

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 18 MARCH 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

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

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1. **APOLOGIES**

2. **DECLARATION OF INTEREST**

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

3. **CONFIRMATION OF MEETING MINUTES – 4 MARCH 2014**

The minutes of the Board's Ordinary Meeting of 4 March 2014 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's Ordinary Meeting of 4 March 2014, be confirmed.

4. **DEPUTATIONS BY APPOINTMENT**

5. **PETITIONS**

6. **NOTICE OF MOTION**

7. **CORRESPONDENCE**

Correspondence received from Qun Zhou of 127 Riccarton Road has been **separately circulated** to members for the Board's consideration.

8. **BRIEFINGS**

8.1 **THE GRAFFITI PROGRAMME**

Sarah Gardyne, Business Coordinator, will brief the Board about the graffiti programme and provide specific information in relation to the Riccarton/Wigram ward.

8.2 **ENVIRONMENT CANTERBURY**

Staff from Environment Canterbury will brief the Board on the results of groundwater monitoring arising from the fire fighting in relation to the Owaka fire in 2013.

10. 4. 2014

**RICCARTON/WIGRAM COMMUNITY BOARD
4 MARCH 2014**

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 4 March 2014 at 4.03pm in the Community Room,
Upper Riccarton Library, 71 Main South Road**

PRESENT: Mike Mora (Chairperson), Helen Broughton, Natalie Bryden,
Jimmy Chen, Peter Laloli and Debbie Mora

APOLOGIES: An apology for absence was received and accepted from Vicki
Buck.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. NOTICE OF MOTION

1.1 Denton Oval – Changing Facilities

The following Notice of Motion was moved by Helen Broughton, seconded by Mike Mora:

'That the Riccarton/Wigram Community Board recommends to the Council that the repair to the Council owned changing facility building at Denton Oval proceed with urgency as the opening of the rugby season occurs in six weeks time.

Explanatory Note: The Hornby Rugby Football Club has understood that Council staff were working to repair the building by the opening of the coming rugby season.'

After discussion by the Board, and having regard to the deputation from the Hornby Rugby Football Club (Clause 3, Part B, of these minutes refers) the Notice of Motion, with the consent of the meeting, was altered to read:

That the Riccarton/Wigram Community Board recommends to the Council that the repair to the Council owned facilities at Denton Oval proceed with urgency as the opening of the rugby season occurs in approximately six weeks time, and further the Board notes that many other sports groups also use these facilities.

Explanatory Note: The Hornby Rugby Football Club has understood that Council staff were working to repair the building by the opening of the coming rugby season

On being put to the meeting by the Chairperson, the motion was declared **carried**.

PART B - REPORTS FOR INFORMATION

2. DECLARATION OF INTEREST

Nil

ATTACHMENT TO CLAUSE 3 CONT'D

3. DEPUTATIONS BY APPOINTMENT

3.1 Hornby Rugby Football Club

Glen White and other representatives from the Hornby Rugby Football Club addressed the meeting requesting the Board's support to have the Council complete with urgency, earthquake related repairs to the changing and related facilities at Denton Oval. The extent of other sports groups use of the facilities was elaborated on in the presentation **received** by the Board.

After questions from members, the Chairperson thanked the Club for bringing this matter to the Board.

Clause 1.1 (Part A) of these minutes, details the Board's recommendation to the Council on this matter.

4. PETITIONS

Nil

5. CORRESPONDENCE

Correspondence was **received** from:

5.1 Hornby Hockey Club in relation to hockey facilities at Wycola Park.

The Board **decided** to refer the correspondence to appropriate staff for consideration and response back to the Club and the Board.

5.2 Ministry of Education regarding the second issue of Property Update on the Greater Christchurch Education Renewal Programme.

Staff undertook that correspondence received from a business owner in Riccarton Road regarding parking issues, would be presented to the Board on 18 March 2014.

6. BRIEFINGS

Staff members from the Riccarton/Wigram Strengthening Communities Team briefed the Board via a PowerPoint presentation on their role, current activities and work programme.

Members acknowledged with thanks and appreciation the work and contribution made to the Riccarton/Community by Denise Gallaway, Strengthening Communities Adviser, who was retiring.

7. COMMUNITY BOARD ADVISER'S UPDATE

Nil.

8. MEMBERS' INFORMATION EXCHANGE

Mention was made of building maintenance related issues regarding the Upper Riccarton War Memorial Library.

The Board **agreed** that the Trust be invited to write to the Board on the matter.

ATTACHMENT TO CLAUSE 3 CONT'D

9. MEMBERS' QUESTIONS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MINUTES – 18 FEBRUARY 2014

The Board **resolved** that the minutes of its Ordinary Meeting of 18 February 2014 (both open and public excluded sections), be confirmed.

The meeting concluded at 4.53pm

CONFIRMED THIS 18TH DAY OF MARCH 2014

**CHAIRPERSON
MIKE MORA**

9. PROPOSED ROAD NAMING – CENTRAL BUSINESS PARK SUBDIVISION

		Contact	Contact Details
General Manager 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 OF REPORT

1.1 The purpose of this report is to obtain the Riccarton/Wigram Community Board’s approval to one new road name and one new right-of-way name for the Central Business Park (RMA 92022257) subdivision off Waterloo and Racecourse Roads.

2. EXECUTIVE SUMMARY

2.1 This subdivision will create approximately seventeen new Business Zone allotments to be served by one new road and one large right-of-way.

2.2 The names proposed have a clear connection with the future use of the site as a Business Zone.

3. BACKGROUND

3.1 Three names were chosen in order of preference by the development company, namely Distribution Drive for the new road and Commerce Lane for the new right-of-way. A third name, Alliance Drive/Alliance Lane was submitted, if needed. The first two names are in keeping with the proposed uses of the sites for distribution and logistics. The third name proposed is Alliance Lane, in respect of the former Alliance meat works that occupied the site.

4. COMMENT

4.1 The location diagram (refer **Attachment**) includes descriptive suffixes “Drive” and “Lane” if the proposed names are changed it is possible the suffixes may change also.

5. FINANCIAL IMPLICATIONS

5.1 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.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

6.1 Approve the names Distribution Drive and Commerce Lane for the new road and new right-of-way respectively.

10. MAIN SOUTH ROAD (BRANSTON SHOPS) - PROPOSED P60 PARKING RESTRICTION

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

1. PURPOSE OF REPORT

1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install a P60 parking restriction within the Branston Shops lay-by located on Main South Road. This is a staff generated report following a request from the owner of the shops. (refer **Attachment**).

2. EXECUTIVE SUMMARY

2.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install a P60 parking restriction within the Branston Shops lay-by located on Main South Road.

2.2 Consultation was done with all the Branston shops tenants. It is confirmed that all businesses support the proposed restriction.

3. BACKGROUND

3.1 The Branston Shops are located on the south side of Main South Road, between the intersections of Shands Road and Tower Street. Main South Road is classified as a Major Arterial within the current Christchurch City Plan and a District Arterial Road within the new Christchurch Transport Strategic Plan. However, the Branston Shops lay-by is separated from Main South Road by a solid median.

3.2 Currently all parking in front of the Branston Shops is unrestricted and the individual business owners have noticed that due to the increased demand for commuter parking within the area that some commuters are parking for extended periods within the lay-by.

3.3 The Branston Shops lay-by consists of nineteen, 60 degree angle parking spaces and five parallel parking spaces. These parking spaces are commonly utilised by customers of the shops.

4. COMMENT

4.1 It is proposed to install a 60 minute parking restriction along the length of Branston Shops which will cover all 24 marked parking spaces. The restriction will identify that the parking spaces are intended to serve as Branston Shops short term customer parking and discourage commuters from using these spaces for all day parking.

