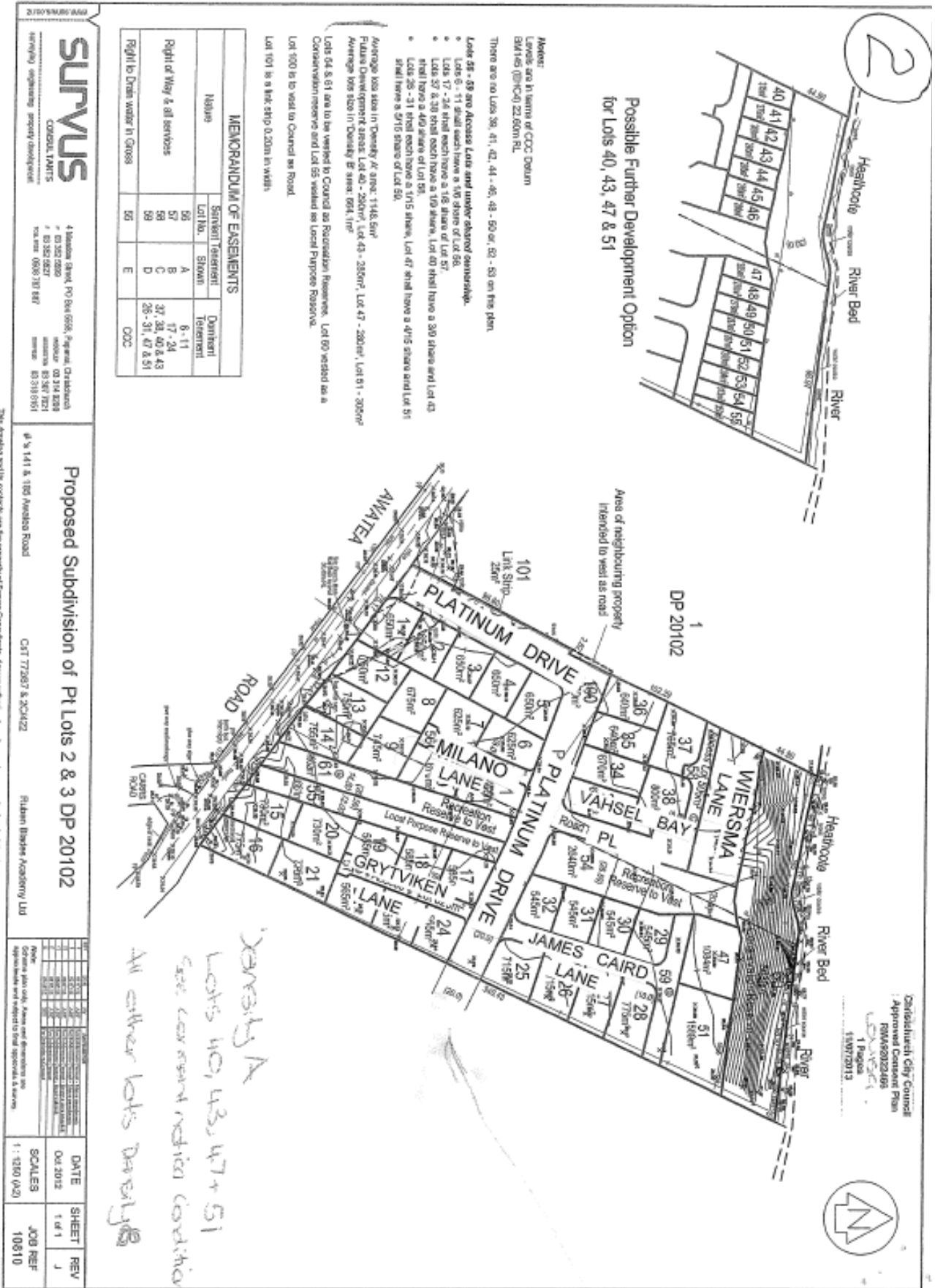
- 5.1 Approve the following names:

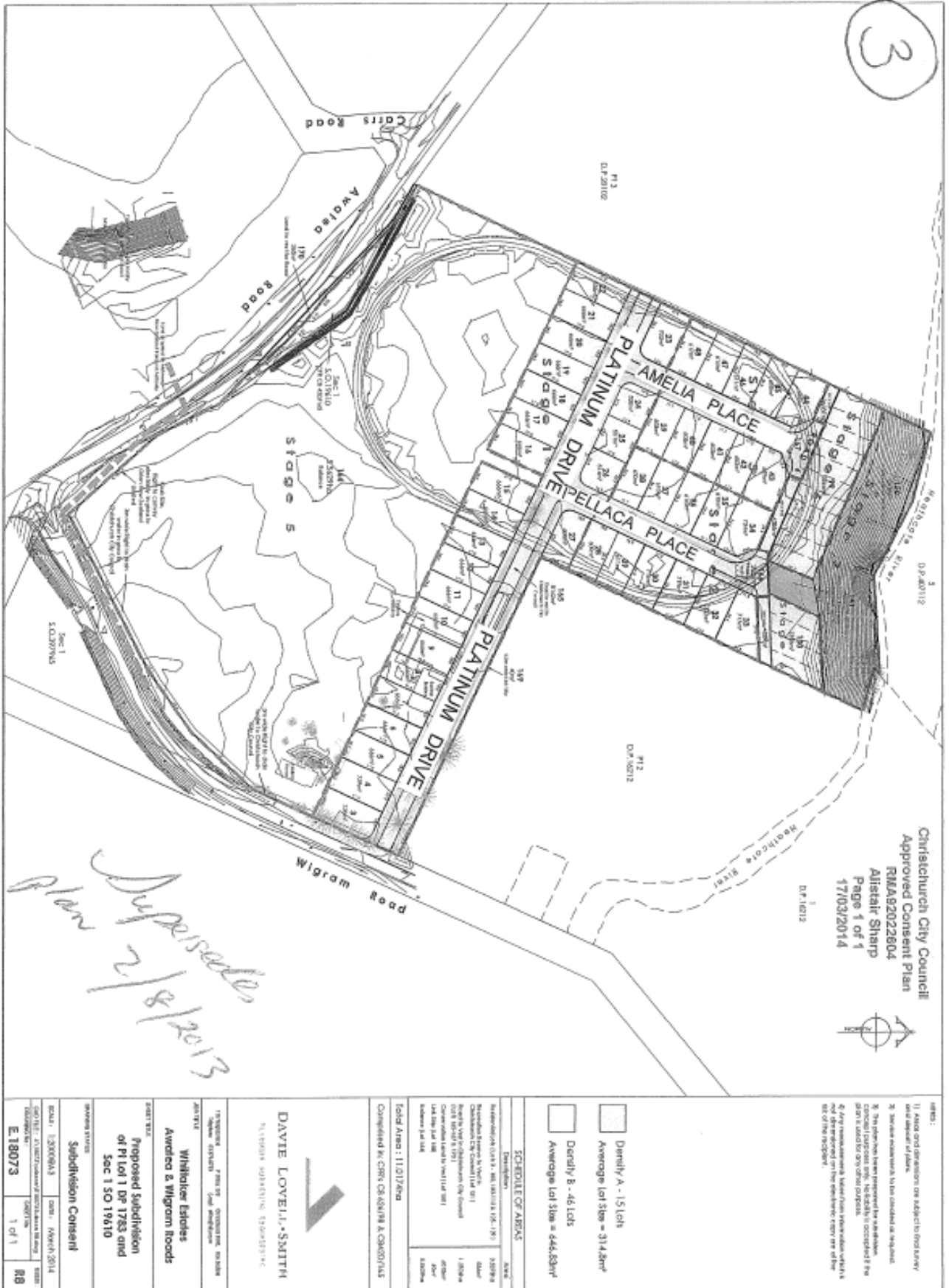
5.1.1 Dow Square, Atatu Lane (Awatea Property Developments, 101 Awatea Road)

5.1.2 Platinum Drive, Milano Lane, Vahsel Bay Place James Caird Lane, Wiersma Lane, Grytviken Lane (Eelco Wiersma Subdivision, 141 to 185 Awatea Road)

5.1.3 Amelia Place, Pellaca Place (Whittaker Estates, 306 Wigram Road and Awatea Road.







3

Christchurch City Council
Approved Consent Plan
RMA92022604
Allister Sharp
Page 1 of 1
17/03/2014

DR 10213

*Superseded
plan 2/8/2013*

- NOTES:
- 1) All use and operations are subject to local authority consent where applicable.
 - 2) Schedule areas which have been indicated as required.
 - 3) The plan has been prepared for submission to the Council and is subject to the Council's approval. It is not to be used for any other purpose.
 - 4) Any measurements shown are from the corner of the lot of the respective lot.

- Density A - 15 Lots
Average lot size = 314.8m²
- Density B - 48 Lots
Average lot size = 444.83m²

SCHEDULE OF AREAS			
Description	Area	Value	Rate
Residential (Densities A & B) - see Schedule 10-191	33079m ²	1.000%	330.79
Residential (Density A) - see Schedule 10-191	33079m ²	1.000%	330.79
Residential (Density B) - see Schedule 10-191	33079m ²	1.000%	330.79
Commercial (see Schedule 10-191)	0m ²	1.000%	0.00
Industrial (see Schedule 10-191)	0m ²	1.000%	0.00
Land Use (see Schedule 10-191)	0m ²	1.000%	0.00
Other (see Schedule 10-191)	0m ²	1.000%	0.00

Total Area: 110179m²
Compiled by: CERN DESIGNING & CONSTRUCTING

DAVID LOVELL & SMITH
PLANNING CONSULTANTS

DATE: 13/03/2014
DRAWN BY: AMANDA SMITH

Subdivision Consent

SCALE: 1:2000 (80%)
E.19073 1 of 1

11. SIR JAMES WATTIE DRIVE - PROPOSED PROHIBITED TIMES ON ROADS



		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, City Operations Group	N	
Officer responsible:	Unit Manager, Transport and Greenspace	N	
Author:	Ryan Rolston, Traffic Engineer	Y	941 8516

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek that the Riccarton/Wigram Community Board recommend that the Council approve night time access restrictions on Sir James Wattie Drive under the Clause 15 'Prohibited Times on Roads' of the Council's Traffic and Parking Bylaw (the Bylaw).
- 1.2 This is a staff initiated report as part of a city-wide initiative between the Police Antisocial Road User Squad and Council staff.

2. BACKGROUND

- 2.1 Under the Bylaw, the Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on that road. The purpose of this clause is to restrict the racing of motor vehicles and any associated activities. These activities may include noise, illegal driving behaviour (excessive speed, burn outs etc), property vandalism and dumping of rubbish. Vehicular access is limited to legitimate users only, such as residents and business employees.
- 2.2 The Council proposes a number of additions to the register of Prohibited Times on Roads city-wide. Sir James Wattie Drive is one such road, and is located within the Riccarton/Wigram Ward. Other streets where restrictions are being proposed will be taken to the respective Community Board.

