

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 14 OCTOBER 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

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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 – 30 SEPTEMBER 2014**

The minutes of the Board's Ordinary Meeting of 30 September 2014 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's Ordinary Meeting of 30 September 2014, be confirmed.

14. 10. 2014

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ATTACHMENT TO CLAUSE 3

**RICCARTON/WIGRAM COMMUNITY BOARD
30. 9. 2014**

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 30 September 2014 at 4pm in the Community Room,
Upper Riccarton Library, 71 Main South Road.**

PRESENT: Mike Mora (Chairperson), Helen Broughton, Vicki Buck, Jimmy Chen,
Peter Laloli, Debbie Mora.

APOLOGIES: Apologies for absence were received and accepted from Natalie Bryden.

An apology for lateness was received and accepted from Vicki Buck who arrived at 4.26pm and was absent for clauses 1 to 6 and 8 to 10, and part of clause 9.

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

5.1 The Board **received** tabled correspondence from the Bank of New Zealand (BNZ) regarding insulation assistance for Cantabrians.

5.2 The Board **received** tabled correspondence from G and J Gartley to the Council's Chief Executive regarding a petition sent to the Council to have Silver Birch trees removed and replaced in Rempstone Drive.

6. BRIEFINGS

6.1 George Patena, Multi Cultural Adviser, briefed the Board on his role and current work focus involving in particular migrant and Pacific communities.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Liquor license applications circulated for members feedback
- Halswell Residents' Association - recent meeting and the Lions proposal for a local history wall

Staff undertook to check on the matter of community input regarding the interior design features of the new Halswell Library

- Board Certificate of Appreciation - Rick Holstein
- University of Canterbury, Dovedale Campus – update
- Riccarton Bush – forthcoming walking event

8. BOARD MEMBERS' QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MINUTES – 16 SEPTEMBER 2014

The Board **resolved** that the minutes of its Ordinary Meeting of 16 September 2014 (both open and public excluded sections), be confirmed.

10. COMMUNITY BOARD ADVISER'S UPDATE

10.1 PROPOSED REPLACEMENT DISTRICT PLAN – BOARD SUBMISSION

The Board considered its draft submission on the Proposed Replacement District Plan arising from which, minor changes were made.

The Board **resolved**:

10.1 That the Riccarton/Wigram Community Board's submission on the Proposed Replacement District Plan as amended, be adopted.

10.2 That the Chairperson and Deputy Chairperson be authorised as required, to finalise any minor wording adjustments needed to complete the submission.

The meeting concluded at 4.32pm.

CONFIRMED THIS 14TH DAY OF OCTOBER 2014

**MIKE MORA
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 ILAM UPPER RICCARTON RESIDENTS' ASSOCIATION (IURRA)

Dr Lynette Hardie Wills, on behalf of IURRA has been granted speaking rights to address the Board on their report on the 'Student Urban Villages' teach-in seminar held in July 2014 for which Board funding had been provided from its Older Persons Fund.

4.2 HALSWELL RESIDENTS' ASSOCIATION

David Hawke, Halswell Residents' Association, has been granted speaking rights to address the Board on the matter of facilities for youth in Halswell.

5. PETITIONS

6. NOTICES OF MOTION

7. CORRESPONDENCE

8. BRIEFINGS

9. WIGRAM ROAD/MAGDALA PLACE LINK - BRIDGE BARRIER AND TRAFFIC CONTROLS



		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager Culture, Leisure and Parks	N	
Officer responsible:	Unit Manager, Assets and Networks	Y	DDI 941 8608
Author:	John Edmonds, Project Manager	Y	DDI 941 8611

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report relates to the Wigram Road/Magdala Place Link project which is part of the planned Capital Programme in the Council’s Three Year Plan (2013–2016).
- 1.2 The purpose of this report is to request that:
 - 1.2.1 The Riccarton/Wigram Community Board, Spreydon/Heathcote Community Board and Infrastructure, Transport and Environment Committee recommend that the Council approve the re-positioning of the bridge barrier from the inside edge of the shared path, to the outside edge of the bridge.
 - 1.2.2 The Riccarton/Wigram Community Board and the Spreydon/Heathcote Community Board recommend that the Council approve the resolution of parking restrictions and traffic controls for the link.
- 1.3 This report will be considered by the Spreydon/Heathcote Community Board at its meeting on 24 October 2014. Recommendations from both the Riccarton/Wigram and Spreydon/Heathcote Community Boards will be presented, together with the report to the Infrastructure Transport and Environment Committee on Thursday 20 November 2014. All recommendations will then be considered by the Council in due course.