4.2 The Branston Shops are all owned by one individual property owner, who prior to contacting the Council spoke to all his tenants regarding restrictions. All the tenants have reached a consensus that the 60 minute parking restriction will best meet the needs of all the shops. Council staff visited each shop and confirmed that all businesses support the proposed restriction.

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

4. Cont'd

- 4.4 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule Traffic Control Devices 2004.
- 4.5 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042 and Christchurch Parking Strategy 2003.

5. FINANCIAL IMPLICATIONS

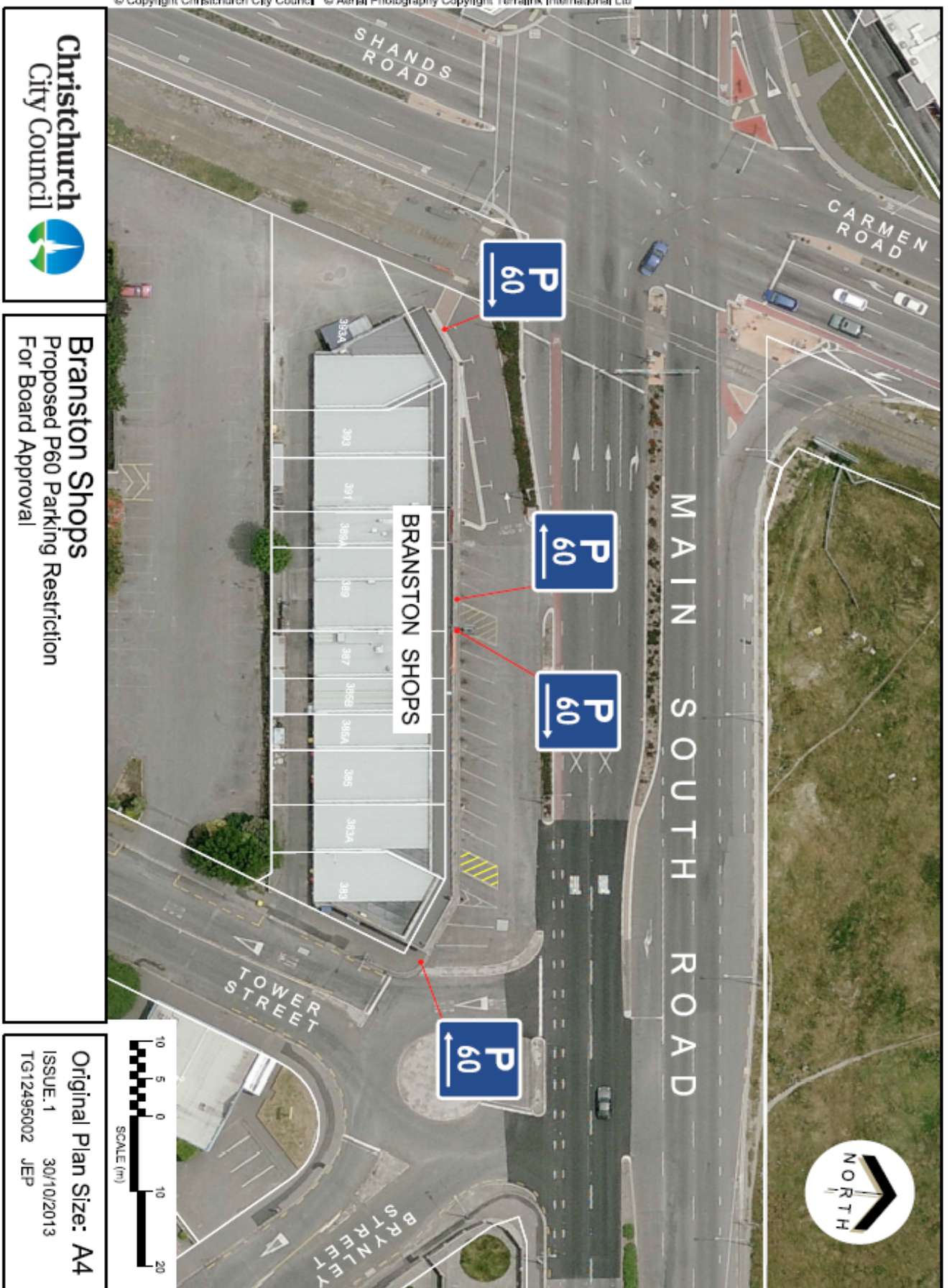
- 5.1 The estimated cost of this proposal is approximately \$800.
- 5.2 The installation of road marking and signs is within the Transport and Greenspace Operational Budgets.

6. STAFF RECOMMENDATION

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

- 6.1 Approve that all existing parking restrictions on the south side of Main South Road (within the Branston Shops parking lay-by) commencing at its intersection with Tower Street and extending in a westerly direction generally following the kerb line for a distance of 90 metres, be revoked.
- 6.2 Approve that the parking of vehicles be restricted to 60 degree angled parking only for a maximum period of 60 minutes, on the south side of Main South Road (within the Branston Shops parking lay-by) commencing at a point 3 metres west of its intersection with Tower Street and extending in a westerly direction generally following the kerb line for a distance of 13 metres.
- 6.3 Approve that the parking of vehicles be prohibited at any time on the south side of Main South Road (within the Branston Shops parking lay-by) commencing at a point 16 metres west of its intersection with Tower Street and extending in a westerly direction generally following the kerb line for a distance of 3 metres.
- 6.4 Approve that the parking of vehicle be restricted to 60 degree angled parking only for a maximum period of 60 minutes, on the south side of Main South Road (within the Branston Shops parking lay-by) commencing at a point 19 metres west of its intersection with Tower Street and extending in a westerly direction generally following the kerb line for a distance of 29 metres.
- 6.5 Approve that the parking of vehicles be prohibited at any time on the south side Main South Road (within the Branston Shops parking lay-by) commencing at a point 48 metres west of its intersection with Tower Street and extending in a westerly direction generally following the kerb line for a distance of 4 metres.
- 6.6 Approve that the parking of vehicles be restricted to 60 degree angled parking only for a maximum period of 60 minutes, on the south side of Main South Road (within the Branston Shops parking lay-by) commencing at a point 52 metres west of its intersection with Tower Street and extending in a westerly direction generally following the kerb line for a distance of 12 metres.
- 6.7 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes, on the south side of Main South Road (with the Branston Shops lay –by) commencing on a point 64 metres west of its intersection with Tower Street and extending in a westerly direction generally following the kerb line for a distance of 26 metres.

ATTACHMENT TO CLAUSE 10



11. ENGLISH STREET - PROPOSED P3 SCHOOL DROP OFF/PICK UP ZONE

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

1. PURPOSE OF REPORT

- 1.1 This is a staff initiated report following a request from the School Principal of the Riccarton Primary School.
- 1.2 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install a P3 Drop Off/Pick Up zone on English Street outside the Riccarton Primary School. (refer **Attachment**).

2. EXECUTIVE SUMMARY

- 2.1 Following the "Principals Breakfast" with the members of the Riccarton/Wigram Community Board in early 2013, the Principal of Riccarton Primary School raised concerns with Council staff regarding parking on English Street. Staff identified that vehicles were parking at the school access, although parking is currently prohibited, - indicated by No Parking signs. This unlawful parking is causing safety implications for school children.
- 2.2 It is proposed to replace the No Stopping signs with No Stopping lines marked on the road at the school access. It is unlawful for a motorist to park or stop in areas marked with No Stopping lines and lines will be clearer than the existing signposts. This will provide better visibility for school children crossing the road and prevent congestion at the school gate.
- 2.3 A P3 (8.15am to 9.15am and 2.30pm to 3.30pm School Days) Drop Off/Pick Up Zone is proposed on the western side of English Street (the school side) to ensure that the area is available for parents to drop off and pick up pupils before and after school hours. For the remainder of the day it can be used for other parking or loading purposes. Following various P3 trials around the City in 2008 a memorandum was sent to all Community Boards advising that a P3 (8.15am to 9.15am and 2.30pm to 3.30pm School Days) parking restriction had been chosen as the most appropriate for school drop off/pick up zones.