3. COMMENT

- 3.1 **Attachment 1** shows the location of proposed night time access restrictions in the western areas of the city as part of this initiative.
- 3.2 There is a history of antisocial road user behaviour on the industrial roads in Hornby, including Sir James Wattie Drive. The majority of the industrial local roads already have prohibited times on roads restrictions. Sir James Wattie Drive is unusual in that it does not currently have restrictions.
- 3.3 There are over 50 industrial and rural roads within Christchurch that already have night time road access restrictions. These restrictions are actively enforced by the Police Antisocial Road User Squad. Infringement is subject to a \$750 penalty. There is no history of genuine road users being inadvertently confronted by police on a road subject to the restrictions. This is because experience has shown that antisocial road users are easily identified by the police.
- 3.4 Roads subject to Prohibited Times on Roads are identified by "No Entry" signs. Typical signage examples are shown on **Attachment 2**.

4. CONSULTATION

- 4.1 Consultation with businesses, residents and property owners has been carried out on the affected roads via a Have Your Say leaflet and feedback form, which was also available on the Council's Have Your Say website.

11. Cont'd

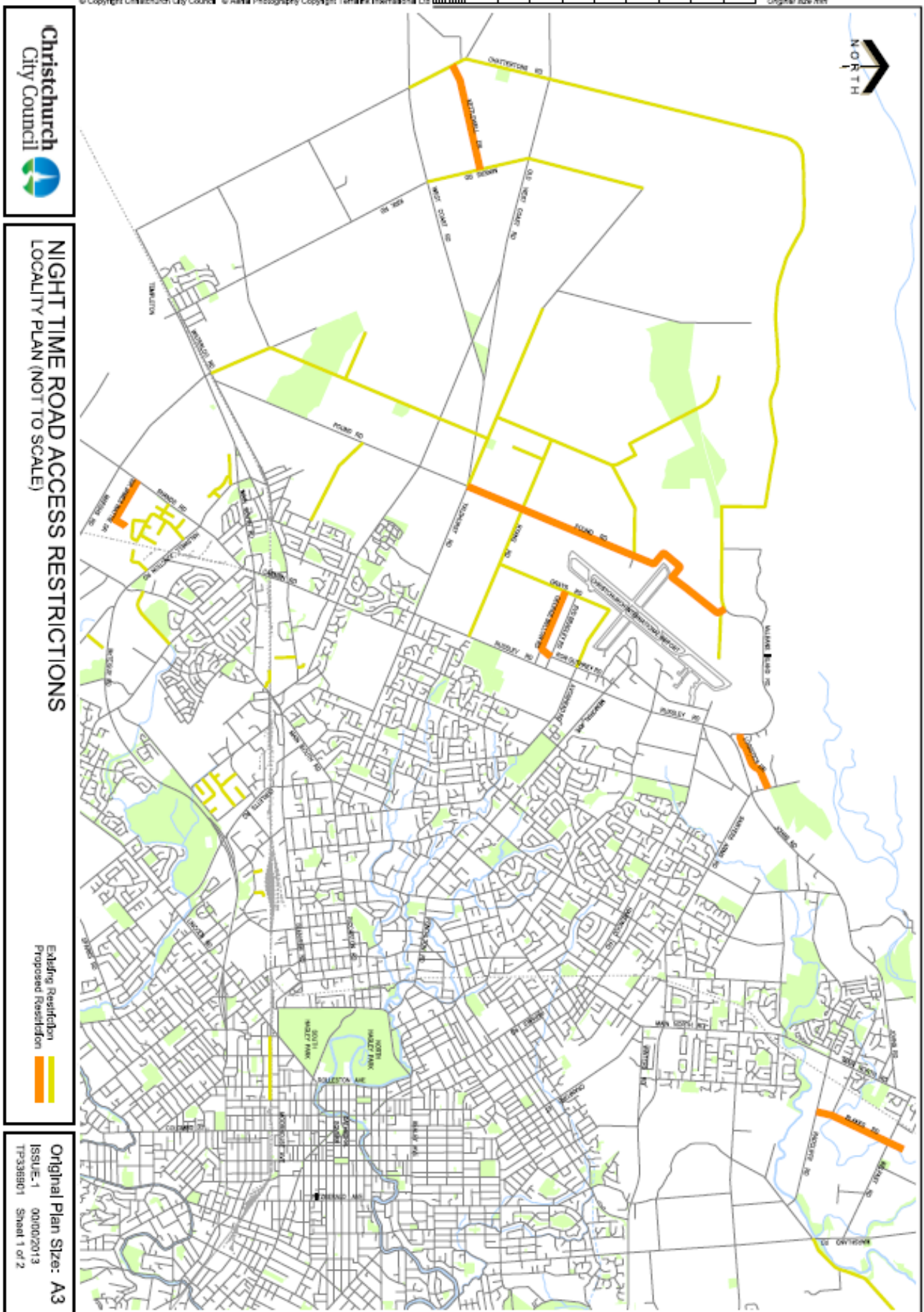
- 4.2 It is noted that this report is specific to Sir James Wattie Drive, while there are a number of other roads within the city where restrictions are proposed as a result of this initiative. A generic overview leaflet was provided to a wider stakeholders list and on the website. The proposal was also publically notified through the Press. A summary of general submission feedback is provided on **Attachment 3**.
- 4.3 Three submissions were received from a physical mail out specific to Sir James Wattie Drive, all in favour of the proposal. One property company and one representing Shands Road Industrial Park provided no additional comment.
- 4.4 In the Riccarton/Wigram Community Board submission supporting the proposal to include Sir James Wattie Drive in the schedule, Board Chairperson Mike Mora noted that *'the Board reflected on the fact that a previous Riccarton/Wigram Community Board, in working closely and successfully with the New Zealand Police, had been instrumental at that time in the Council deciding to introduce the original Bylaw. In its ongoing relationships with the police, the Board is aware that police personnel are appreciative of the Bylaw being available to them as a tool in which to carry out their important work in our local communities'*.
- 4.5 There have been requests to extend the proposal to include additional roads. The requests do not typically meet the requirements of the Prohibited Times on Roads Operational Policy, namely the road in question being a legitimate through road or their being insufficient evidence of a persistent problem with congregation, noise and nuisance. This initiative targets areas where antisocial boy racers regularly gather in large numbers. It is thought in many cases the requests for additional restrictions on other streets were a response to noisy vehicles as they travel through the area. It is beyond the scope of Prohibited Times on Roads to address this issue. However, the Council will continue to work with Police to address issues with antisocial road users as they emerge.
- 4.6 There have been no changes made to the proposal as a result of consultation to roads within the Riccarton/Wigram ward.
- 4.7 Submitters have been sent a letter including a summary of consultation and project team response to the issues raised and details of when the report will be presented to the Riccarton/Wigram Community Board meeting for its recommendation to the Council for a decision on the proposal.

5. FINANCIAL IMPLICATIONS

- 5.1 Costs associated with the proposed restrictions are approximately \$500 for new signage.

6. STAFF RECOMMENDATION

- 6.1 It is recommended that the Riccarton/Wigram Community Board recommend that the Council approves pursuant to the Christchurch City Council Traffic Parking Bylaw 2008, Clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated from 10pm on any day to 5am the following day on Sir James Wattie Drive.



Typical Signage Examples Prohibited Times on Roads



ATTACHMENT 3 TO CLAUSE 11

General Submission Responses Not Specific to an Area

SUBMITTER COMMENT	RESPONSE
As a community, we are sick of the night time disturbances by loud, speeding and skidding cars.	The proposal is supported by the Police as a tool that assists enforcement against antisocial road user behaviour
Great should have been done earlier	
Completely support this - noise of young boys racing their cars at all hours particularly on the weekends keeps us awake and makes us concerned for our property. Thank you!!!	
Come down hard on these idiots.	
We trust that it will provide the necessary support for the NZ Police to be able to reduce the issues arising, from persons that have no legitimate reason to be in the area - they only cause nuisance and problems.	
Anything that works has to be worth doing in order to address this problem.	
Thank you so much,I would like to be able to sleep at night without listening to these wollies driving about doing there donut's when ever they please,yelling,screaming and throwing there bottles out of window's of car's when they have finished drinking	
Really sick of boy races - all night hanging around and leaving marks on road.	
Would support the proposal if not for 'unacceptable actions by the police where they abused the restrictions 'bringing them into disrepute'. 'Antisocial road users' on Pound Road (unrestricted) were forced down Ryans Road (restricted) and given tickets. This submitter questions 'any bylaw that allows the police to 'abuse their power in such a way.	Police advise that there was an isolated incident at the intersection of Ryans Road and Pound Road where there was some confusion on the part of the drivers as to what the Police instructions were. It is understood that the Police withdrew infringements against the Bylaw as a result of the confusion. The proposal will reduce the potential for this to occur as the restrictions will apply to both Ryans Road and Pound Road.
The proposal is a breach of the bill of rights. They are concerned that everyone has the right to freedom of movement.	Section 145 of the Local Government Act 2002 allows bylaws to be made to (a) protect the public from nuisance (b) protect and maintain public health and safety, and (c) minimising the potential for offensive behaviour in public places. The proposal is enabled under an existing Bylaw, Section 15 of the Christchurch City Council Traffic and Parking Bylaw 2008. It is noted that Selwyn District Council has an equivalent Bylaw.
There is 'no need for the bylaw to be extended as it has been proven the problem is getting better'.	This is contrary to the view of the Police, residents and businesses within affected areas.
How about you give us somewhere to go	There is a Council funded skid pad at the Ruapuna Speedway. It was used regularly initially but is not anymore. It is understood that the reasons for the lack of use are, firstly, that the demand for the facility is late at night which conflicts with the organisers preference and noise limitation imposed by the Council. Secondly, concern by the organisers about the general behaviour of attendees when they left the event in a hyped up state.
Don't see the need when the antisocial activity is already against the law and would like the Council to encourage the police to enforce laws already in place.	The proposal is supported by the Police as a tool that assists enforcement against antisocial road user behaviour.
If anyone is going to do a burn out, I would prefer them to do it in an industrial area rather than a residential one'	The proposal seeks to address behaviour that is not acceptable in any location. The overwhelming support from staff and businesses where it is proposed to implement restrictions is a strong indication of the significant impact antisocial road users are having in these areas
Problems will just move to other areas'	There is overwhelming support to impose restrictions in the locations proposed. Council staff will work with police to address emerging issues, irrespective of this proposal.

12. HAYTON ROAD/PILKINGTON WAY – PROPOSED NO STOPPING RESTRICTIONS

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, City Operations Group	N	
Officer responsible:	Transport and Greenspace Unit Manager	Y	941 8096
Author:	Ryan Rolston, Traffic Engineer	N	

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board for the installation of No Stopping restrictions at the intersection of Hayton Road and Pilkington Way.
- 1.2 This is a staff initiated report following a request made by a member of the community.

2. BACKGROUND

- 2.1 The Council has received a request for the installation of no stopping lines at the intersection of Pilkington Way and Hayton Road. The reason for the requested No Stopping restrictions is high demand for on-street parking in the area, causing drivers to consistently park close to the intersection such that visibility is restricted for drivers turning onto Hayton Road from Pilkington Way.