2. EXECUTIVE SUMMARY

- 2.1 The purpose of the project is to link Wigram Road into Birmingham Drive (via Magdala Place) over Curletts Road, creating a new minor arterial linking the rapidly developing south west parts of the city, with more central areas. It has ID 279 on page 306 of the Planned Capital Programme in the Three Year Plan (TYP).
- 2.2 The Council approved the scheme plan for the project, which had been the subject of public consultation, on 14 March 2013.

Bridge Barrier

- 2.3 The scheme design showed a solid barrier between the carriageway and the raised shared path across the south side of the bridge (as shown in Figure 1 below).

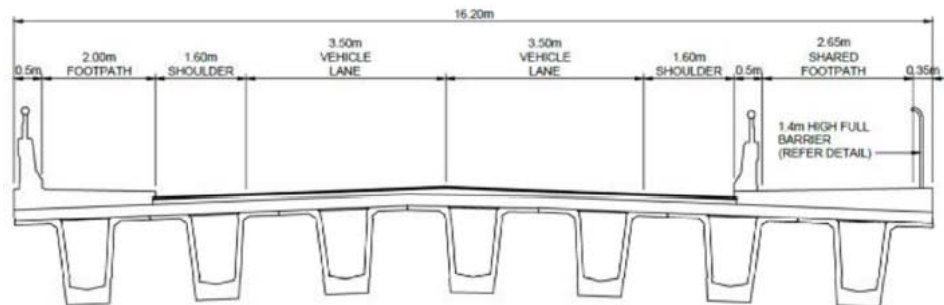


Figure 1 – Inside Barrier

9. Cont'd

- 2.4 The detailed design consultants (Opus) have said that while the scheme design provides good protection for shared path users, it has numerous other detrimental implications/effects for all users. All of these detrimental effects are not easily mitigated. The recommendation from Opus to move the barrier from the inside edge of the shared path to the outside edge of the bridge (as shown in Figure 2) has been endorsed by the safety auditors (MWH). Further information is provided below.

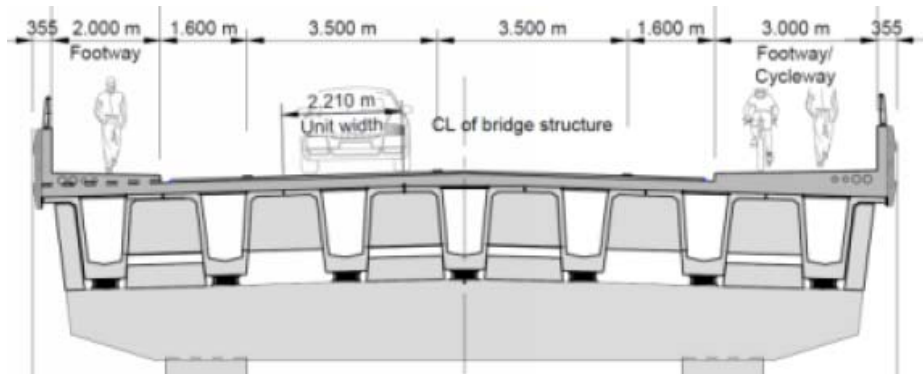


Figure 2 – Outside Barrier

Traffic Control Resolutions

- 2.5 Traffic and parking controls required for the new link road and bridge, need to be resolved. These are detailed in **Attachment 1**.
- 2.6 In summary these controls consist of:
- 2.6.1 No parking on the bridge, nor on the approaches, nor near the two new intersections.
 - 2.6.2 On road cycle lanes.
 - 2.6.3 Shared path.
 - 2.6.4 Intersection controls and traffic signals.