3. BACKGROUND

- 3.1 English Street is classified as a local road and has a primary function of providing property access. Riccarton Primary School occupies the entire western side of the road in this location while the eastern side is zoned as Living 1. There are currently no stopping signs that prohibit parking across the driveway for 8.30am to 9.30am and 2.30pm to 3.30pm Monday to Friday, but these are not being adhered to. There are no parking restrictions on the eastern side of the road.
- 3.2 During a site visit it was noted that the school generates high kerbside parking demand during school periods. In addition, parking associated with the adjacent Funeral Home (on Main South Road) has been observed on English Street outside the school.
- 3.3 The installation of new signage has been discussed with the School Principal who supports the proposal.

4. COMMENT

- 4.1 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 4.2 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.3 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.

5. FINANCIAL IMPLICATIONS

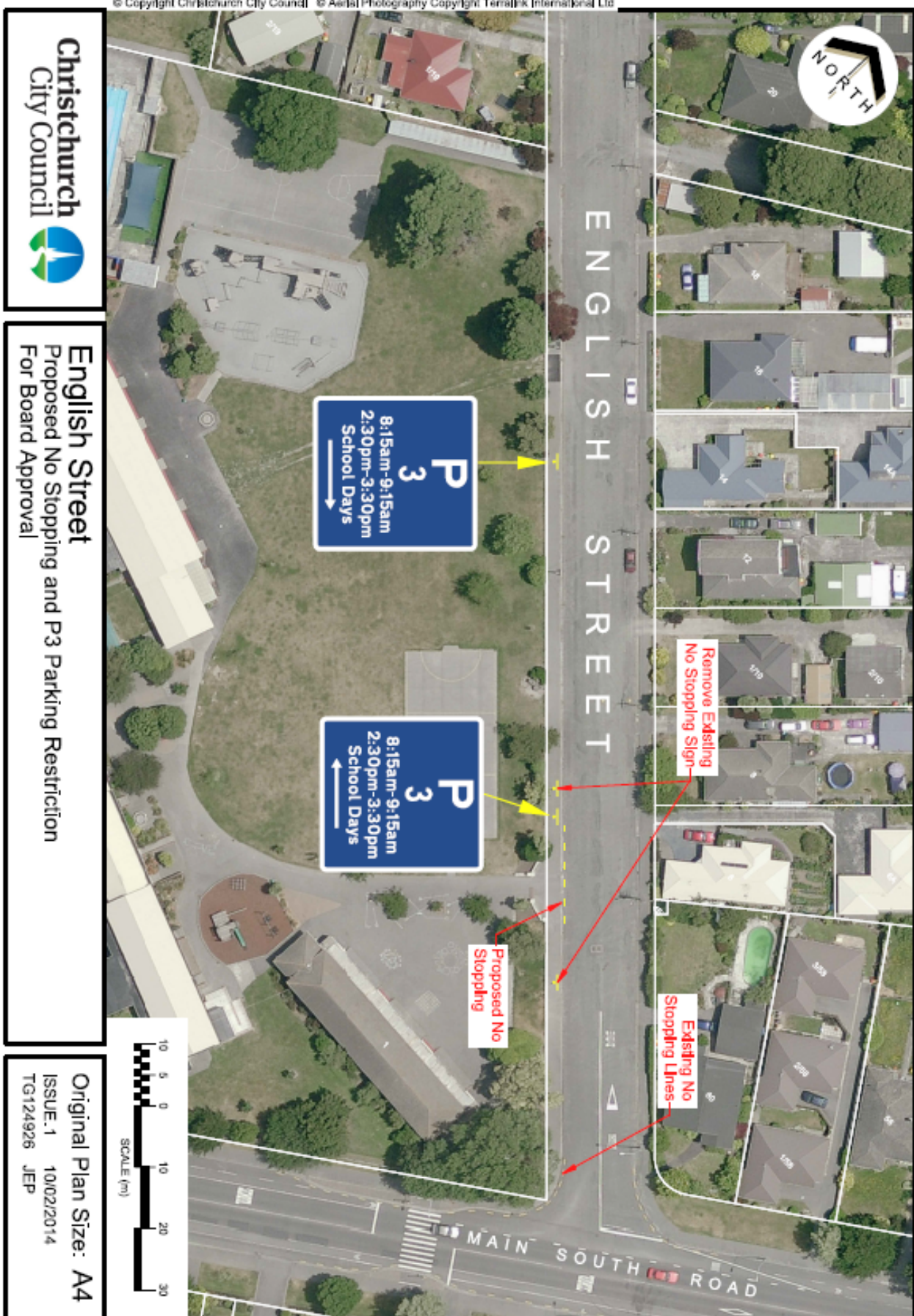
- 5.1 The estimated cost of this proposal is approximately \$350.
- 5.2 The installation of road markings is within the Long Term Plan Streets and Transport Operational Budgets.

6. STAFF RECOMMENDATION

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

- 6.1 Approve that all existing parking and stopping restriction currently located on the south west side of English Street commencing at the intersection of Main South Road and extending in a north westerly direction for a distance of 127 metres, be revoked.
- 6.2 Approve that the stopping of vehicles at any time currently located on the north east side of English Street commencing at the intersection of Main South Road and extending in a north westerly direction for a distance of 12 metres, be revoked.
- 6.3 Approve that the stopping of vehicles be prohibited at any time on the south west side of English Street commencing at its intersection with Main South Road and extending in a north westerly direction for a distance of 10 metres.
- 6.4 Approve that the stopping of vehicles be prohibited at any time on the north east side of English Street commencing at its intersection with Main South Road and extending in a north westerly direction for a distance of 12 metres.
- 6.5 Approve that the parking of vehicles be restricted to a maximum period of three minutes on the south west side of English Street commencing at a point 65 metres north west of its intersection with Main South Road and extending in a north westerly direction for a distance of 62 metres. This restriction is to apply for the period 8.15am to 9.15am and 2.30pm to 3.30pm on school days.
- 6.6 Approve that the stopping of vehicles be prohibited at any time on the south west side of English Street commencing at a point 49 metres north west of its intersection with Main South Road and extending in a north westerly direction for a distance of 18 metres.

ATTACHMENT TO CLAUSE 11



12. MCALPINE STREET - NO STOPPING RESTRICTION AND GIVE WAY CONTROL AT RAILWAY LEVEL CROSSING

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

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This is a staff initiated report following notification from KiwiRail of its intention to re-activate this level crossing.
- 1.2 The purpose of this report is to seek the retrospective approval of the Riccarton/Wigram Community Board for the No Stopping Restriction recently installed at the McAlpine Street (Railway) level crossing, for reasons of safety (refer **Attachment**).