3. COMMENT

- 3.1 Council staff have visited the site and confirm the issue outlined above and propose No Stopping restrictions to improve sight lines as indicated on **Attachment 1**. The proposal will benefit drivers exiting from Pilkington Way into Hayton Road through improved visibility and additional road space to negotiate the intersection.
- 3.2 It is proposed that the No Stopping restrictions continue a short distance onto Pilkington Way to ensure that the restrictions guide drivers to an appropriate location to park on this street. Staff at an adjoining property have indicated that drivers parking too close to the intersection on Pilkington Way has an impact on long commercial vehicles negotiating the intersection.
- 3.3 Staff at adjacent businesses were consulted on the proposed No Stopping restrictions. There was support for improving visibility and manoeuvring ability for long vehicles.
- 3.4 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.
- 3.5 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes jurisdiction in this area for this type of resolution.
- 3.6 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

4. FINANCIAL IMPLICATIONS

- 4.1 The restrictions will be funded from the 2014/2015 New Markings budget.
- 4.2 The proposal is estimated to cost \$500.

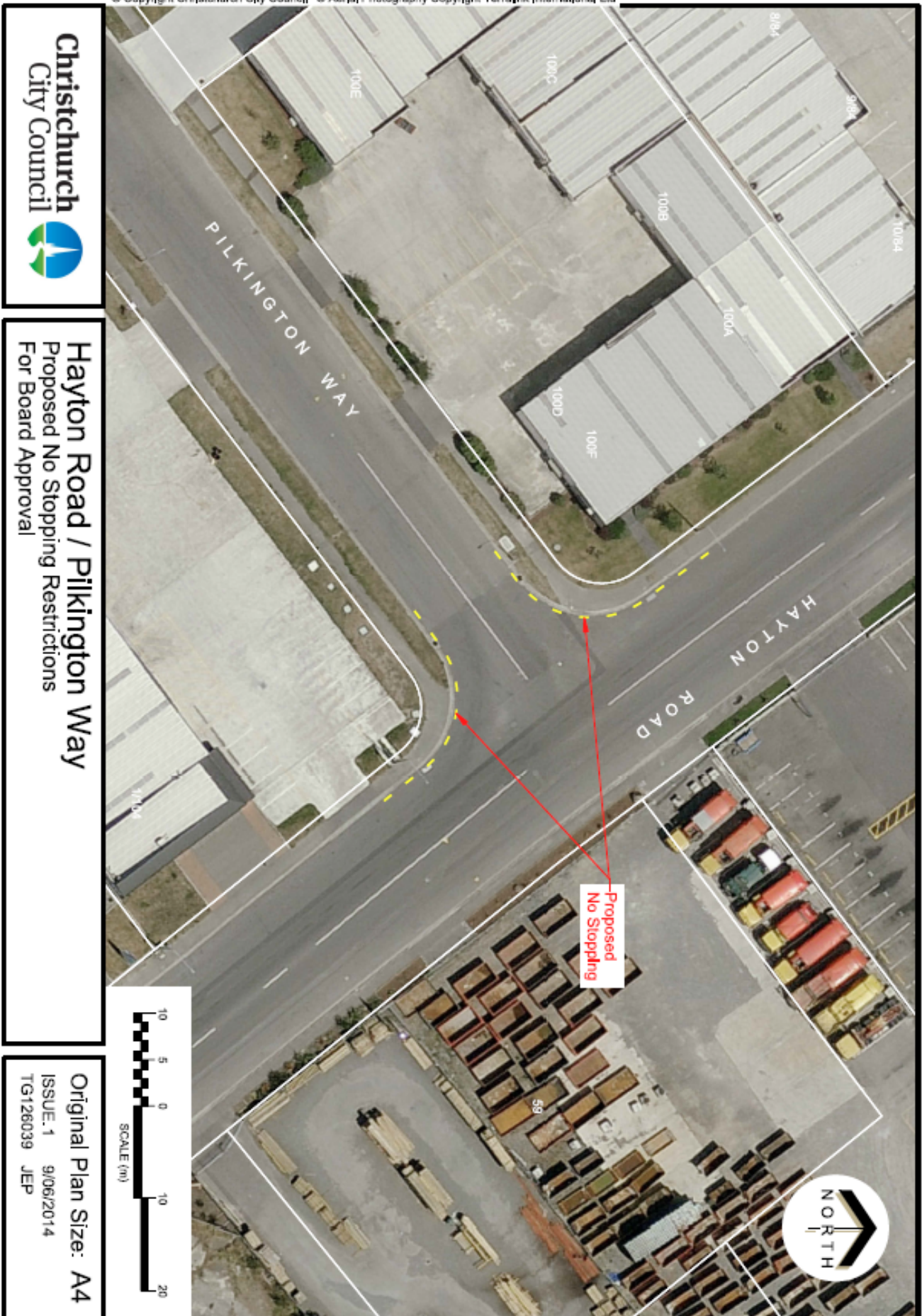
12. Cont'd

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board resolve to approve:

- 5.1 That the stopping of vehicles be prohibited at any time on the southwestern side of Hayton Road commencing at its intersection with Pilkington Way and extending in a northwesterly direction for a distance of 18 metres.
- 5.2 That the stopping of vehicles be prohibited at any time on the southwestern side of Hayton Road commencing at its intersection with Pilkington Way and extending in a southeasterly direction for a distance of 16 metres.
- 5.3 That the stopping of vehicles be prohibited at any time on the northwestern side of Pilkington Way commencing at its intersection with Hayton Road and extending in a southwesterly direction for a distance of 13 metres.
- 5.4 That the stopping of vehicles be prohibited at any time on the southeastern side of Pilkington Way commencing at its intersection with Hayton Road and extending in a southwesterly direction for a distance of 13 metres.

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13. **MATAI STREET EAST – NEW CYCLE PATH AND CYCLE PEDESTRIAN SIGNALISED CROSSINGS AT MATAI STREET/DEANS AVENUE, FENDALTON ROAD/HARPER AVENUE AND DEANS AVENUE**

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Community Services Group	N	
Officer responsible:	Unit Manager, Asset and Network Planning	N	
Author:	Christine Toner, Consultation Leader – Transport	Y	941 8355

1. **PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to provide details of the three related proposals and to request that the Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards make resolutions where they have delegated authority and recommendations to the Council as follows:

1.1.1 That Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards resolve those items for which they hold a delegation, and recommend that the Council approve the items for which the Council holds authority, for safety improvements at the intersection of Deans Avenue, Harper Avenue and Fendalton Road, as shown in the plan in **Attachment 1**.

1.1.2 That Hagley/Ferrymead and Riccarton/Wigram Community Boards resolve those items for which they hold a delegation, and recommend that the Council approve the items for which the Council holds authority, for a new cycle and pedestrian signalised crossing over Deans Avenue at the intersection of Deans Avenue and Matai Street East, as shown in the plan in **Attachment 2**.

1.1.3 That the Riccarton/Wigram Community Board resolve those items for which they hold a delegation, and recommend that the Council approve the items for which the Council holds authority, for a new off road cycle path on Matai Street East from Deans Avenue to the railway crossing, as shown in the plan in **Attachment 3**.

1.1.4 That the Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards recommend that the Council approve that the three projects (shown in Attachment 1, Attachment 2 and Attachment 3) proceed to detailed design, tender and construction.

1.2 This is a staff initiated report concerning a capital project with the primary driver being provision of infrastructure to support a transport mode shift from cars to cycles and walking, and is part of the Major Cycleways Programme.

2. **EXECUTIVE SUMMARY**

2.1 This project is part of one of the first Major Cycleways Routes identified in the Council's Three Year Plan 2013-2016. These major cycleways aim to increase cycling and in turn decrease motor vehicle use in the city. This route from University to City is called Uni-Cycle. This portion is on Matai Street East from the railway line to Deans Avenue and is supported by signalised pedestrian and cycle crossings on Deans Avenue from Matai Street East to Hagley Park, and across the intersection of Hagley Avenue, Fendalton Road and Deans Avenue. Construction is scheduled to begin later this year and finish during 2015.

2.2 This report outlines the proposed key features of each project and impacts on parking on Matai Street East.

13. Cont'd

- 2.3 This report also outlines the public consultation carried out for this project and ongoing discussions between Council managers and the Ministry of Education for Christchurch Girls' High School.
- 2.4 This report also covers legal issues and financial issues pertaining to the project.

3. BACKGROUND

- 3.1 The Christchurch City Council's Three Year Plan 2013-2016 commits to a Major Cycleways programme connecting suburbs, education, business and shopping areas as well as popular recreation destinations.
- 3.2 The high level objectives for the Major Cycleways are:
 - 3.2.1 To encourage more people to cycle more often by providing an enjoyable experience and creating cycle routes to suit the ability of children 10 years and over.
 - 3.2.2 To increase the number of cyclists by providing better facilities and increasing the level of safety. This will in turn help to slow down the increase in private car use and meet one of the key objectives of the Christchurch Transport Strategic Plan.
- 3.3 The off road cycle path proposed in this report, on Matai Street East from Deans Avenue to the railway crossing, is a section of the new University to City cycleway route named Uni-Cycle. The overall Route is part of the Christchurch City Council's Major Cycleways Routes Programme which aims to encourage people to cycle and will in turn slow down the increase in private car use in this city.

4. COMMENT

- 4.1 It is proposed that in conjunction with the construction of this pathway link, there will be a new signalised cycle and pedestrian crossing over Deans Avenue at Matai Street East and safety improvements in the form of a signalised cycle and pedestrian crossing at the intersection of Fendalton Road, Harper Avenue and Deans Avenue.
- 4.2 The two cycle and pedestrian crossings are on the boundaries of Riccarton/Wigram Ward with the Hagley/Ferrymead and Fendalton/Waimairi Wards respectively. These Community Boards will contribute to a joint chairperson's report to Council on all three proposals.
- 4.3 Key features of the proposed new cycle path along Matai Street East, from Deans Avenue to the railway line are:
 - 4.3.1 The three metre wide, two-way cycle path will be separate from the roadway.
 - 4.3.2 To minimise conflict between cyclists and motorists using parking and driveway entrances, the new cycle path route changes from the south side to the north side of the road part way along. It will be on the south side of Matai Street East, from Deans Avenue to just west of the Christchurch Girls' High School entrance. It will then cross to the north side of Matai Street East, and will run along the north side of the road to the railway line.
 - 4.3.3 Cyclists will have priority over motorists using the entrance to the bus parks and the entrance/exit to Mona Vale.
 - 4.3.4 The existing trees will be retained. Existing landscaping will be retained in place and new landscaped areas provided.