3. BACKGROUND

- 3.1 The Greater Christchurch Urban Development Strategy (UDS) has identified south west Christchurch as a major urban growth area, and this is accelerating since the earthquakes.
- 3.2 The Christchurch to Rolleston and Environs Transportation Strategy (CRETS) and the South West Area Plan Transport Assessment (SWAPTA) identified Wigram Road as one of the new arterial corridors linking the south west with the more central parts of the city.
- 3.3 The Wigram-Magdala Link was included in the 2009-2019 LTCCP and was programmed for implementation from 2010/11 to 2012/13. The redirection of resources following the major earthquakes, resulted in reprogramming of the project as shown in the Three Year Plan.
- 3.4 The Christchurch Transport Strategic Plan, 2012, confirms this link as a new minor arterial between the south west and more central parts of the city.
- 3.5 The objectives of the project are:
- 3.5.1 To provide a link between Wigram Road and Birmingham Drive by a bridge over Curletts Road, connecting to Birmingham Drive via Magdala Place; and

9. Cont'd

3.5.2 To provide for linkage of the Christchurch Southern Motorway Stage 1 (CSM1) cycle paths either side of the Curletts Road interchange.

3.6 The location of the link is shown in relation to the Christchurch Southern Motorway Stage 1 (CSM1) in Figure 3 and Figure 4.



Figure 3 – Wigram – Magdala Link (solid yellow line) and CSM1 (tan)



Figure 4 – Wigram – Magdala Link (yellow) location

9. Cont'd

- 3.7 The general layout of the new link is shown in Figure 5 and Figure 6. Detailed layout plans are shown in **Attachment 2 (separately circulated)**.

9. Cont'd

3.8 A separate project, the Annex/Birmingham/Wrights Route Upgrade (ID 1341 on page 305 of the TYP) is underway to manage the impacts of the Wigram-Magdala Link on the downstream roads. This project is in the scheme design stage, and is programmed to be completed in time for completion of the Wigram-Magdala Link (WML).

4. COMMENT

Bridge Barrier

4.1 Figure 7 shows the matrix developed by Opus to summarise the evaluation of an internal barrier or raised kerb, in their report: Wigram-Magdala Link - Edge Protection Working Paper, dated 31 January 2014.

Matrix Evaluation				
Criteria	Barrier between shoulder & shared path	Kerb between shoulder & shared path	Key Considerations	
Standards	Shared Path Width	***	✓✓✓	Locating the barrier between the shoulder and the shared path restricts the width to 2.65m, with an effective useable cycle space of only 2.05m) this is inconsistent with: <ul style="list-style-type: none"> the desirable IDS and Austrods shared path widths of 3.0m, and the width of the approach shared path which is 3.0m.
Safety	Proximity of barrier to vehicles & on-road cyclists	***	✓✓✓	Increased hazard for vehicles due to closer proximity of barrier and end terminals with constrained ability to provide required tapers/flares. On-road cyclists will 'shy' away from barrier pushing them closer to live traffic. On-road cyclists have potential to be pinned against barrier.
	Protection of shared path users	✓✓	**	A barrier between the shoulder and the shared path will provide protection to the shared path users. However a barrier and a handrail on each side of the shared path generates a greater risk of cyclists snagging their peddles and handlebars on these solid objects. A kerb between the shoulder and the shared path, instead of the barrier, will still provide some protection.
Usability & Amenity	Usability	**	✓✓	Barrier between the shoulder and the shared path restricts on-road cyclists from accessing the shared path facility. Barrier end terminals require off-setting which will require the shared path to deviate and weave around the terminals
	Barrier Length of need considerations	**	✓✓✓	There is no defined extent of the "hazard" therefore the length of need is unable to be defined.
	Visual Amenity	*	✓	Visually a barrier between the shoulder and the shared path will look inconsistent with the north side of the bridge where the barrier is located at the back of the footpath. A barrier between the shoulder and the shared path will give the feeling of a more closed in and constrained carriageway and shared path facility.
Cost	Cost	*	✓	Additional barriers needed for Scheme – ie: rigid barrier between shoulder and shared path and a pedestrian/cyclist handrail on the outer edge. Alternative option requires only one "combined" barrier.

Figure 7 – Barrier Evaluation Matrix

4.2 Based on the evaluation, Opus have recommended that the barrier between the shoulder and the shared use path be removed from the design and replaced with a combined vehicle and pedestrian/cyclist barrier on the outside of the shared use path.

4.3 The Safety Auditors, MWH, and Council design representatives have agreed with this recommendation, as shown in the responses in the MWH Safety Audit Report, (refer **Attachment 3 separately circulated**).