2. EXECUTIVE SUMMARY

- 2.1 Following KiwiRail informing the Council of its intention to reactivate the McAlpine Street level crossing, a number of deficiencies were identified that were the responsibility of the Council to render compliant, before the crossing could be re-commissioned.
- 2.2 During a site inspection with KiwiRail property representatives it was identified that the required railway warning signage was missing and that the current No Stopping Restrictions were insufficient to provide adequate sight lines to the level crossing.
- 2.3 There is a 20 degree bend in McAlpine Street located approximately 20 metres west of the level crossing which restricts the vision of the crossing to east bound traffic. Extending the No Stopping Restriction from the level crossing west around the bend provides unimpeded view of the crossing to approaching traffic by preventing the parking stopping and standing of vehicles at all times.
- 2.4 There are two large transport companies located on the north side of McAlpine Street one to the immediate west of the crossing and one to the immediate east of the crossing. Site inspections revealed that, on any given day large trucks (B-trains) were being parked right up to the crossing on both approaches and departures further restricting motorist's view of the level crossing.
- 2.5 The banning of parking of all vehicles through the provision of additional No Stopping restrictions on all approaches to the McAlpine Street level crossing provides the required sight lines to the crossing.
- 2.6 Those businesses immediately affected by the installation of the No Stopping Restrictions were informed of the proposal. No opposition was received.

3. BACKGROUND

- 3.1 Prior to the recent local elections KiwiRail informed the Council of its intention to re-activate the McAlpine Street level crossing which had been closed for approximately 20 years.

3. Cont'd

- 3.2 Staff met with KiwiRail property representatives to discuss the opening of the level crossing and any required upgrades to make it compliant with the Railways Act and the Traffic Control Devices Manual 2008, Part 9 Level Crossings. Councils are responsible for the road markings, warning signage and traffic controls at level crossings, while the Rail Provider (KiwiRail) is responsible for the signals, bells and cross bucks.
- 3.3 During the joint inspection by KiwiRail and Council traffic engineers, a number of deficiencies were identified that required rectification to render the McAlpine Street Level crossing compliant and safe for re-commissioning.
- 3.4 Due to the timeframes KiwiRail were working to and the impending local elections there was insufficient time to seek Community Board approval through the normal process. The matter was therefore discussed with the Riccarton/Wigram Community Board and the Transport and Greenspace Committee Chairs, who agreed with staff that in the interests of safety, the No Stopping Restriction should be installed and retrospective approval of the Board sought.
- 3.5 There are currently four shunting movements a day across the McAlpine Street level crossing. Other works at the site included drainage improvements to alleviate flooding, while KiwiRail have installed a trial interactive VMS (Variable Message Sign) Board to warn motorists of approaching trains.

4. COMMENT

- 4.1 Road User Rules make it illegal for a motorist to park on a bend, and within six metres of an intersection.
- 4.2 The Traffic Control Devices Manual, Part 9, Level Crossings; outlines the responsibilities and requirements for Rail Providers and Road Controlling Authorities with regards to; warning signals, bells, signs and markings at lever crossings.
- 4.3 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 4.4 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.5 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.

5. FINANCIAL IMPLICATIONS

- 5.1 The cost of this proposal was approximately \$200.
- 5.2 The installation of road markings is within the Long Term Plan Streets and Transport Operational Budgets.

6. STAFF RECOMMENDATION

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

- 6.1 Approve that the Give Way Control currently place against the McAlpine Street eastern and western approach to the McAlpine Street Rail Corridor (level crossing), be revoked.
- 6.2 Approve that the stopping of vehicles currently prohibited at any time on the north side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine

6.2. Cont'd

Street Rail Corridor (level Crossing) and extending in an easterly direction for a distance of 50 metres, be revoked.

- 6.3 Approve that the stopping of vehicles currently prohibited at any time on the north side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine Street Rail Corridor (level crossing) and extending generally in an westerly direction for a distance of 65 metres, be revoked.
- 6.4 Approve that the stopping of vehicles currently prohibited at any time on the south side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine Street Rail Corridor (level Crossing) and extending in an easterly direction for a distance of 65 metres, be revoked.
- 6.5 Approve that the stopping of vehicles currently prohibited at any time on the south side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine Street Rail Corridor (level crossing) and extending generally in a westerly direction for a distance of 46 metres, be revoked.
- 6.6 Approve that the Give Way Control be placed against McAlpine Street at both the eastern and western approaches to the McAlpine Street Rail Corridor (level crossing).
- 6.7 Approve that the stopping of vehicles be prohibited at any time on the north side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine Street Rail Corridor (level crossing) and extending in an easterly direction for a distance of 50 metres.
- 6.8 Approve that the stopping of vehicles be prohibited at any time on the north side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine Street Rail Corridor (level crossing) and extending generally in a westerly direction for a distance of 65 metres.
- 6.9 Approve that the stopping of vehicles be prohibited at any time on the south side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine Street Rail Corridor (level crossing) and extending in an easterly direction for a distance of 65 metres.
- 6.10 Approve that the stopping of vehicles be prohibited at any time on the south side of McAlpine Street commencing at the intersection of McAlpine Street and the McAlpine Street Rail Corridor (level crossing) and extending generally in a westerly direction for a distance of 46 metres.



13. NEWNHAM TERRACE - PROPOSED NO STOPPING AND P120 PARKING RESTRICTION

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

1. PURPOSE OF REPORT

- 1.1 This is a staff initiated report following requests from local residents.
- 1.2 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install No Stopping Restrictions and P120 Parking Restrictions on Newnham Terrace (refer **Attachment**).

2. EXECUTIVE SUMMARY

- 2.1 The Council has received requests from residents to install no stopping lines on Newnham Terrace to improve road safety and enable two approaching vehicles to pass. Staff investigation of these requests identified that this road has two 90 degree bends that serve as traffic calming at its southern end, approximately 55 metres north of its intersection with Riccarton Road. The existing carriageway is narrow; however parking is permitted on the southbound carriageway. The bends in the road limits forward visibility and the narrow carriageway width restricts safe passing opportunities, which combine to create a safety concern for motorists.
- 2.2 There are currently two indented passing bays that have no stopping restrictions installed along the side of the northbound carriageway. The reason for these being marked like this is unclear as they appear more conducive for parking purposes rather than passing purposes.
- 2.3 It is proposed to install a no stopping restriction along the side of the southbound carriageway. This will enable a continuous flow of traffic free from parked vehicles and will replace the existing P120 parking restriction at that location. The width of the existing carriageway will however remain unchanged and a low speed environment is expected to remain. Parking will be permitted within the existing indented bays, thereby continuing to provide some kerbside parking.
- 2.4 The installation of the proposed no stopping and P120 parking restrictions will provide continuous northbound and southbound traffic lanes free from obstruction, whilst accommodating on-street parking in the indented bays. This will address the safety concerns regarding passing parked vehicles on this section of road.

3. BACKGROUND

- 3.1 Newnham Terrace is classified as a local road and has a primary function of providing property access. Land to the south and west is zoned as Business 1, whilst land to the north and east is zoned Living 1 and 2.
- 3.2 Vehicles are often parked in the southbound carriageway. The narrow carriageway means that southbound vehicles use the northbound carriageway to overtake parked vehicles. The two 90 degree bends restrict forwards visibility such that overtaking vehicles cannot see oncoming traffic in the northbound lane.

4. COMMENT

- 4.1 All residents and businesses directly adjacent to the proposed changes to kerbside parking and no stopping restrictions were informed. No objections were received.
- 4.2 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 4.3 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.4 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of this proposal is approximately \$900.
- 5.2 The installation of traffic signs and road markings is within the Long Term Plan Streets and Transport Operational Budgets.