13. Cont'd

- 4.3.5 The two-way cycle path will be similar in appearance to the path on Matai Street West.
- 4.3.6 The existing angle car parking will be replaced with parallel parks.
- 4.3.7 There will be a reduction of 17 car parking spaces, leaving 45 spaces. Parking surveys show that there are enough parking spaces to meet demand in the area, if those in Mona Vale Avenue and Matai Street West are included. The P3 (three minute) drop-off parking is retained but relocated closer to the school entrance.
- 4.3.8 Other traffic calming measures such as raised platforms are proposed to keep motorist speeds low, making it safer for cyclists who choose to stay on the carriageway. If a cyclist chooses to stay on the road they will be able to access the cycle path for the crossing via a dropped kerb close to Deans Avenue.
- 4.3.9 There will be a 0.8 metre buffer between parked cars and the cycle path.
- 4.4 Key features of the proposed new signalised cycle/pedestrian crossing over Deans Avenue at Matai Street East are:
 - 4.4.1 A short piece of new path will extend from the signalised crossing to join up to an existing path through Hagley Park.
 - 4.4.2 Crossing facilities for cyclists and pedestrians are separate. Cyclists will be able to cross in one phase, and pedestrians will cross in two phases due to the differences in speed and crossing time.
- 4.5 Key features of the proposed safety improvements including new separate signalised cycle and pedestrian crossings at the Deans Avenue/Fendalton Road/Harper Avenue intersection are:
 - 4.5.1 The free left slip lane from Harper Avenue would become signalised, with two left turn lanes provided. Safety would be compromised if the crossing was located close to where traffic from Harper Avenue and traffic from Fendalton Road are crossing lanes to access Deans Avenue South or Kilmarnock Street.
 - 4.5.2 Advanced gantry signing is proposed to assist drivers to choose the correct lane.
 - 4.5.3 The changes at the Deans Avenue/Fendalton Road/Harper Avenue intersection are linked to the new crossing at Matai Street East and are necessary for the latter signals to work safely.
- 4.6 Detailed design will begin shortly on this section. Construction is scheduled to begin in November/December 2014, to be completed six months after the contractor has been appointed.
- 4.7 Consultation began in early May 2014 with a presentation to the Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards. Board members were positive about the proposal.
- 4.8 Public consultation was carried out in the immediate vicinity of these projects between 14 May and 9 June 2014. A public drop-in session was held at Christchurch Girls' High School on 28 May 2014, and was attended by two Community Board members, two Christchurch Girls' High School representatives, two local residents and one cyclist who uses the route and is also an active member of Spokes. Twenty written responses were received and a further nine conversations were held with other interested parties including Spokes, Foundation for the Blind and the Ministry of Education. Written submissions were received from the Canterbury Automobile Association, Community and Public Health, the Ministry of Education and the Foundation for the Blind. Spokes did not provide a written response a conversation was held with the outgoing president who

13. Cont'd

indicated two concerns but overall very strong support from the organisation of the whole MCR Programme.

- 4.9 Fifteen of the 20 submissions were in favour of the proposal. Four did not specify their support. The one submission that was not in support of the proposal asked for other cycleways to be improved before starting a new one; was against removal of car parking outside the school; and also suggested making Matai Street East one way.
- 4.10 A Submission from the RMG Ltd on behalf of the Ministry of Education for Christchurch Girls' High School asked that the project be put on hold until their planning for rebuilding their auditorium and associated buildings is complete. After discussions between the Ministry of Education managers, the Chairperson of the Environment Committee and the Major Cycleways Routes Programme Manager, it was decided to proceed with the proposed project as it does not preclude future changes that the school may wish to make that would impact the street.
- 4.11 Other comments included concerns about loss of parking; suggestions to make the street one way; a suggestion to put cycles on footpath as a shared path and retain parking; a request to remove judder bars; suggestion to block off the road; a suggestion to create a slow road environment; a request to keep buses out of the street; a suggestion about the direction of kerb crossings where the cycle crossing crosses an intersection; and concerns about the cycle path if it were in proximity to the drop off area for the school.
- 4.12 More detail and staff responses to the feedback are provided in **Attachment 4**.

Legal Considerations

- 4.13 Part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and includes a cycle track formed under section 332 of the Local Government Act 1974.
- 4.14 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 4.15 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 4.16 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.17 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

5. **FINANCIAL IMPLICATIONS**

- 5.1 The Major Cycleways Routes are programmed in the 2013-2016 Three Year Plan.

6. **STAFF RECOMMENDATION**

- 6.1 It is recommended that the **Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards** recommend that the Council:
 - 6.1.1 Revoke the existing give way control currently placed on the left turn slip lane from Harper Avenue to Deans Avenue.
 - 6.1.2 Approve the Deans Avenue/Fendalton Road/Harper Avenue intersection changes for final design, tender and construction, as detailed on **Attachment 1**.

13. Cont'd

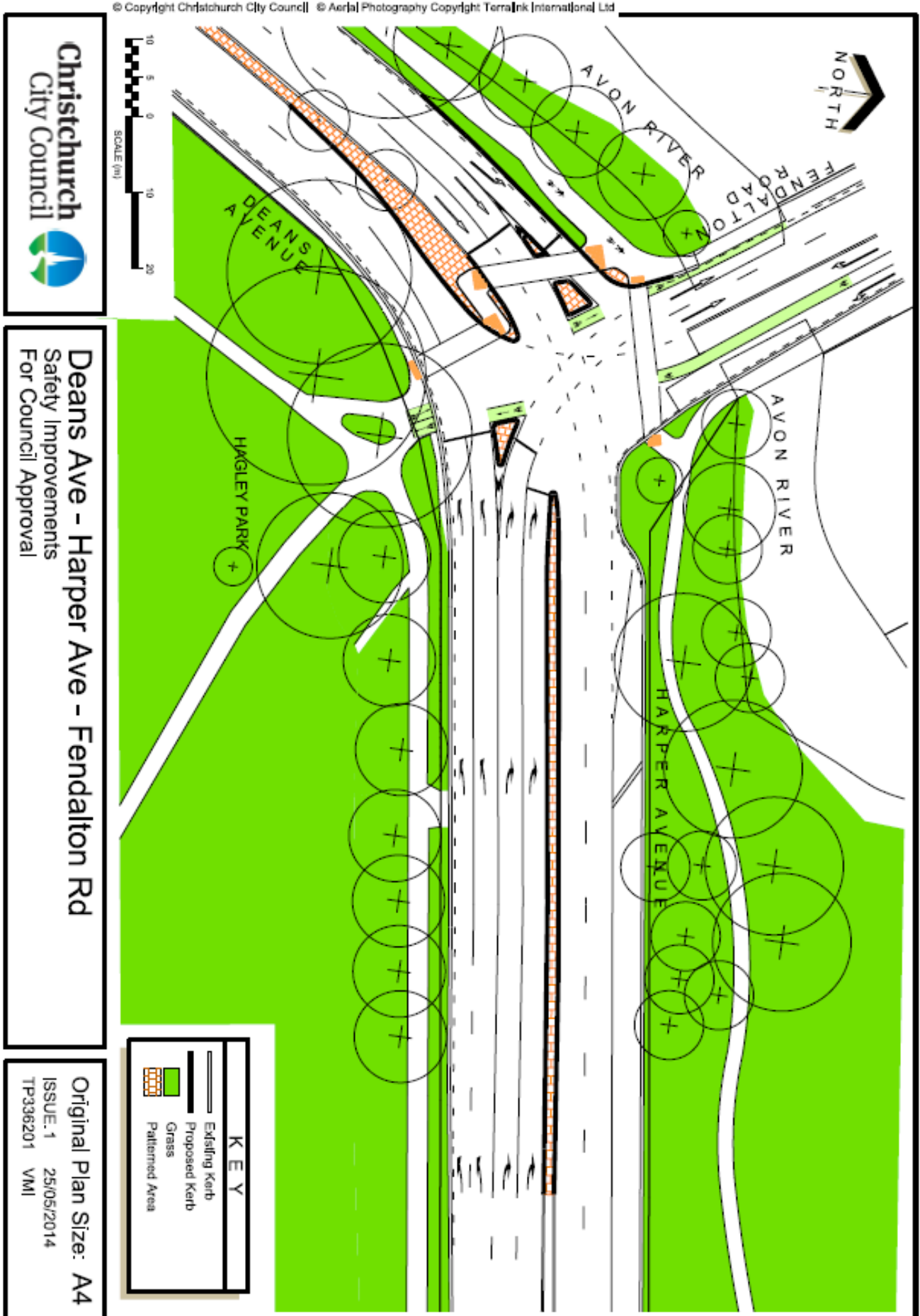
- 6.1.3 Approve that an additional left turn lane be provided on Harper Avenue at the west bound approach to Deans Avenue, and that this new and existing left turn lanes be controlled by traffic signals.
- 6.2 It is recommended that the **Hagley/Ferrymead** and **Riccarton/Wigram Community Boards** recommend that the Council:
- 6.2.1 Approve the Deans Avenue Pedestrian and Cycle Crossing on Deans Avenue at Matai Street East for final design, tender and construction as detailed on **Attachment 2**.
- 6.2.2 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 two metres south of its intersection with Matai Street East.
- 6.3 It is recommended that the **Riccarton/Wigram Community Board** recommend that the Council:
- 6.3.1 Approve the Matai Street East changes for final design, tender and construction, as detailed on **Attachment 3**.
- 6.3.2 Approve that a path on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 154 metres be resolved as a two-way cycle path.
- 6.3.3 Approve that a path on the north side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 172 metres be resolved as a two-way cycle path.
- 6.4 It is recommended that the **Riccarton/Wigram Community Board**:
- 6.4.1 Revoke all existing parking restrictions on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction to the intersection of Mona Vale Avenue.
- 6.4.2 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 164 metres.
- 6.4.3 Approve that the stopping of vehicles be prohibited between the hours of 11pm and 5am Monday to Sunday on the south side of Matai Street East commencing at a point 164 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 17 metres.
- 6.4.4 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Darvel Street and extending in an easterly direction for a distance of 15 metres.
- 6.4.5 Revoke all existing parking restrictions on the east side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
- 6.4.6 Approve that the stopping of vehicles be prohibited at any time on the east side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
- 6.4.7 Revoke all existing parking restrictions on the west side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.