9. Cont'd

4.4 The speed limit for the link and bridge is to be 50 kilometres per hour. No internal barrier is consistent with the design of other bridges in 50 kilometres per hour zones in the city.

4.5 The bridge forms part of the Little River Link Major Cycle Route.

5. FINANCIAL IMPLICATIONS

5.1 Annual and total project budget figures:

Year	<2010/11	2011/12	2012/13	Three Year Plan			Total
				2013/14	2014/15	2015/16	
Budget	\$919,791	\$3,528,647	\$4,607,132	\$852,799	\$8,418,541	\$12,397,486	\$30,724,396

5.2 The current project budget was based on estimates developed by Beca, as part of the Scheme Assessment, in September 2011.

5.3 A review of the final funding required to complete the project will be undertaken as part of the 2015/25 Long Term Plan following the completion of the final detailed design estimates, and the receipt of tender prices in December 2014.

5.4 Re-positioning the concrete barrier from the inside edge of the shared path to the outside edge of the bridge, is estimated to reduce costs by the order of \$50,000.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board and Spreydon/Heathcote Community Board:

6.1 Recommend that the Infrastructure, Transport and Environment Committee recommend that the Council approve the re-positioning of the solid bridge barrier from the inside edge of the raised shared path, to the outside edge of the bridge.

6.2 Recommend that the Council approve the resolution of parking restrictions and traffic controls for the link as identified in **Attachment 1**.

Wigram-Magdala Resolutions

11/09/2014

It is recommended that the Riccarton/Wigram and Spreydon/Heathcote Community Boards recommend that the Council approve the following parking and traffic controls for the Wigram-Magdala link as detailed on Attachment 2:

Parking Restrictions

Wigram Road

1. Approve that all existing parking and stopping restrictions on both sides of Wigram Road, commencing at its intersection with Hayton Road, and extending in a south-westerly direction for a distance of 39 metres be revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Wigram Road commencing at its intersection with Hayton Road, and extending in a south-westerly direction for a distance of 39 metres.
3. Approve that all existing parking and stopping restrictions on both sides of Wigram Road, commencing at its intersection with Hayton Road, and extending in a north-easterly direction to the intersection with Wigram Close be revoked.
4. Approve that all existing parking and stopping restrictions on both sides of Wigram Road, commencing at its intersection with Wigram Close, and extending in a north-easterly direction to its intersection with Treffers Road be revoked.
5. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Wigram Road commencing at its intersection with Hayton Road, and extending in a north easterly direction for a distance of 34 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Wigram Road commencing at its intersection with Hammersmith Drive and extending in a south westerly direction for a distance of 21 metres.
7. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Wigram Road commencing at its intersection with Hammersmith Drive, and extending in a north easterly direction for a distance of 20 metres.
8. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Wigram Road commencing at its intersection with Wigram Close, and extending in a south westerly direction for a distance of 65 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the northwest side of the new alignment of Wigram Road commencing at its intersection with Wigram Close, and extending in a north easterly direction to its intersection with Treffers Road.
10. Approve that the stopping of vehicles be prohibited at any time on the northwest side of the new alignment of Wigram Road commencing at its intersection with Treffers Road, and extending in a north easterly direction to its intersection with Annex Road.
11. Approve that the stopping of vehicles be prohibited at any time on the southeast side of the new alignment of Wigram Road commencing at its intersection with Annex Road, and extending in a south westerly direction for a distance of 1563 metres.

**ATTACHMENT TO CLAUSE 9
Attachment 1**

Hayton Road

12. Approve that all existing parking and stopping restrictions on the southwest side of Hayton Road commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 28 metres be revoked.
13. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Hayton Road commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 28 metres.
14. Approve that all existing parking and stopping restrictions on the northeast side of Hayton Road commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 28 metres be revoked.
15. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Hayton Road commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 28 metres.

Hammersmith Road

16. Approve that all existing parking and stopping restrictions on the southwest side of Hammersmith Drive commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 9 metres be revoked.
17. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Hammersmith Drive commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 9 metres.
18. Approve that all existing parking and stopping restrictions on the northeast side of Hammersmith Drive commencing at its intersection with Wigram Road, and extending in a north-westerly direction for a distance of 9 metres be revoked.
19. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Hammersmith Drive commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 9 metres.