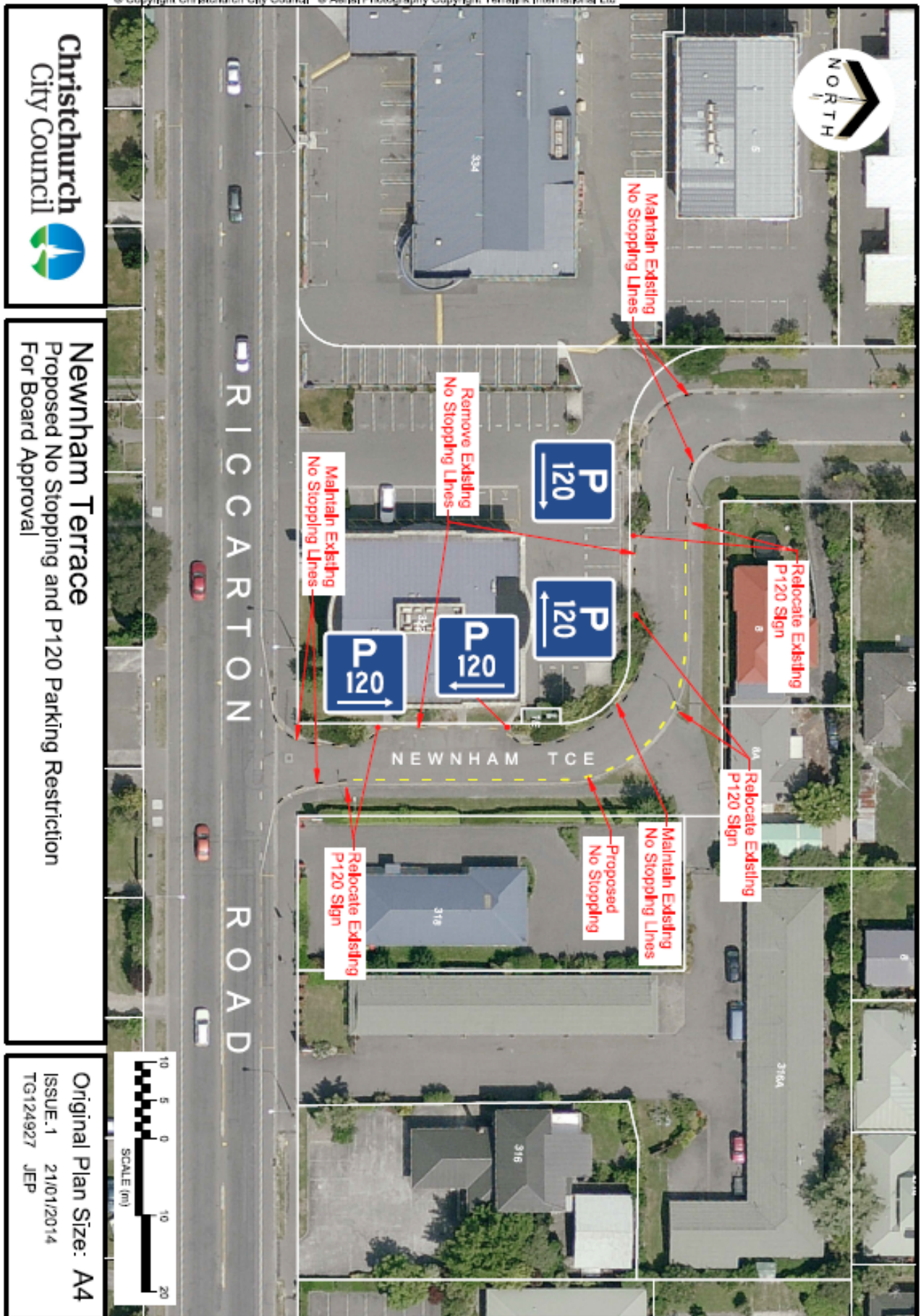
6. STAFF RECOMMENDATION

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

- 6.1 Approve that all existing stopping and parking restrictions currently located on the east and north sides of Newnham Terrace commencing at its intersection with Riccarton Road and extending initially in a northerly direction then following the kerb around to the west and then swinging back to the north for a total distance of 108 metres, be revoked.
- 6.2 Approve that the stopping of vehicles be prohibited at any time on the east and north sides of Newnham Terrace commencing at its intersection with Riccarton Road and extending initially in a northerly direction then following the kerb around to the west and then swinging back to the north for a total distance of 108 metres.
- 6.3 Approve that all existing stopping and parking restrictions currently located on the west and south sides of Newnham Terrace commencing at its intersection with Riccarton Road and extending initially in a northerly direction then following the kerb around to the west and then swinging back to the north for a total distance of 116 metres, be revoked.
- 6.4 Approve that the stopping of vehicles be prohibited at any time on the west side of Newnham Terrace commencing at the intersection of Riccarton Road and extending in a northerly direction for a distance of 17 metres.
- 6.5 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Newnham Terrace commencing at a point 17 metres north of its intersection with Riccarton Road and extending in northerly direction for a distance of 14 metres.
- 6.6 Approve that the stopping of vehicles be prohibited at any time on the south and west sides of Newnham Terrace commencing at a point 31 metres north of its intersection with Riccarton Road and extending initially in a northerly direction then following the kerb line around to the west for a total distance of 29 metres.
- 6.7 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Newnham Terrace commencing at a point 60 metres initially north and then following the kerb line around to the west from its intersection with Riccarton Road and extending in westerly direction for a distance of 11 metres.

6. Cont'd

- 6.8 Approves that the stopping of vehicles be prohibited at any time on the south and west sides of Newnham Terrace commencing at a point 71 metres initially north and then following the kerb line around to the west from its intersection with Riccarton Road and extending initially in a westerly direction then following the kerb line back around to the north for a total distance of 45 metres.



14. PARKER STREET AND HALSWELL JUNCTION ROAD RAILWAY LEVEL CROSSINGS – PROPOSED NO STOPPING RESTRICTIONS

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

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek that the Riccarton/Wigram Community Board approve No Stopping Restrictions at the Parker Street and Halswell Junction Road (Waterloo Road end) railway level crossings.
- 1.2 This is a staff initiated report following an internal audit of markings and signage at the railway level crossings which are under the Council's jurisdiction as the road controlling authority.

2. BACKGROUND

- 2.1 Council staff have audited all level crossings within the Christchurch City Council area against relevant standards (Traffic Control Devices Manual Part 9 – Level Crossings). This audit has identified deficiencies at the Halswell Junction Road (refer **Attachment 1**) and Parker Street (refer **Attachment 2**) level crossings, being that No Stopping restrictions are not installed within 20 metres of the crossing.

3. COMMENT

- 3.1 The Traffic Control Devices Manual requires the implementation of No Stopping restrictions within 20 metres of a Level Crossing. This is an essential safety measure that prevents vehicles parking close to a level crossing and obstructing visibility of flashing lights to passing traffic.
- 3.2 Owners and occupiers of adjacent properties were consulted on the proposed No Stopping restrictions. No correspondences have been received.
- 3.3 Any other level crossing signage and marking deficiencies not requiring board approval have been addressed separately.

4. FINANCIAL IMPLICATIONS

- 4.1 The estimated cost of this proposal is approximately \$1,000.

5. STAFF RECOMMENDATION

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

5.1 PARKER STREET

- 5.1.1 That all existing parking and stopping restrictions on the western side of Parker Street commencing at its intersection with Waterloo Road and extending in a southerly direction to its intersection with Foremans Road, be revoked.
- 5.1.2 That the stopping of vehicles be prohibited at any time on the western side of Parker Street commencing at its intersection with Waterloo Road and extending in a southerly direction to its intersection with Foremans Road.