13. Cont'd

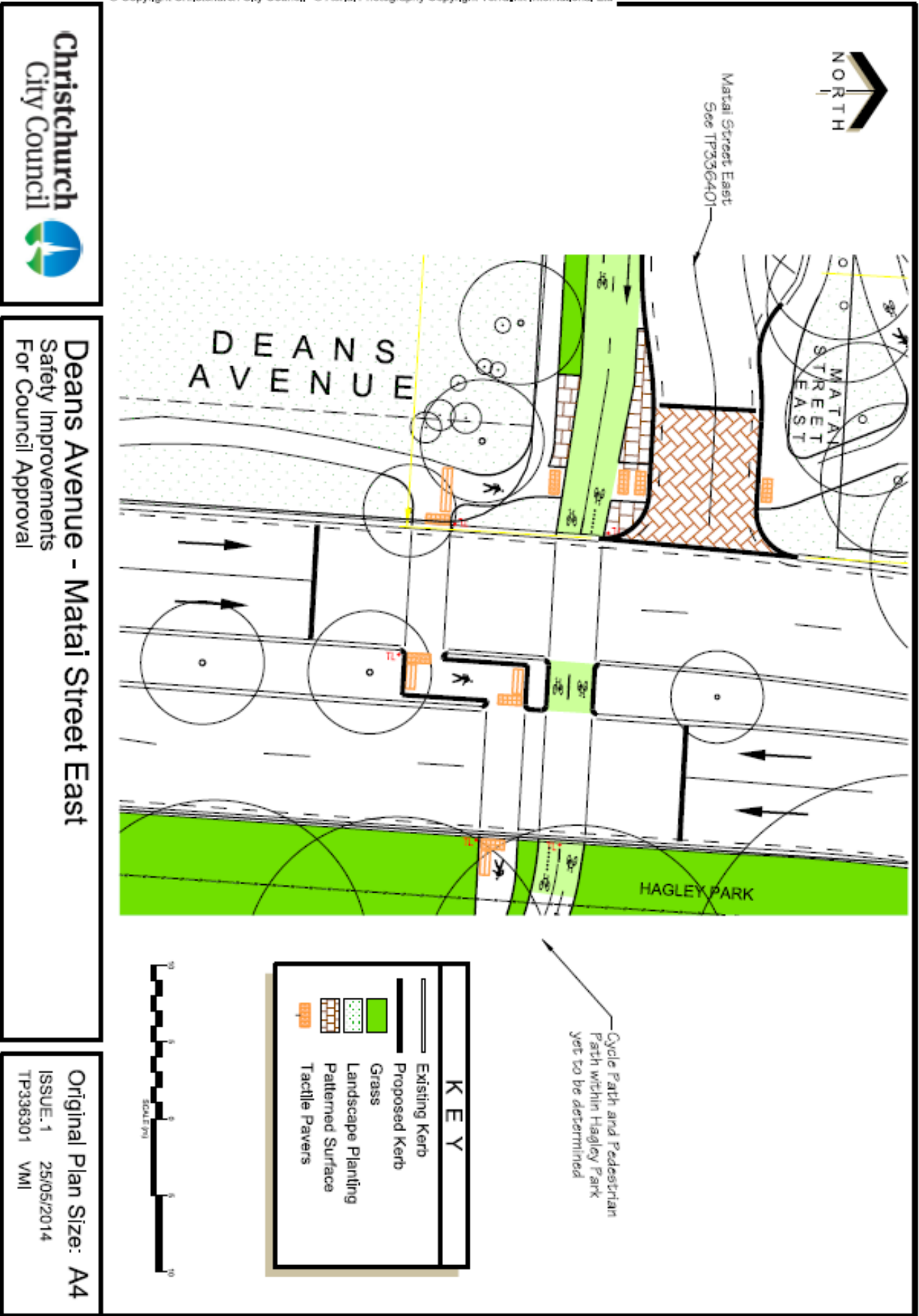
- 6.4.8 Approve that the stopping of vehicles be prohibited at any time on the west side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
- 6.4.9 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street commencing at its intersection with Darvel Street and extending in a westerly direction for a distance of 13 metres.
- 6.4.10 Approve that the stopping of vehicles be restricted to a maximum period of 120 minutes on the south side of Matai Street East commencing at a point 13 metres west of its intersection with Darvel Street and extending in a westerly direction for a distance of 82 metres.
- 6.4.11 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 25 metres.
- 6.4.12 Revoke all existing parking restrictions on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 21 metres.
- 6.4.13 Approve that the stopping of vehicles be prohibited at any time on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 21 metres.
- 6.4.14 Revoke all existing parking restrictions on the west side of Mona Vale Avenue commencing at a point 130 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 24 metres.
- 6.4.15 Approve that the stopping of vehicles be prohibited at any time on the west side of Mona Vale Avenue commencing at a point 130 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 24 metres.
- 6.4.16 Revoke all existing parking restriction around the raised median island on Mona Vale Avenue which divides Mona vale Avenue and the bus parking lay-by at the intersection of Matai Street East commencing on the east side of the median at a point 14 metres north of its southern most end of the median and continuing in a southerly direction and then swinging to the west around the southern end nosing of the median for a total distance of 21 metres.
- 6.4.17 Approve that the stopping of vehicles be prohibited at all times around the raised median island on Mona Vale Avenue which divides Mona vale Avenue and the bus parking lay-by at the intersection of Matai Street East commencing on the east side of the median at a point 14 metres north of its southern most end of the median and continuing in a southerly direction and then swinging to the west around the southern end nosing of the median for a total distance of 21 metres.
- 6.4.18 Revoke all existing parking restrictions on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a northerly direction for a distance of 32 metres.
- 6.4.19 Approve that the stopping of vehicles be prohibited at any time on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a northerly direction for a distance of 32 metres.
- 6.4.20 Revoke all existing parking restrictions on the north side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction to the intersection of Mona Vale Avenue.

13. Cont'd

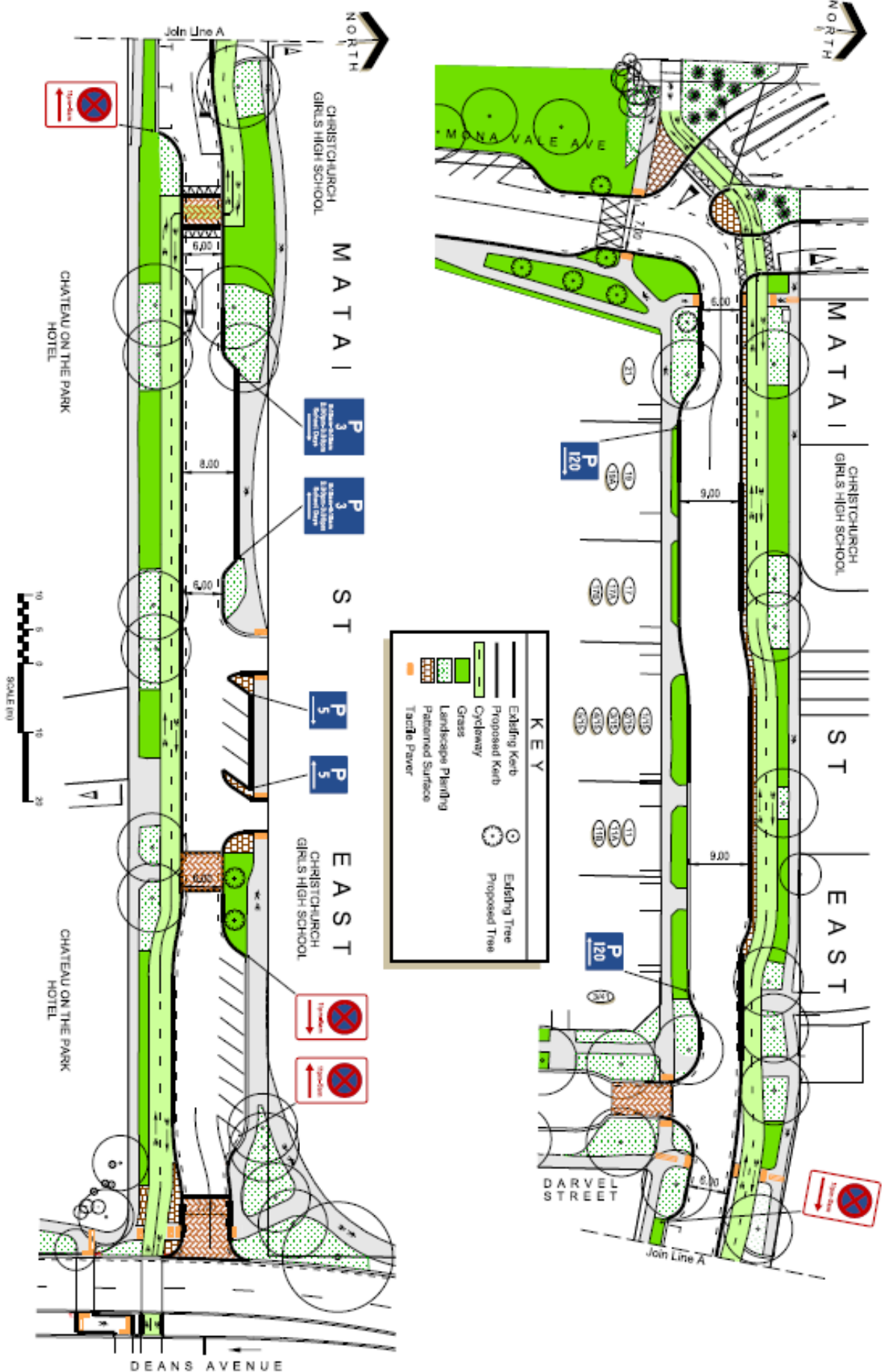
- 6.4.21 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 18 metres.
- 6.4.22 Approve that the stopping of vehicles be prohibited between the hours of 11pm and 5am Monday to Sunday on the north side of Matai Street East commencing at a point 18 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 27 metres.
- 6.4.23 Approve that the parking of vehicles be restricted to 60 degree angled parking on the north side of Matai Street East commencing at a point 18 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 27 metres.
- 6.4.24 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 45 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 18 metres.
- 6.4.25 Approve that the parking of vehicles be restricted to 60 degree angled parking and for a maximum period of five minutes on the north side of Matai Street East commencing at a point 68 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 14 metres.
- 6.4.26 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 91 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 11 metres.
- 6.4.27 Approve that the parking of vehicles be restricted to a maximum period of three minutes on the north side of Matai Street East commencing at a point 102 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 28 metres. This restriction is to apply from 8:15am to 9.15am and from 2.30pm to 3.30pm school days.
- 6.4.28 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 130 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 99 metres.
- 6.4.29 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 22 metres.
- 6.4.30 Approve that a Give Way Control be placed against Matai Street East on its west bound approach to the cycle path crossing located at a point 144 metres west of its intersection with Deans Avenue.
- 6.4.31 Approve that a Give Way Control be placed against Matai Street East on its east bound approach to the cycle path crossing located at a point 161 metres west of its intersection with Deans Avenue.
- 6.4.32 Approve that a Give Way Control be placed against Mona Vale Avenue at its approach to the cycle path crossing located at a point six metres north of its intersection with Matai Street East.
- 6.4.33 Approve that a Give Way Control be placed against Mona Vale Avenue at its approach to the cycle path crossing across the entry to the bus parking lay-by located at a point 156 metres north of its intersection with Kilmarnock Street.



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Matai Street East
University Major Cycleway Route
For Council Approval

Original Plan Size: A3
ISSUE: 1 25/06/2014
TP3385401 VM1

Attachment 4 Consultation Feedback Summary

Matai Street East cycle path, and signalised cycle and pedestrian crossings at Matai Street East/ Deans Avenue and at Deans Ave/Harper Ave/Fendalton Road intersection

The scheme plans were presented to Hagley/Ferrymead, Riccarton/Wigram and Fendalton/Waimairi Community Boards during early May 2014. Board members were positive about the proposal.

Consultation was carried out in the immediate vicinity of these projects between 14 May and 9 June 2014. A public drop in session was held at Christchurch Girls' High School on 28 May 2014. This was attended by two Community Board members, the Principal and Board Chair of Christchurch Girls' High School, two local residents and one cyclist who uses the route and is also an active member of Spokes. Nineteen written submissions were received. SPOKES did not provide a written response but we had a conversation with the outgoing president who indicated two concerns but overall very strong support from the organisation of the whole MCR Programme. Submissions were also received from the Canterbury AA, Community and Public Health, the Ministry of Education and the Foundation for the Blind.