Wigram Close

20. Approve that all existing parking and stopping restrictions on the southwest side of Wigram Close commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 14 metres be revoked.
21. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Wigram Close commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 14 metres.
22. Approve that all existing parking and stopping restrictions on the northeast side of Wigram Close commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 10 metres be revoked.
23. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Wigram Close commencing at its intersection with Wigram Road, and extending in a north westerly direction for a distance of 10 metres.

Treffers Road

24. Approve that all existing parking and stopping restrictions on the southwest side of Treffers Road commencing at its intersection with the old alignment of Wigram Road, and extending in a north westerly direction for a distance of 37 metres be revoked.
25. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Treffers Road commencing at its intersection with the new alignment of Wigram Road, and extending in a north westerly direction for a distance of 57 metres.
26. Approve that all existing parking and stopping restrictions on the northeast side of Treffers Road commencing at its intersection with the old alignment of Wigram Road, and extending in a north westerly direction for a distance of 50 metres be revoked.
27. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Treffers Road commencing at its intersection with the new alignment of Wigram Road, and extending in a north westerly direction for a distance of 58 metres.

Annex Road - North of the new aligned of Wigram Road

28. Approve that all existing parking and stopping restrictions on the southwest side of Annex Road commencing at its intersection with the old alignment of Magdala Place, and extending in a north westerly direction to the intersection with Nazareth Avenue be revoked.
29. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Annex Road commencing at its intersection with the new alignment of Wigram Road, and extending in a north westerly direction for a distance of 121 metres.
30. Approve that a bus stop be installed on the southwest side of Annex Road commencing at a point 121 metres northwest of its intersection with the new alignment of Wigram Road, and extending in a north westerly direction for a distance of 19 metres.
31. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Annex Road commencing at a point 140 metres northwest of its intersection with the new alignment of Wigram Road, and extending in a north westerly direction to the intersection of Nazareth Avenue.
32. Approve that all existing parking and stopping restrictions on the northeast side of Annex Road commencing at its intersection with Midas Place, and extending in a south easterly direction to its intersection with Birmingham Drive be revoked.
33. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Annex Road commencing at its intersection with Midas Place, and extending in a south easterly direction for a distance of 157 metres.
34. Approve that a bus stop be installed on the northeast side of Annex Road commencing at a point 157 metres southeast of its intersection with Midas Place, and extending in a south easterly direction for a distance of 18 metres.

35. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Annex Road commencing at a point 175 metres southeast of its intersection with Midas Place, and extending in a south easterly direction to its intersection with Birmingham Drive.

Birmingham Drive

36. Approve that all existing parking and stopping restrictions on the north side of Birmingham Drive commencing at its intersection with Annex Road, and extending in an easterly direction to a point 41 metres east of its intersection with Craft Place be revoked.
37. Approve that the stopping of vehicles be prohibited at any time on the north side of Birmingham Drive commencing at its intersection with Annex Road, and extending in an easterly direction to its intersection with Craft Place.
38. Approve that the stopping of vehicles be prohibited at any time on the north side of Birmingham Drive commencing at its intersection with Craft Place, and extending in an easterly direction for a distance of 23 metres.
39. Approve that a bus stop be installed on the north side of Birmingham Drive commencing at a point 23 metres east of its intersection with Craft Place, and extending in an easterly direction for a distance of 14 metres.
40. Approve that the stopping of vehicles be prohibited at any time on the north side of Birmingham Drive commencing at a point 37 metres east of its intersection with Craft Place, and extending in an easterly direction for a distance of 4 metres.
41. Approve that all existing parking and stopping restrictions on the south side of Birmingham Drive commencing at its intersection with Annex Road, and extending in an easterly direction to a point 85 metres east of its intersection with Vulcan Place be revoked.
42. Approve that the stopping of vehicles be prohibited at any time on the south side of Birmingham Drive commencing at its intersection with Vulcan Place, and extending in an easterly direction for a distance of 25 metres.
43. Approve that the stopping of vehicles be prohibited at any time on the south side of Birmingham Drive commencing at a point 55 metres east of its intersection with Vulcan Place, and extending in an easterly direction for a distance of 8 metres.
44. Approve that a bus stop be installed on the south side of Birmingham Drive commencing at a point 63 metres east of its intersection with Vulcan Place, and extending in an easterly direction for a distance of 14 metres.
45. Approve that the stopping of vehicles be prohibited at any time on the south side of Birmingham Drive commencing at a point 77 metres east of its intersection with Vulcan Place, and extending in an easterly direction for a distance of 8 metres.