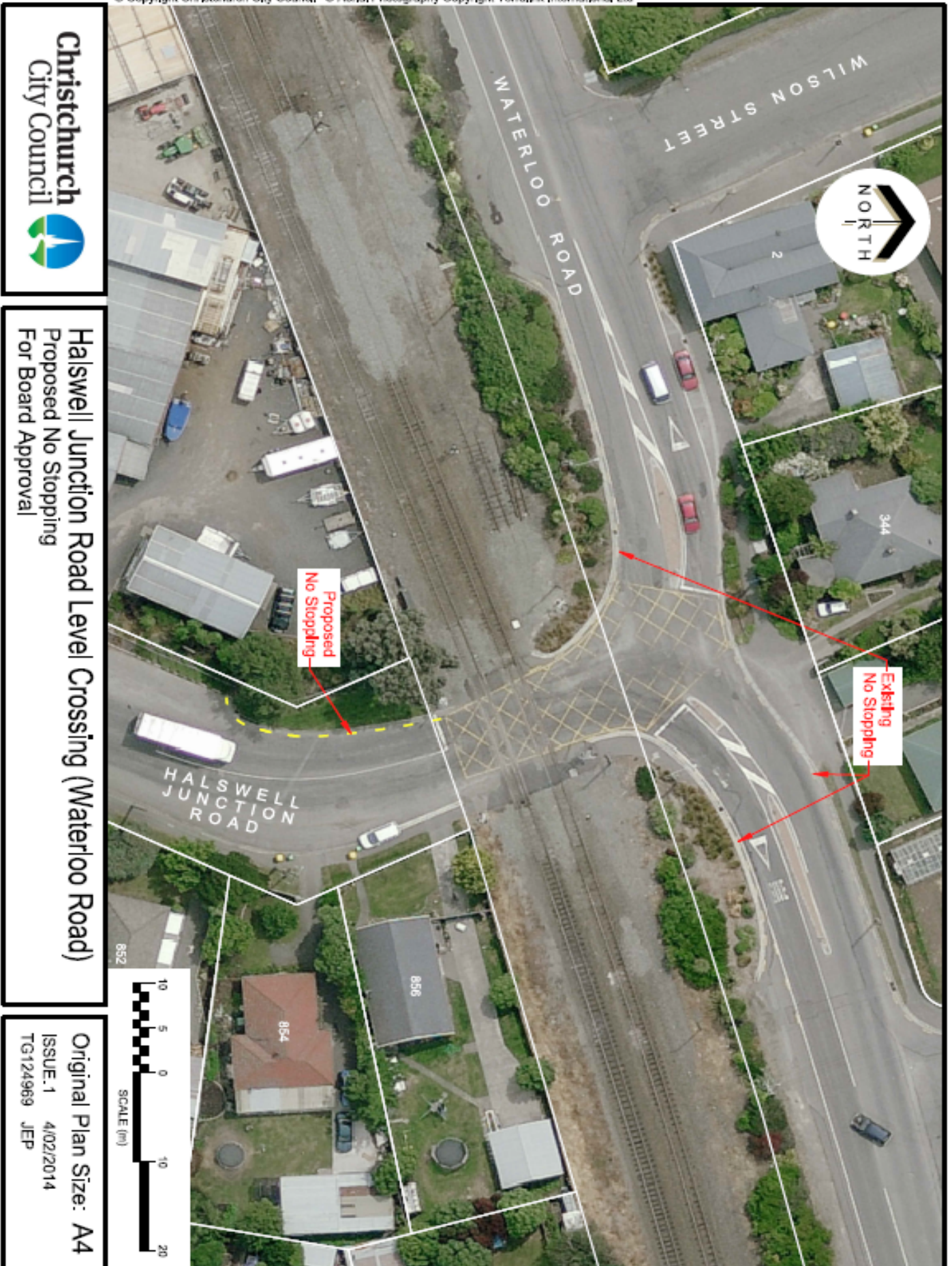
5. Cont'd

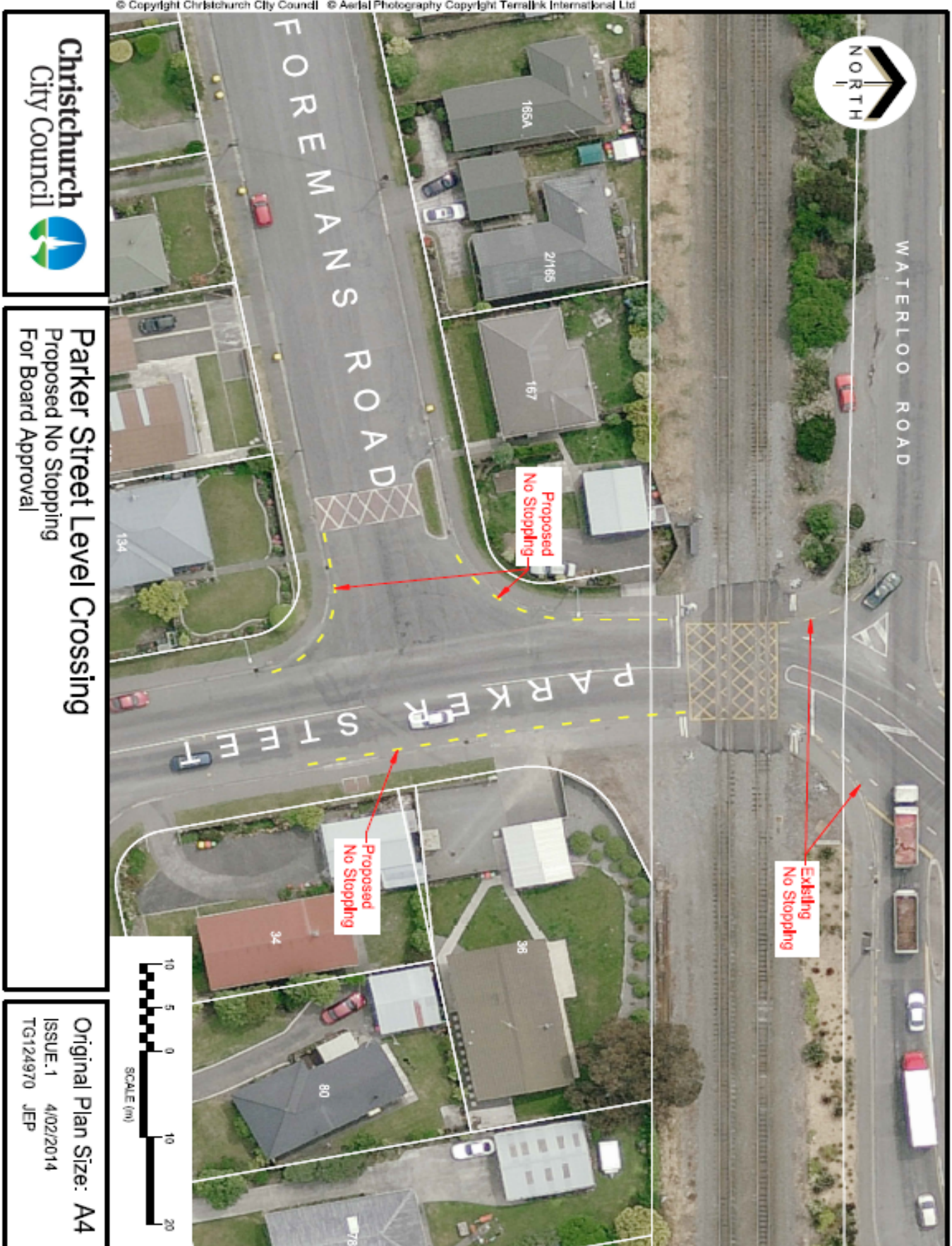
- 5.1.3 That the stopping of vehicles be prohibited at any time on the western side of Parker Street commencing at its intersection with Foremans Road and extending in a southerly direction for a distance of 9 metres.
- 5.1.4 That all existing parking and stopping restrictions on the eastern side of Parker Street commencing at its intersection with Waterloo Road and extending in a southerly direction for a distance of 61 metres, be revoked.
- 5.1.5 That the stopping of vehicles be prohibited at any time on the eastern side of Parker Street commencing at its intersection with Waterloo Road and extending in a southerly direction for a distance of 61 metres.
- 5.1.6 That the stopping of vehicles be prohibited at any time on the northern side of Foremans Road commencing at its intersection with Parker Street and extending in a westerly direction for a distance of 20 metres.
- 5.1.7 That the stopping of vehicles be prohibited at any time on the southern side of Foremans Road commencing at its intersection with Parker Street and extending in a westerly direction for a distance of 20 metres.