Details of the submissions and comments received are summarised in the table below.

Support	Number of Responses	% of Total Responses
Specified support	15	75%
Specified they do not support	1	5%
No specification	4	20%
Total written feedback	20	100%
Additional comments (visits and phone)	9	
Did not comment	0	

Detailed submissions and staff comments

Fifteen of the twenty written submissions were in favour of the proposal. Four did not specify their support, while the one who stated that they did not support the proposal made the following comments:

- (1) As a cyclist I would like to see the current cycleways improved - ie cleared of rubbish - particularly bad on cycleway from Grimseys Rd to St Bedes corner & rough eq or root damage behind park by Papanui High School - before you build more!!
- (2) Removing parks from outside Girls high would be really bad for staff especially, and also parents dropping off.
- (3) Why not make Matai St. East one way & leave the meagre parking alone.

#	General comments	Staff Responses
	Summary: 15 comments <i>15 out of 20 written responses contained a comment in support of the proposal. Other positive feedback received in person or by phone is included here.</i>	
2	We feel this will be a fantastic facility - well done!	
5	Love the concept- well done CCC.	

ATTACHMENT 4 TO CLAUSE 13 CONT'D

6	Excellent idea.	
8	I think this is an excellent project and I strongly support it. I have wanted this upgrade for many years.	
9	I support the proposal for the Matai St East cycleway. Though a car user, I consider that cycling should be promoted as being very positive for the city, and particularly suited for the city given Christchurch's flat terrain and relative focus towards outdoor activities. I also support the general separation of cyclists and motor vehicles. On a personal level, a cycleway at this location will make me more likely to decide to switch to cycling as my primary form of commute.	
10	I regularly cycle in this area and I whole-heartedly support your design.	
15	Overall the plan is quite pleasing to see I currently don't use this route because of the rail crossing. I would if the crossing & the Dean Ave crossing were fixed. Overall I am keen to see this development, especially if it fixes up the railway intersection and the intersection with Deans Ave	
17	This is a great plan especially changing the Harper Ave turn into Deans to a signalled/controlled double laned corner. :) I totally agree the cycle way should be on the south side of Matai Street East as it progresses towards Deans Ave.	
19	Great to see you are looking to link the Matai St cycleway to Hagley Park. I use this most days to get from Hanrahan St to CPIT.	
20	Fantastic! The sooner the better - providing a cycle way to and fro the University is URGENT. Great to see cycle ways connecting up enabling High School children to safely commute to these schools, and University attendees an easier commute away from traffic from CBD to UC.	
22	Good to see west Matai St. bike track extended for bike commuters making an easier commute for students and pedestrians to schools and University.	
23	The proposal looks great but there are a couple of things that I think need improvement.	
24	We have been living in a rented flat in Mona Vale Ave since the February earthquake. From the point of view of a cyclist and walker through Hagley Park I think this proposal would be brilliant. It is my chosen route when I walk in the part to cross the road at the corner of Matai Street and Deans Ave and duck under the rail so I'm sure it would become a chosen route for all walkers from the north side of Kilmarnock Street to enter the park. I often see dog walkers and many other recreational walkers and runners using this same route. The benefits for the girls entering and leaving Girls' High school would be huge along with the boys from Boys' High and Christ's College who commute through the park to school.	

ATTACHMENT 4 TO CLAUSE 13 CONT'D

25	The Canterbury District Health Board supports the Council for selecting a design that provides separate infrastructure for each transport mode, which will reduce conflict between transport modes, making travel easier and safer for all users. · The CDHB supports the proposal in its entirety.	
27	The Canterbury West Coast District of the NZAA support the proposed new cycle path on Matai Street East and Signalised cycle/pedestrian crossings at Deans Ave/Matai St including changes to Deans Ave/Harper Ave/Fendalton Road intersection as outlined in the “have your say” document.	
28	Spokes supported the cycleway and the intersection work and strongly support the whole MCR programme overall.	
29	The operations manager of the Chateau on the Park had no concerns at all about the cycleway passing their property..	
#	Parking	Staff Responses
	<p>Summary: 9 comments</p> <ul style="list-style-type: none"> • Loss of so many parking spaces will be difficult for staff and girls of CGHS • There is already insufficient parking for residents mainly because school drivers use the 2 hour parking spaces all day • Angle parking is dangerous – glad it is going • MinEdu and CGHS plan changes on school property and would like CCC to delay this project 	<p><i>Parking surveys show that there is adequate parking capacity in nearby streets to accommodate the loss of spaces here.</i></p> <p><i>One of the Council aims is to encourage a shift from the use of motor vehicles to active transport and public transport. This project will improve the environment for cyclists and pedestrians.</i></p> <p><i>Note that this is also an enforcement issue if parking happens longer than the allowed 2 hours.</i></p>
3	I work at CGHS and parking is already an issue with the spaces available	
4	The loss of 20 or so car parks would create great pressure on those working at Girls' High as our parking options are very limited. The creation of a one way street would also be crucial if this idea were to be adopted.	
5	Glad angle parking across the road is going- it is dangerous. It is also important to maintain unrestricted parking across the road for the school and our visitors.	
7	The loss of car park spaces at the west end of Matai St will impact on CGHS. Is it possible to make Matai Street one way (west to east) and retain some angle parking outside the courts/gymnasium of CGHS?	
8	I thoroughly approve of any car park removal required to make space for the cycle path and like that cyclists have priority over car access ways.	
11	Concerned about lack of parking already - never a park for their guests, and noisy at night.	

ATTACHMENT 4 TO CLAUSE 13 CONT'D

17	The car parking loss on Matai Street East could be minimised by changing the road into a "one-way" road travelling in the east direction.	
18	Removing parks from outside Girls High would be really bad for staff especially, and also parents dropping off.	
21	In addition the above issues of concern, the MoE and BoT have considered the potential impacts of the current proposal. The MoE and BoT oppose the proposal insofar as it reduces the quantum of available on street car parking. It is the view of both parties that parking availability is currently at a premium not only for short term pick up and drop off, but also for all day parking demand. A reduction in long term parking space availability will, by default, move parking demand further into the adjoining limited residential areas resulting in adverse amenity outcomes.	
#	One way suggested	Staff Responses
	Summary: 4 comments <ul style="list-style-type: none"> Suggestion is to make Matai Street East one way from west to east 	<i>Making Matai Street East one-way was considered as one of the options in the early stages of the project. It was acknowledged that it would create the greatest imposition on the users of Girls' High entrances. The design team decided that the current option, which retained two-way flow in a slow environment provides a better and all round balanced option.</i>
3	Matai St East should be made a one way street going west-east. Would solve a lot of issues with safety and traffic.	
4	If this cycleway is to be created, could Matai Street East also be made one way west to east from Mona Vale Avenue to Deans Avenue. I have long thought that this would be a far safer option, especially at the start and end of the school day.	
7	It it possible to make Matai Street one way (west to east) and retain some angle parking outside the courts/gymnasium of CGHS?	
18	Why not make Matai St. East one way & leave the meagre parking alone.	
#	Other alternative suggestions	Staff Responses
	Summary: 7 comments	See staff responses on each suggestion below
4	Another variation is to change the south side footpath and berm to a shared pedestrian and cycle way and so retain the car parking option.	When the current and future number of cyclists and pedestrians are too high then cyclists and pedestrians need to be separated for levels of service, comfort and safety. The number of movements in the morning peak time (commuters and school starting) is considered too high in this location for a shared path to work effectively. The provision of a shared path on the south side could result in the loss of trees, which are an important element of the current streetscape.

ATTACHMENT 4 TO CLAUSE 13 CONT'D

5	It would be timely to fix the 3 judder bars from Line A on the plan to Deans Ave these are dangerous in the current set-up for those who don't know they are there.	These will be removed as part of the design. New paved thresholds will be installed as part of the streetworks.
13	CGHS staff noted that the auditorium will be rebuilt and will require parking and vehicle crossings and that the new building will be offered for community use which will increase traffic demand. Ok with one way suggestion but also suggested other changes.	Changes suggested could require more planning and would be a longer term decision. The current proposal could be completed and still allow flexibility in the future.
15	<ul style="list-style-type: none"> • Lack of a lower speed limit, seems a bit of a wasted opportunity. • The road crossing geometry is a bit tight for my recumbent & tandem. Would be much improved with some angling. • The pedestrian crossing near the railway is a bit unrealistic, pedestrians will just use the cycleway. Better to keep it on the same side, or make the cycleway wider. 	<ul style="list-style-type: none"> • The design will support a slower speed street. This will be monitored and assessed after construction. • Designers acknowledge the importance of access throughout the cycleway and will consider this point in detailed design. • This will be looked at in detailed design stage.

ATTACHMENT 4 TO CLAUSE 13 CONT'D

15	<ul style="list-style-type: none"> • I have some reservations about the design of the bike path on Matai Street. It appears to me that this particular location is not well suited to an off road cycle way, as it fits well into the "low speed, low volume" category most of the time. • Further there is such a high volume of pedestrian traffic in the vicinity, which would almost certainly clog up the cycle path exactly when it is most needed, as is the case on the existing one on the other side of the rail line. • As presented, on my own journey from home to the city I would ignore the proposed path for the section between CGHS and the railway line, as I think would most cyclists. • Even most of the "interest but concerned" group would likely feel safe enough on this road if some additional measures were in place. • I suggest that the proposal be amended to have low speed zone, with tactile pavers, lower speed limit and additional traffic calming measures, between the western corner and the main CGHS entrance. The two way bike lane could commence at that point and run all the way down to Deans Ave as currently proposed. • I understand the motivation behind the existing proposal, but I am weary that the council is falling into the trap that many municipalities make, of over-engineering cycle ways on the least useful (but easiest to implement) locations, at the expense of the places the said lanes are really needed. The South Australian Debacle of the Sturt Street "Copenhagen style cycleway" springs to mind here. Feel free to give me a call if you would like to discuss further, I am usually at home during business hours. 	<ul style="list-style-type: none"> • Creating a 'slow speed street' has been considered in the scheming of this project. There is a lot of side friction in the street, and different manoeuvres taking place with motor vehicles at certain times of day. It was therefore not considered to be the best option for overall safety. Whilst the overall daily traffic volumes may support a slow street, the arrival and departures at school times do not support the proposal of a slow street and the perceived safety issues with mixing with traffic in the street at this time may deter the interested but concerned group. The facility would complement the existing Matai Street (west) facility and provide continuity for Major Cycleway users.
17	<p>Buses should be discouraged from ever driving along Matai Street East. They should park, turn around in the Mona Vale parking/bus park. Then exit back towards Kilmarnock Street.</p>	<p>Point acknowledged and will be considered in detailed design.</p>
23	<ol style="list-style-type: none"> 1. The curb should be parallel to the sides of the cycleway not across it at the Mona Vale entrance. This would signal to motorist that they need to give way to cyclists rather than the other way round. Also cyclists really do not like to have to bang up and down curb crossings as on the proposal. 2. Outside GHS the cycleway appears very close to the drop off zone for cars. This looks like a hazard where passengers in the cars are likely to "door" cyclist. Surely there should be a door width between drop of cars and the cycleway 	<p>There will be flush or smooth transition crossings where the kerb crosses the cycle path. Retaining the kerb reminds pedestrians and cyclists that they are passing across an intersection.</p> <p>The drop off area is on the opposite side of the road at this point.</p>