**ATTACHMENT TO CLAUSE 9
Attachment 1**

46. Approve that the stopping of vehicles be prohibited at any time on the south side of Birmingham Drive commencing at its intersection with Vulcan Place, and extending in a westerly direction to its intersection with Annex Road.

Craft Place

47. Approve that all existing parking and stopping restrictions on the west side of Craft Place commencing at its intersection with Birmingham Drive, and extending in a northerly direction for a distance of 15 metres be revoked.
48. Approve that the stopping of vehicles be prohibited at any time on the west side of Craft Place commencing at its intersection with Birmingham Drive, and extending in a northerly direction for a distance of 15 metres.
49. Approve that all existing parking and stopping restrictions on the east side of Craft Place commencing at its intersection with Birmingham Drive, and extending in a northerly direction for a distance of 15 metres be revoked.
50. Approve that the stopping of vehicles be prohibited at any time on the east side of Craft Place commencing at its intersection with Birmingham Drive, and extending in a northerly direction for a distance of 15 metres.

Vulcan Place

51. Approve that all existing parking and stopping restrictions on the west side of Vulcan Place commencing at its intersection with Birmingham Drive, and extending in a southerly direction for a distance of 14 metres be revoked.
52. Approve that the stopping of vehicles be prohibited at any time on the west side of Vulcan Place commencing at its intersection with Birmingham Drive, and extending in a southerly direction for a distance of 14 metres.
53. Approve that all existing parking and stopping restrictions on the east side of Vulcan Place commencing at its intersection with Birmingham Drive, and extending in a southerly direction for a distance of 25 metres be revoked.
54. Approve that the stopping of vehicles be prohibited at any time on the east side of Vulcan Place commencing at its intersection with Birmingham Drive, and extending in a southerly direction for a distance of 25 metres.

Annex Road – South of Birmingham Drive

55. Approve that all existing parking and stopping restrictions on the southwest side of Annex Road commencing at its intersection with the old alignment of Magdala Place, extending in a south easterly direction for a distance of 98 metres be revoked.
56. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Annex Road commencing at its intersection with the new alignment of Wigram Road, and extending in a south easterly direction for a distance of 98 metres.
57. Approve that all existing parking and stopping restrictions on the northeast side of Annex Road commencing at its intersection with Birmingham Drive, and extending in a south easterly direction for a distance of 101 metres be revoked.

**ATTACHMENT TO CLAUSE 9
Attachment 1**

58. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Annex Road commencing at its intersection with Birmingham Drive, and extending in a south easterly direction for a distance of 101 metres.

Magdala Place

59. Approve that all existing parking and stopping restrictions on the southeast side of the old alignment of Magdala Place commencing at its intersection with Annex Road, extending in a south westerly direction for a distance of 501 metres be revoked.
60. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Magdala Place commencing at its new aligned intersection with Nazareth Avenue, and extending in a north easterly direction for a distance of 12 metres.
61. Approve that the parking of vehicles be restricted to 90 degree angled parking on the southeast side of Magdala Place commencing at a point 12 metres northeast of its new aligned intersection with Nazareth Avenue, and extending in a north easterly direction for a distance of 42 metres.
62. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Magdala Place commencing at a point 54 metres northeast of its new aligned intersection with Nazareth Avenue, and extending in a north easterly direction for a distance of 45 metres.
63. Approve that all existing parking and stopping restrictions on the northwest side of the old alignment of Magdala Place commencing at its intersection with Annex Road, extending in a south westerly direction to its intersection with Nazareth Avenue be revoked.
64. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Magdala Place commencing at its new aligned intersection with Nazareth Avenue, and extending in a north easterly direction for a distance of 96 metres.
65. Approve that all existing parking and stopping restrictions on the northwest side of the old alignment of Magdala Place commencing at its new aligned intersection with Nazareth Avenue, extending in a south-westerly direction for a distance of 265 metres, then in a north westerly direction on the northeast side for a distance of 27 metres be revoked.
66. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Magdala Place commencing at its new aligned intersection with Nazareth Avenue, and extending in a south westerly direction for a distance of 51 metres.
67. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Magdala Place commencing at a point 235 metres southwest of its new aligned intersection with Nazareth Avenue, and extending in a south-westerly direction for a distance of 30 metres, then in a north westerly direction on the northeast side for a distance of 27 metres.