5.2 HALSWELL JUNCTION ROAD

- 5.2.1 That all existing parking and stopping restrictions on the western side of Halswell Junction Road commencing at its intersection with Waterloo Road and extending in a southerly for a distance of 48 metre,s be revoked.
- 5.2.2 That the stopping of vehicles be prohibited at any time on the western side of Halswell Junction Road commencing at its intersection with Waterloo Road and extending in a southerly for a distance of 48 metres.

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15. **RICCARTON/WIGRAM COMMUNITY BOARD 2013/14 DISCRETIONARY RESPONSE FUND – APPLICATION - PARISH OF ST PETER'S UPPER RICCARTON**

		Contact	Contact Details
General Manager responsible:	General Manager, Community Services Group	N	
Officer responsible:	Community Support Unit Manager	N	
Author:	Marie Byrne, Strengthening Communities Adviser	Y	941 6502

1. PURPOSE OF REPORT

1.1 The purpose of this report is for the Riccarton/Wigram Community Board to consider the Parish of St Peter's Upper Riccarton funding application for an access ramp and canopy in the amount of \$10,440 from the Board's 2013/14 Discretionary Response Fund.

2. EXECUTIVE SUMMARY

2.1 Not applicable.

3. BACKGROUND

3.1 The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.

3.2 At 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 (b) and (c)."*

4. COMMENT

4.1 In 2013/14, the total budget available for allocation in the Riccarton/Wigram Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.

4.2 Based on the above criteria, the application Parish of St Peter's Upper Riccarton is eligible for funding.

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

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently \$26,957 remaining in the Board's 2013/14 Discretionary Response Fund.
- 5.2 Current recommendations align with the 2013-16 Three Year Plan pages 227 regarding community grants schemes including Board funding.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Declines the application to the 2013/14 Discretionary Response Fund from the Parish of St Peter's Upper Riccarton for the access ramp and canopy.

2013-14 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.

00051463	Organisation Name	Project Name and Description	Project Details	Project Funding	Total Cost	Amount Requested	Staff Recommendation	Priority
	Parish of St Peter's Upper Riccarton	Access Ramp and Canopy for Parish of St Peter's Upper Riccarton Funding is sought for a concrete ramp and canopy for the Parish of St Peter's Upper Riccarton. This will assist wheelchair, mobility scooter and push chair users access the building.	Staff: 6 Volunteers: 50 Volunteer hours: 2600 Number of participants: 1,000 User fees: Nil	CCC Funding History (This Project Only) Nil Other Sources of Funding (This Project Only) Community Trust Christchurch - \$22,250 (Pending) Earthquake Recovery Trust - \$8,896	\$72,000	\$10,440 15% percentage requested Contribution Sought Towards: Ramp Construction - \$10,440	\$ That the Riccarton/Wigram Community Board declines the application to the 2013/14 Discretionary Response Fund from the Parish of St Peter's Upper Riccarton for the Access Ramp and Canopy due to the fact that the requested item is a capital purchase item and therefore ineligible for Strengthening Communities Funding.	4

ORGANISATION DETAILS

Service Base:	Parish of St Peter's Upper Riccarton, 4 Yaldhurst Road
Council Facility:	No
Legal Status:	Charitable Trust
Established:	1/01/1858
Staff – paid:	4
Staff – unpaid:	50
Target groups:	General Community, Church Users, Limited Mobility Users
Networks:	New Zealand Anglican Church, Anglican Care, Mainly Music, Ecumenical Programmes for Pre-school Children
Audited accounts:	1/12/2012

ORGANISATION DESCRIPTION/OBJECTIVES:

Parish of St Peter's Upper Riccarton aims to:
 Build an inclusive, caring community that involves various ethnic groups.
 Provide community services and activities to support the various demographic sectors of the local community such as parents, elderly and new migrants.
 Offer ritual and services of worship that will assist residents to commemorate special events and connect with their God.

CCC FUNDING HISTORY

Nil

ALIGNMENT WITH COUNCIL STRATEGIES AND BOARD OBJECTIVES

- Riccarton/Wigram Community Board Objectives: 2, 9, 10, 12

ALIGNMENT WITH COUNCIL FUNDING OUTCOMES

- Reduce or overcome barriers
- Provide community based programmes
- Enhance community and neighbourhood safety
- Community participation and awareness
- Support, develop and promote capacity

HOW MUCH WILL THE PROJECT DO? (MEASURES)

Existing community groups will continue to use the hall and participation will improve.

The venue will be more accessible to more people, especially those with disabilities.

HOW WILL PARTICIPANTS BE BETTER OFF?

The access to the hall will be safer and more attractive to new participants.

The improvements will boost morale in the district after the severe damage that the Church suffered in the earthquake.

STAFF ASSESSMENT

Parish of St Peter's Upper Riccarton is located at the Yaldhurst, Riccarton and Main South Roads intersection at Church Corner. The stone Church building was extensively damaged in the 2011 earthquake and remains out of action. Therefore, the Church hall is being used not only for the community as it was previously, but also for Church services including funerals.

The Church are undergoing improvements to the hall entranceway to make it more accessible for users. The current North side ramp is considered to be inadequate in size and not easily seen by visitors. Furthermore the shingle surface leading up to the ramp is not conducive for wheelchair, mobility scooter and push chair users. An improved accessway will also make it easier to convey caskets into the hall in a dignified way at funerals.

The Church hall is widely used by the community. Not only does Parish of St Peter's Upper Riccarton have a number of its own community based groups such as Mainly Music, Youth Group, Men's Group using the facility but it is also used by external organisations such as a Badminton Club and Riccarton Horticultural Society.

The total project will cost \$72,000. St Peter's are seeking funding for assistance of \$10,440 which is the cost of the ramp. The Church has considerable financial assets. However the bulk of this is tied up in accumulated funds from a bequest. The terms of the bequest are that only the interest may be used, which is currently used for Church operational costs such as salaries, administration, outreach and pastoral care.

A ramp as requested by the Church is not eligible for funding under Strengthening Communities Funding as it falls into the category of capital item purchases therefore staff recommend that the application be declined.

16. **RICCARTON/WIGRAM YOUTH DEVELOPMENT FUNDING SCHEME 2013/14 – APPLICATIONS - DIAN MUNOZ AND CARLA BUTLER**

		Contact	Contact Details
General Manager responsible:	General Manager, Community Services	N	
Officer responsible:	Recreation and Sport Manager	N	
Author:	Jacqui Miller	Y	941 6537

1. PURPOSE OF REPORT

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

2. EXECUTIVE SUMMARY

2.1 Funding is being sought by:

2.1.1 Dian Munoz a 17 year old from Broomfield who is seeking funding support to attend the Australian Junior Championships in Sydney from the 12 to 16 March 2014 and the New Zealand Track and Field Championships 2014 being held from 28 to 31 March in Wellington. Both of these competitions give Dian the chance to qualify for the time required for him to compete at the World Junior Games being held in America.

2.1.2 Carla Butler is a 15 year old from Hornby who attends Riccarton High School and is seeking funding support to attend the National Volleyball School Championships in Palmerston North from the 23 to 29 March 2014.

3. BACKGROUND

3.1 Dian Munoz

3.1.1 Dian Munoz moved to Christchurch from Chile with his family in February 2013 and has been attending Riccarton High School. Dian is a sprinter who specialises in the 100 and 200 metre sprints. He has been breaking records and achieving personal bests for the past year and is on track to achieve his goals.