ATTACHMENT 4 TO CLAUSE 13 CONT'D

#	Safety for people with visual impairment	Staff Responses
	Summary: 1 response	
	<i>Diagrams and notes were provided on the plans, and noted in discussion about various locations with vision impaired pedestrians in mind.</i>	<i>The diagrams are being considered in detailed design and where possible changes made to the layout.</i>
#	Landscaping	Staff Responses
	Summary: 1 response	
5	Glad ivy on our berm is being replaced with grass and that the berm will be reduced in size. All at number 15 will then be able to put bins there in future instead of just one unit as is the current situation. Please keep as many trees as you can along Matai Street East as this has been a feature for many years- autumn colours are spectacular and it's a green belt.	The trees in Matai Street East are much admired and valued and will not be removed for this project.
#	Signalised crossing at Matai	Staff Responses
8	I particularly like the signalised car left turn from Harper into Deans Ave which will also make it safer for cyclists crossing from Fendalton Road into the park.	Thank you
#	School and Minedu changes proposed	Staff Responses
12	Two representatives of the school attended the drop in and indicated that the school and Ministry of Education were starting planning for rebuilding some earthquake damaged buildings, and that these changes might impact on the street . A written submission followed, requesting that the project be put on hold until their planning is complete.	After discussions between the Ministry of Education managers, the Chairperson of the CCC Environment Committee and the Major Cycleways Routes Programme Manager, it was decided to proceed with the proposed project as it does not preclude changes that the school may wish to make that would affect the street.

ATTACHMENT 4 TO CLAUSE 13 CONT'D

<p>21</p>	<p>Master Plan and Integrated Land Use Planning (From RMG Ltd on behalf of the Ministry of Education (MoE) re Christchurch Girls' High School) Buildings on the School site were damaged during the 2011 earthquake sequence. The music suite attached to the auditorium was demolished in March 2011 and the Auditorium building, at the east end of the site, will be demolished later this year. Further assessment of the repair costs and life cycle analysis of other buildings on the site may result in additional building demolitions.</p> <p>Within this context the MoE and Board of Trustees are about to embark on a Master Planning exercise to develop a long term blueprint for the development of the School. The developed Master Plan will inform, amongst other things, the location and scale of new building work, access arrangements and car parking locations, and improved connectivity within and beyond the site. Of equal importance, given the constrained nature of the site area, it will examine opportunities for expanding the site footprint.</p> <p>The constraints of the Avon River, nearby residential site access arrangements, and the road network around the site, expansion opportunities are most likely limited to Matai Street itself – in particular that section of Matai Street east of Darvel Street, or part thereof.</p> <p>The MoE and the BoT wish to explore this issue in more detail with the Council to determine if a road closure is an appropriate outcome in this location. As a precursor to this, the MoE and the BoT have commenced discussions with the landowner on the south side of Matai Street, east of Darvel Street, to determine their view on a possible road closure proposal.</p>	<p>Ongoing discussions with RMG and the Ministry of Education have to date involved MoE, Chair of the Environmental Committee, and Major Cycleway Staff.</p>
	<p>There is a significant body of work to complete before the Master Plan can be developed, although it is anticipated it will be complete before the end of this year. The MoE and BoT are strongly of the view, however, that it would be inappropriate to finalise a design solution for the proposed cycle path ahead of the School Master Plan. The School adjoins the entire 325m northern frontage of Matai Street and to isolate the two developments is likely to remove the possibility for improved amenity, Crime Prevention through Environmental Design (CPTED), parking, access and connectivity outcomes that may otherwise be obtained.</p>	

ATTACHMENT 4 TO CLAUSE 13 CONT'D

	<p>The MoE and BoT support the proposed cycle path in principle. They strongly advocate, however, a delay in the current process to enable an integrated land use planning approach that recognises the Master Planning process that is about to commence for the school site. As part of this they wish to embark on a collaborative design process with the Council that considers beyond scope issues such as a possible road closure of part of Matai Street. The BoT and MoE acknowledge that seeking to delay the consideration of a design solution for the planned cycle path may sit uncomfortably with the Council, given that this is one small part of a wider cycle network that the Council is endeavouring to develop. It is important to note that the BoT and MoE do not oppose the concept of a dedicated cycle path along Matai Street. For the reasons outlined above, however, they do hold the view that an integrated approach to land use planning will deliver improved outcomes in the long term. Proceeding with the cycle path without reference to the schools upcoming development plans may result in conflicts over use and access which could necessitate future changes to the cycle path. (see also Parking)</p>	
#	Railway crossing	Staff Responses
15	<p>Adelaide has some examples of good barrier-arm rail crossings, but I forget the exact location. Can look it up if need be. Probably it is the Adelaide-Glenelg cycleway.</p>	<p>Thank You</p>
#	Access to a cycleway at another location	Staff Responses
19	<p>A difficulty I have is getting on to the Matai St cycleway at the other end, from the Riccarton Bush cycleway. I'm struggling to see an easy solution so at the moment I cross Kahu Rd at the exit from Riccarton Bush then cycle along the footpath to the cycle way that runs beside Boys' High to Straven Rd and the start of the excellent Matai St cycleway. It is quite easy to cross Kahu Rd at that point as cars stop regularly for the lights at Kilmarnock St but the footpath isn't really suitable for pushing a cycle as it is quite narrow and used by school pupils. And of course it would be better not to have to get off and walk this stretch.</p>	<p>This has been passed to the relevant team for future consideration as the Major Cycleways Routes progresses.</p>

14. RICCARTON/WIGRAM COMMUNITY BOARD - ESTABLISHMENT OF A YOUTH DEVELOPMENT FUND 2014/15

Executive Leadership Team Member responsible:	General Manager, Community Services	N	
Officer responsible:	Community Support Unit Manager	N	
Author	Ruby Tiavolo, Grants Adviser	Y	941 6288

1. **PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to seek approval from the Riccarton/Wigram Community Board to set aside funding from its 2014/15 Discretionary Response Fund for the purpose of establishing a 2014/15 Youth Development Fund. This is a staff initiative.

2. **EXECUTIVE SUMMARY**

2.1 Not applicable.

3. **BACKGROUND**

3.1 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:

- 3.1.1 Personal Development and Growth
- 3.1.2 Leadership Training
- 3.1.3 Career Development
- 3.1.4 Outward Bound/Spirit of Adventure
- 3.1.5 Educational opportunities that are not a component of the school curriculum/subject.
- 3.1.6 Representation at Events – Individuals
- 3.1.7 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.

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

- 3.2.1 Age groups 12 to 25 years old at time of application.
- 3.2.2 Projects must have obvious benefits for the young person and if possible the wider community.
- 3.2.3 Applications to be submitted six weeks prior to the event taking place.

4. **COMMENT**

- 4.1 For detailed information on the Riccarton/Wigram Youth Development Scheme application, please see **Attachment 1**. Only one application is permitted per financial year per applicant.
- 4.2 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.
- 4.3 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.

14. Cont'd

4.4 In making recommendations to the Board, staff will make comment on the following matters:

4.4.1 The extend of additional funds that the individual/group as sources from other funders, and the amount of fundraising undertaken.

4.4.2 The level at which the individual/group is performing in their chosen field.

5. FINANCIAL IMPLICATIONS

5.1 This proposal transfers funds from the Board's Discretionary Response Fund into a separate Youth Development Fund. This will in turn decrease the funding available for other applicants to the Board's Discretionary Response Fund. The Board has also indicated that it will allocate funding from the Boards Strengthening Communities Fund 2014/15 to the proposed Youth Development Scheme 2014/15.

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:

6.1.1 Establish a Youth Development Fund for the 2014/15 year.

6.1.2 Approve the transfer of \$7,000 from the Riccarton/Wigram Community Board's 2014/15 Discretionary Response Fund to the Riccarton/Wigram Youth Development Fund 2014/15.

6.1.3 Notes that once the Riccarton/Wigram Youth Development Fund 2014/15 is fully expended, that the fund is closed until the next financial year.

Youth Development Scheme Riccarton/Wigram Community Board



Celebrating and Supporting Young People Living in the **Riccarton/Wigram** Ward

The **Riccarton/Wigram Community Board** wishes to acknowledge young people's effort, achievement and potential excellence in the community by providing financial assistance for their development.

The Community Board is offering financial assistance under the **Youth Development Scheme** to young people aged 12-25 years inclusive, in areas that will benefit their development and thus the development of the community.

The Community Board will consider applications in the following activities:

- **Personal Development and Growth**
 - Leadership training
 - Career development
 - Outward Bound
 - Spirit of Adventure
 - Educational opportunities that are not a component of school curriculum/subjects.
- **Representation at Events – Individuals:** Applicants also 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 (more than 1 person):** As above, but teams are required to submit only 1 application on behalf of the team members requiring funding assistance from the RW ward.

Please refer to the map below to see if you live in the Riccarton/Wigram ward area.



ELIGIBILITY CRITERIA

- **Please note, applications need to be received six (6) weeks prior to the event.**
- Open to young people aged 12-25 years inclusive.
- Projects must have apparent benefits for the young person and, if possible, the wider community.
- 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 report on their experiences.

Please make sure when sending in your application you have included all information requested in the checkboxes on the last page of this application form.

SECTION ONE: APPLICANT'S DETAILS

First Name (or team name)	Middle Name/s	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>

(Teams please attach a separate list for each team member applying for funding that reside in the Riccarton Wigram ward (Names / addresses / DOB / signature / Parent details if required).

1. Residential Address

Street Address	<input type="text"/>		
Suburb	<input type="text"/>		
City	Christchurch	Post Code	<input type="text"/>

3. Contact details

Phone (day)	<input type="text"/>	Mobile	<input type="text"/>
Email	<input type="text"/>		

4. Date of birth Age

<input type="text"/>	<input type="text"/>
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5. Name of Parent / Caregiver (if applicant is under 18 years of age)

<input type="text"/>	Phone (day)	<input type="text"/>
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SECTION TWO: EVENT / ACTIVITY DESCRIPTION

6. Please tell us about the event/activity/trip you are seeking support for. (Attach additional information where appropriate e.g. conference programme, travel itinerary, letter confirming selection, etc)

7. Date(s) of Event / Activity / Trip

Please note, applications need to be received six (6) weeks prior to the event.

ATTACHMENT TO CLAUSE 14 CONT'D

8. Please list two referees and/or attach letters of support for this application

Name	Contact details

SECTION THREE: FINANCIAL INFORMATION

9. Cost of event/activity/ trip (Eg: Include itemised costs such as : airfares, registration fees, uniforms, food, travel insurance, accommodation, transport etc)

Expenses (please list)	Cost \$
Total	
Amount requested from Community Board	

*Please include a bank generated deposit slip with your form (scanned/photocopied or an actual slip).