Nazareth Avenue

68. Approve that all existing parking and stopping restrictions on both sides of Nazareth Avenue commencing at its intersection with the old alignment of Magdala Place, and extending in a north westerly direction for a distance of 12 metres be revoked.

14. 10. 2014

- 20 -

ATTACHMENT TO CLAUSE 9
Attachment 1

69. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Nazareth Avenue commencing at its intersection with the new alignment of Magdala Place, and extending in a north westerly direction for a distance of 12 metres.
70. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Nazareth Avenue commencing at its intersection with the new alignment of Magdala Place, and extending in a north westerly direction for a distance of 12 metres.

Traffic Control

Give way

71. Approve that the Give Way control currently placed against Hayton Road at its intersection with Wigram Road be revoked.
72. Approve that a Give way control be placed against Hayton Road at its intersection with Wigram Road.
73. Approve that the Give Way control currently placed against Hammersmith Drive at its intersection with Wigram Road be revoked.
74. Approve that a Give Way control be placed against Hammersmith Drive at its intersection with Wigram Road.
75. Approve that the Give way control currently placed against Wigram Close at its intersection with Wigram Road be revoked.
76. Approve that a Give Way control be placed against Wigram Close at its intersection with Wigram Road.
77. Approve that a Give Way control be placed against the new aligned intersection of Treffers Road/ Wigram Road.
78. Approve that the Give Way control currently placed against Nazareth Avenue at its intersection with the old alignment of Magdala Place be revoked.
79. Approve that a Give Way control be placed on the north eastern approach of Magdala Place at the new aligned Nazareth Avenue/ Magdala Place intersection..
80. Approve that the Give Way control currently placed against the old alignment of Magdala Place at its intersection with Annex Road be revoked.
81. Approve that all existing traffic controls at the Annex Road/ Midas Place/ Nazareth Avenue intersection be revoked.
82. Approve that a Give Way control be placed against Nazareth Avenue at its intersection with Annex Road.
83. Approve that a Give Way control be placed against Midas Place at its intersection with Annex Road.
84. Approve that the Give Way control currently placed against Craft Place at its intersection with Brimingham Drive be revoked.
85. Approve that a Give Way control be placed against Craft Place at its intersection with Birmingham Drive.
86. Approve that the Give Way control currently placed against Vulcan Place at its intersection with Brimingham Drive be revoked.
87. Approve that a Give Way control be placed against Vulcan Place at its intersection with Birmingham Drive.
88. Approve that the Give Way control currently placed against Annex Road at the southern approach of Annex Road with Birmingham Drive be revoked.

New Traffic Signals

89. Approve that the intersection of Annex Road/ Birmingham Drive/new alignment of Wigram Road be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act-Traffic Control Devices Rule 2004.

New shared pedestrian/cycle path

90. Approve that the pathway on the south east side of the new alignment of Wigram Road commencing at its intersection with Annex Road, and extending in a south westerly direction for a distance of 1490 metres be resolved as a bi-directional shared pedestrian/cycle pathway.
91. Approve that the pathway on the north west side of the new alignment of Wigram Road commencing at the new aligned Treffers Road/Wigram Road intersection, and extending in a south westerly direction for a distance of 27 metres be resolved as a bi-directional shared pedestrian/cycle pathway.
92. Approve that the pathway on the north west side of the new alignment of Wigram Road located on the north west side of footpath commencing at its intersection with Treffers Road, and extending in a north easterly direction for a distance of 169 metres connecting to Curletts Road shared path, including the shared path connection from the road across footpath to shared path be resolved as a bi-directional shared pedestrian/cycle pathway.
93. Approve that the pathway on the north east side of Annex Road commencing at a point 78 metres south east of its intersection with Midas Place, and extending in a south easterly direction for a distance of 140 metres be resolved as a bi-directional shared pedestrian/cycle pathway.
94. Approve that the pathway on the southwest side of Annex Road commencing at its intersection with the new alignment of Wigram Road, and extending in a south-easterly direction for a distance of 68 metres be resolved as a bi-directional shared pedestrian/cycle pathway.