3.1.2 Dian's coach Andrew MacLennan commented on Dian's commitment and work ethic while training five days per week. Andrew believes "*Dian has an excellent chance of winning the National title in March in Wellington as well as potentially winning the Australian title in Sydney*". Dian is ranked in the top three in New Zealand for the 100 metre sprint and the 110 metre hurdles.

3.1.3 Dian has applied for funding support from two sources, securing \$100 from Old Boys United, and is awaiting an outcome from Athletics Canterbury. Dian was advised of his selection for the Australia champions on 17 January 2014, therefore has had limited time to undertake other fundraising activities.

3. Cont'd

3.1.4

Expense Dian Munoz (Sydney and Wellington)	Amount
Airfares	\$360
Meals	\$435
Accommodation	\$420
Transport	\$50
Uniform, Management fee, Admin fee, Team polo, Insurance	\$407
Total	\$1,672
Amount requested from the Board	\$1,200
Fundraising amount	\$100

3.2 **Carla Butler**

3.2.1 Carla Butler is seeking support to attend the National Volleyball School Championships which are the feature volleyball event of the year where 130 to 140 teams play from all over New Zealand. There are different divisions for both boys and girls. Riccarton High School has previously performed well at this tournament.

3.2.2 Over the holidays Carla worked at a part time catering job to fundraise however now that she is back at school her time is committed with school work and volleyball training. The team have another fundraising event planned in the lead up to the trip, a volleyball marathon event.

3.2.3 Carla is a very dedicated trainer and a supportive member of the senior girls' volleyball team. This year Carla is helping with the coaching of junior players so is giving back to her peers and sport. Her coach states "She is a pleasure to coach as she is really receptive to advice and works hard to implement new skills and tactics in the game environment."

3.2.4 Some of Carla's achievements include; selection to trial for the New Zealand U17 team, she was named in the South Island tournament team for at the Junior South Island Tournament and she was awarded 'most valuable player' at Canterbury Junior Tournament in 2013.

3.2.5

Expenses – Carla Sue Butler (Palmerston North)	Amount
Airfares	\$136
Fuel and Food	\$100
Accommodation	\$339
Transport	\$98
Team Entry	\$75
Bond	\$10
VNZ Membership	\$10
Increase in cost because one person has pulled out	\$33
Total	\$800
Amount requested from the Board	\$475
Fundraising amount	\$125

3. Cont'd

4. FINANCIAL IMPLICATIONS

- 4.1 This is the first time Dian Munoz has applied to the Riccarton/Wigram Community Board for financial support. Carla Butler received funding of \$150 from the Board in 2012/13.
- 4.2 The Riccarton/Wigram Community Board allocated \$5,000 to the Youth Development Fund from its Discretionary Fund on 2 July 2013. A further \$7,500 was allocated from the 2013/4 Strengthening Communities Fund to bring the total fund to \$12,500. At the time of writing this report the Board has \$9650 available for allocation from the Youth Development Fund.

5. STAFF RECOMMENDATION

- 5.1 It is recommended that the Riccarton/Wigram Community Board:
 - 5.1.1 Approves a grant of \$350 from its 2013/14 Youth Development Fund to Dian Alejandro Munoz towards the cost of a trip to Sydney from 11 to 17 March 2014 and Wellington from 28 to 31 March 2014.
 - 5.1.2 Approves a grant of \$250 from its 2013/14 Youth Development Fund to Carla Sue Butler towards the cost of a trip to Palmerston North from 23 to 29 March 2014.

Riccarton/Wigram Community Board 2013/14 Youth Development Fund

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

Personal Development and Growth:

Leadership Training

Career Development

Outward Bound / Spirit of Adventure

Spirit of Adventure

Educational Opportunities that are not a component of the school curriculum/subject.

Representation at Events - Individuals:

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

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

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

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

1. Age groups 12 to 25 years
2. Projects must have obvious benefits for the young person and if possible the wider community.
3. Have applications submitted six weeks prior to the event taking place.
4. Applicants will also be required to complete the application form (**Attachment 1**) and provide the additional material noted on this. Only one application permitted per financial year per applicant.
5. 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.
6. 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,
7. In making recommendations to the Board staff will make comment on the following matters:
8. the extent of additional funds that the individual/group has sourced from other funders, and the amount of fundraising undertaken.
9. The level at which the group or individual is performing in their chosen field.

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

17. COMMUNITY BOARD ADVISER'S UPDATE

17.1 UPCOMING BOARD ACTIVITIES

17.2 BOARD FUNDS 2013/14 UPDATE (ATTACHED)

18. MEMBERS' INFORMATION EXCHANGE

19. MEMBERS' QUESTIONS UNDER STANDING ORDERS

Riccarton/Wigram Board Funding 2013/14			
2013/14	Discretionary Response Fund	Allocated	Funds Remaining
		\$ 51,197	
28-May	Harrington Park Mural - proposed work on the fence around the mural (decided to take out of 2013/14 fund as there were insufficient funds in 2012/13 fund)	\$ 1,000	
2-Jul	To Youth Achievement Scheme	\$ 5,000	
2-Jul	South Hornby Primary School - Choir Visit to Adelaide Project	\$ 2,200	
20-Aug	Kidsfirst Kindergartens seating for sandpit	\$ 1,850	
20-Aug	Hornby Primary School - food at Hornby Pasifika Fiafia Evening Project	\$ 1,500	
3-Sep	Canterbury Fiji Social Services Trust for the After School Programme - Riccarton Primary School	\$ 8,690	
17-Sep	Selwyn Starts and Essex Guards Marching Team to purchase second hand uniforms	\$ 2,000	
18-Feb	Te-Raranga (Canterbury Post - EQ Churches Forum)	\$ 2,000	
		\$ 24,240	\$ 26,957
2013/14	Youth Development Fund	Allocated	Funds Remaining
		\$ 12,500	
2-Jul	Daniel Hare - Boys Brigade National Leadership Course	\$ 150	
20-Aug	Con Brio Chorale - Villa Maria College - participation in National Big Sing	\$ 400	
20-Aug	Tirangi Skerrett-White - American Field Service exchange trip to Italy	\$ 700	
20-Aug	James Entwistle to attend World Cadet Mens Judo Championship in Miami	\$ 500	
3-Sep	Angelia Li - Participation in Secondary School National Concert Band competition with Burnside High School Concert Band	\$ 200	
3-Sep	Sophie Shingleton - Under 21 New Zealand/Australia Championships	\$ 300	
3-Sep	St Thomas of Canterbury College - School Rugby League Team competing in National Secondary Schools Rugby League Tournament	\$ 1,000	
17-Sep	Ashleigh O'Neill - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Brooke O'Neill - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Charlotte Sullivan -Competing in Kozponti Sportiskola Jubilee Gymnastics Gala	\$ 450	
17-Sep	Georgia Taylor - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Paris Taylor - Competing in New Zealand National Gymnastics Championships	\$ 150	
17-Sep	Catrionia Hay - Participation in Christchurch City Chorus in the International Sweet Adelines Convention and Competition.	\$ 500	
19-Nov	Nicole Van Rheede Van Oudsthoorn, Christine Bosier, Sophie Pelvin, Laura Pelvin, Samantha Anderson and Jessica Pugh - Summer Ballet School in Melbourne	\$ 1,200	
19-Nov	Lincoln High School - -Competing in the New Zealand Secondary Schools Touch Nationals in Auckland	\$ 800	
19-Nov	Avonhead Scout Group - towards 5 members attending New Zealand Scout Jamboree in Feilding	\$ 500	
18-Feb	Christchurch Boys' High School - China Study Tour - towards 4 students expenses	\$ 600	
		\$ 7,900	\$ 4,600