10. Please list any other funding sources you have applied to for this event/activity/trip

Funding organisation	Amount requested \$	Date of Decision	Pending/Approved/Declined (how much)

11. What other fundraising activities are you undertaking for this event/activity/trip ?
(e.g. income from part-time job, raffles, sausage sizzles, any voluntary work, etc)

12. How much funding have you / your team raised to date ? _____
13. Have you applied to the Community Board for this scheme before? Yes No
14. If you are a University Student, how long have you resided in the RW ward ? _____

SECTION FOUR: ABOUT YOU

15. Can you please tell us a bit about yourself / your team :

Details of your / your teams involvement in your sport/activity (e.g. length of involvement, how often do you participate, etc):

Your / teams Achievements :

Future Goals :

Please also tell us how participation in this event/activity/trip will be of benefit to you/your team and/or the community :

Any other interests or hobbies ?

SECTION FIVE: DECLARATION

I declare that all details contained in this application form are true and correct to the best of my knowledge. I accept that information provided in this application may be used in an official Council report.

Individuals Name : Or Team contact :	Signature
Signature of Parent / Caregiver if applicant under 18 years of age	Date

Return your completed application form to the Fendalton Service Centre, Cnr Clyde & Jeffries Roads, or post to:
 Youth Development Scheme
 Christchurch City Council
 Att : Sally Holtham
 PO Box 73020
 Christchurch 8154

Checklist: To ensure timely processing of your application, please make sure that you include:

- Bank Deposit Slip
- Proof of Attendance at event
- Quotes for costs applied for
- Supporting letter(s)/information from coaches, event organisers, etc

15. RICCARTON/WIGRAM COMMUNITY BOARD - YOUTH DEVELOPMENT FUND 2014/15 - APPLICATIONS- WAN ZHI TAY AND MARY DEWHIRST

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Community Services	N	
Officer responsible:	Community Support Unit Manager Unit Manager, Carolyn Gallagher	N	
Author:	Karla Gunby, Strengthening Communities Adviser	Y	941 6705

1. PURPOSE OF REPORT

1.1 The purpose of this report is to seek approval for two applications for funding from the Riccarton/Wigram Community Board's funding from its Youth Development Fund 2014/15.

2. EXECUTIVE SUMMARY

2.1 Not applicable.

3. BACKGROUND

3.1 The purpose of the Youth Development Scheme is to celebrate and support young people living in the Riccarton/Wigram ward by providing financial assistance for their development. The Community Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.

3.2 The Youth Development Scheme will consider applications for the following activities:

- Personal Development and Growth - For example leadership training, career development, Outward Bound, Spirit of Adventure, extra curricular educational opportunities.
- Representation at Events - Applicants can apply 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.

3.3 The following eligibility criteria must be met:

- Age groups 12 to 25 years.
- Projects must have obvious benefits for the young person and if possible the wider community.
- Only one application per person permitted per year.
- Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.
- Successful applicants will be required to attend a Youth Celebration event hosted by the Community Board to report back on their experiences.

3.4 Each application will be assessed by the appropriate staff member and presented to the Board for its consideration.

4. COMMENT

4.1 Funding is being sought by:

4.1.1 Wan Zhi Tay is a 17 year old from Halswell seeking funding support to attend the International Geography Olympiad (IGeo) competition which is being held in Krakow, Poland from 12 to 18 August 2014.

15. Cont'd

4.1.2 Mary Dewhirst, a 23 year old from Westmorland is seeking funding support to take up an eight week internship at the University of Airlangga, Faculty of Psychology in East Java, Indonesia over the period August to October 2014.

4.2 Wan Zhi Tay

4.2.1 Wan Zhi has been selected to attend the International Geography Olympiad. She has represented Burnside High School at the Regional Maatangi Whenua Geography competition and is one of four students going to Krakow, Poland.

4.2.2 Wan Zhi has achieved NCEA Levels 1 and 2 Geography with 100% Excellence credits.

4.2.3 Wan Zhi trains weekly for the competition through reading, research, going through past practice papers and actively practising geographic skills and techniques.

4.2.4 Wan Zhi would like to achieve New Zealand's first ever gold medal at an International Geography Olympiad.

4.2.5 The following table details event expenses and funding requested for Wan Zhi Tay.

Expense – Wan Zhi Tay	Amount
Airfares, entry fees, travel insurance	\$4,500
Total	\$4,500
Amount requested from the Board	\$1,000
Fundraising amount	\$1,800

4.3 Mary Dewhirst

4.3.1 Mary has been accepted as an intern with the University of Airlangga to work on an education-based project to raise awareness of Autism Spectrum Disorder (ASD) within the province of East Java. It is a volunteer position.

4.3.2 In order to raise funds for the internship, Mary has been working at a part time job as an ASD holiday programme worker and teacher aide for Year 1 and 2 students who have been diagnosed with varying degrees of ASD.

4.3.3 The University of Airlangga has identified an urgent need to address the under recognition of ASD within certain areas of Indonesia. As an intern Mary would be involved in stages of research, planning and implementation of workshops surrounding early childhood intervention and ASD.

4.3.4 Mary's goal is to be accepted into the post-graduate Clinical Psychology (Doctorate Programme) at Canterbury University.

4.3.5 The following table details event expenses and funding requested for Mary Dewhirst.

15. Cont'd

Expenses – Mary Dewhirst	Amount
Airfares	\$2,200
Accommodation	\$400
Meals	\$600
Travel Insurance	\$350
Visa	\$80
Local transport	\$400
Medical vaccinations	\$500
Total	\$4,530
Amount requested from the Board	\$4,000
Fundraising amount	\$550

5. **FINANCIAL IMPLICATIONS**

- 5.1 The Riccarton/Wigram Community Board is being asked to allocate \$7,000 to the Youth Development Fund from its Discretionary Fund on 17 July 2014.

6. **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board make the following grants from the 2014/15 Youth Development Fund:

- 6.1 A grant of \$450 from the 2014/15 Youth Development Fund to Wan Zhi Tay attend the International Geography Olympiad (IGeo) competition which is being held in Krakow, Poland from 12 to 18 August 2014.
- 6.2 A grant of \$450 from the 2014/15 Youth Development Fund to Mary Dewhirst to take up an eight week internship at the University of Airlangga, Faculty of Psychology in East Java, Indonesia over the period August to October 2014.

16. **RICCARTON/WIGRAM COMMUNITY BOARD DISCRETIONARY RESPONSE FUND 2014/15 – APPLICATION - HALSWELL RESIDENTS’ ASSOCIATION**

Executive Leadership Team Member responsible:	General Manager, Community Services Group		
Officer responsible:	Community Support Unit Manager		
Author	Karla Gunby, Strengthening Communities Adviser	Y	941 6705

1. **PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is for the Riccarton/Wigram Community Board to consider the funding application from the Halswell Residents’ Association for the floodlighting of the Halswell Cenotaph for the amount of \$2,500 from its 2014/15 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 the Council meeting of 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 2014/15, 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 Halswell Residents’ Association is eligible for funding.

4.3 Detailed information on the application and staff comments are included in the Decision Matrix (**Attachment 1**)

16. Cont'd

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently \$51,197 in the Board's 2014/15 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 \$2,500 from its 2014/15 Discretionary Response Fund to the Halswell Residents' Association towards the design and lighting of the Halswell Cenotaph.

2014/15 DRF RICCARTON-WIGRAM DECISION MATRIX

Priority Rating

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

00052680	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Halswell Residents' Association	<p>Halswell Memorial Shrine Floodlight</p> <p>The purpose of this project is to fund the design phase of lighting the Halswell Cenotaph.</p>	<p>\$ 2,500</p> <p>\$ Requested</p> <p>\$ 2,500</p> <p>(100% requested)</p>	Design/Lighting Quote - \$2,500	<p>\$ 2,500</p> <p>That the Riccarton/Wigram Community Board makes a grant of \$2,500 to the Halswell Residents' Association towards the design and lighting of the Halswell Cenotaph.</p>	2

<p>ORGANISATION DETAILS</p> <p>Service Base: Halswell Cenotaph, Halswell Road Legal Status: Incorporated Society Established: 25/06/1996 Target groups: All Halswell residents Annual Volunteer hours: 500 Project Participants: 15,000</p> <p>ALIGNMENT WITH COUNCIL STRATEGIES</p> <ul style="list-style-type: none"> Strengthening Communities Strategy Riccarton/Wigram Community Board Objectives: 2, 9, 10 <p>CCC Funding History</p> <p>2013/14 - \$250 (Administration) SGF 2013/14 - \$1,000 (Community Engagement) SGF 2013/14 - \$750 (ANZAC Day Commemorations) SGF 2012/13 - \$1,000 (Community Engagement) SGF 2012/13 - \$1,550 (Anzac Day Commemorations) SGF 2012/13 - \$224 (Administration) SGF 2012/13 - \$900 (Community Engagement) SGF 2011/12 - \$976 (Community Activities) SGF 2011/12 - \$2,200 (Anzac Day Commemorations) SGF</p>	<p>Other Sources of Funding (this project only)</p> <p>Nil</p> <p>Staff Assessment</p> <p>This project aims to mark the centenary of the outbreak of WWI by installing one floodlight at the base of the Halswell Memorial on Halswell Road. This will provide a continuous reminder to the people of Halswell and other travellers on the state highway to Akaroa of the events of past wars.</p> <p>Total budget costs will not be finalized until design work has been completed. Halswell Residents' Association are putting in an application to the Lotteries Heritage Fund alongside other Council applications. However the lighting design is the first part of this process in being funded. The Heritage Fund will cover two thirds of the total cost of the installation. The other sources of funding are to be the local community and Canterbury RSA. This funding will assist in the community contribution of one third that they must raise. The total cost of the lighting project is approximately \$15,000 to \$17,000.</p> <p>Many young men from Halswell enlisted for WWI and their contribution is marked by a Cenotaph on Halswell Road. The annual ANZAC ceremony organised by the Association is attended by several hundred people.</p>
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17. COMMUNITY BOARD ADVISER'S UPDATE

17.1 UPCOMING BOARD ACTIVITIES

18. ELECTED MEMBERS' INFORMATION EXCHANGE

19. MEMBERS' QUESTIONS UNDER STANDING ORDERS

20. RESOLUTION TO EXCLUDE THE PUBLIC

Refer **attachment**.

TUESDAY 15 JULY 2014

RICCARTON/WIGRAM COMMUNITY BOARD

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 21.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Riccarton/Wigram Community Board 15. 7. 2014

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ATTACHMENT TO CLAUSE 20 CONT'D

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SUBCLAUSE & REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
21.	Riccarton/Wigram Small Grants Fund Assessment Committee – Community Appointments 2014/15, 2015/16 and 2016/17	Protection of privacy of natural persons	7 2 (a)	To enable the Board to consider the nominations received for the Small Grants Fund Assessment Committee 2014/15, 2015/16 and 2016/17.	When the Board has considered the nominations and the applicants have been informed of the decision.

ATTACHMENT TO CLAUSE 20 CONT'D

Chairperson's

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”