New cycle lane

95. Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Birmingham Drive against the kerb, commencing at its intersection with Annex Road, and extending in an easterly direction for a distance of 190 metres.
96. Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Birmingham Drive against the kerb, commencing at its intersection with Vulcan Place, and extending in a westerly direction for a distance of 160 metres.
97. Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the north east side of Annex Road against the kerb, commencing at its intersection with Midas Place, and extending in a south easterly direction for a distance of 97 metres.
98. Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the north east side of Annex Road adjacent to the left side in the direction of travel of the shared straight through and right lane, commencing at a point 97 metres south east of its intersection with Midas Place, and extending in a south easterly direction for a distance of 119 metres.
99. Approve that a special vehicle lane for the use of north-westbound bicycles only, be established on the south west side of Annex Road against the kerb, commencing at its intersection with the new alignment of Wigram Road, and extending in a north westerly direction for a distance of 217 metres.
100. Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the north east side of Annex Road against the kerb, commencing at its intersection with Birmingham Drive, and extending in a south easterly direction for a distance of 28 metres.

**ATTACHMENT TO CLAUSE 9
Attachment 1**

101. Approve that a special vehicle lane for the use of north-westbound bicycles only, be established on the south west side of Annex Road against the kerb, commencing at a point 68 metres southeast of its intersection with the new alignment of Wigram Road, and extending in a north westerly direction to its intersection with the new alignment of Wigram Road.
102. Approve that a special vehicle lane for the use of south-westbound bicycles only, be established, on the south east side of Wigram Road commencing at its intersection with Annex Road, and extending in a south westerly direction for a distance of 1490 metres. This special vehicle lane to be located against the south east side kerb or road edge of Wigram Road, and follow the new named section of Wigram Road, the new alignment and or the retained existing alignment.
103. Approve that a special vehicle lane for the use of north-eastbound bicycles only, be established, on the north west side of Wigram Road commencing at a point 39 metres south west of its intersection with Hayton Road, and extending in a north easterly direction for a distance of 1415 metres. This special vehicle lane to be located against the northwest side kerb or road edge of Wigram Road, and follow the new named section of Wigram Road, the new alignment and or the retained existing alignment.
104. Approve that a special vehicle lane for the use of north-eastbound bicycles only, be established on the north west side of Wigram Road commencing at a point 1534 metres north east of its intersection with Hayton Road, extending in a north easterly direction for a distance of 125 metres. This special vehicle lane to be located adjacent to the left side in the direction of travel of the straight through lane on Wigram Road, and follow the new named section of Wigram Road, the new alignment and or the retained existing alignment.

New Traffic island

105. Approve that a pedestrian refuge island to be installed on Wigram Road 15 metres south west of the new aligned Treffers Road/ Wigram Road intersection. The pedestrian refuge island is to be 10.5 metres long.
106. Approve that traffic island to be installed on the Treffers Road approach 1.5 metres north west of the new aligned Treffers Road/Wigram Road intersection. The traffic island is to be 16 metres long.

10. PROPOSED LANE OFF STEANE PLACE - NAMING

		Contact	Contact Details
Executive Leadership Team Member responsible:	Helen Beaumont, Acting Chief Planning Officer	N	
Officer responsible:	John Higgins, Manager Resource Consents	N	
Author: Bob Pritchard	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 Riccarton/Wigram Community Board's approval to one new right-of-way name off Steane Place in Halswell.

2. EXECUTIVE SUMMARY

- 2.1 The property is situated off the end of Steane Place. The right-of-way is formed and sealed, and provides access to 13 new residential allotments.

3. BACKGROUND

- 3.1 Graeme Nicholl, the applicant, requests that the right-of-way be named Annie Going Lane, Annie Going was Graeme's grandmother. Annie was born in Halswell on 26 April 1890 (one of four sisters), on a farm on the corner of Sabys and Ellesmere Roads. Annie's father, Thomas Going, is shown as the owner of land in this location on an 1899 subdivision plan (DP 1537). Annie attended Halswell School in the last decade of the 19th Century and died aged eighty nine years in Halswell on 17 March 1980.
- 3.2 The right-of-way name is consistent with the Council's road naming policy.

4. FINANCIAL IMPLICATIONS

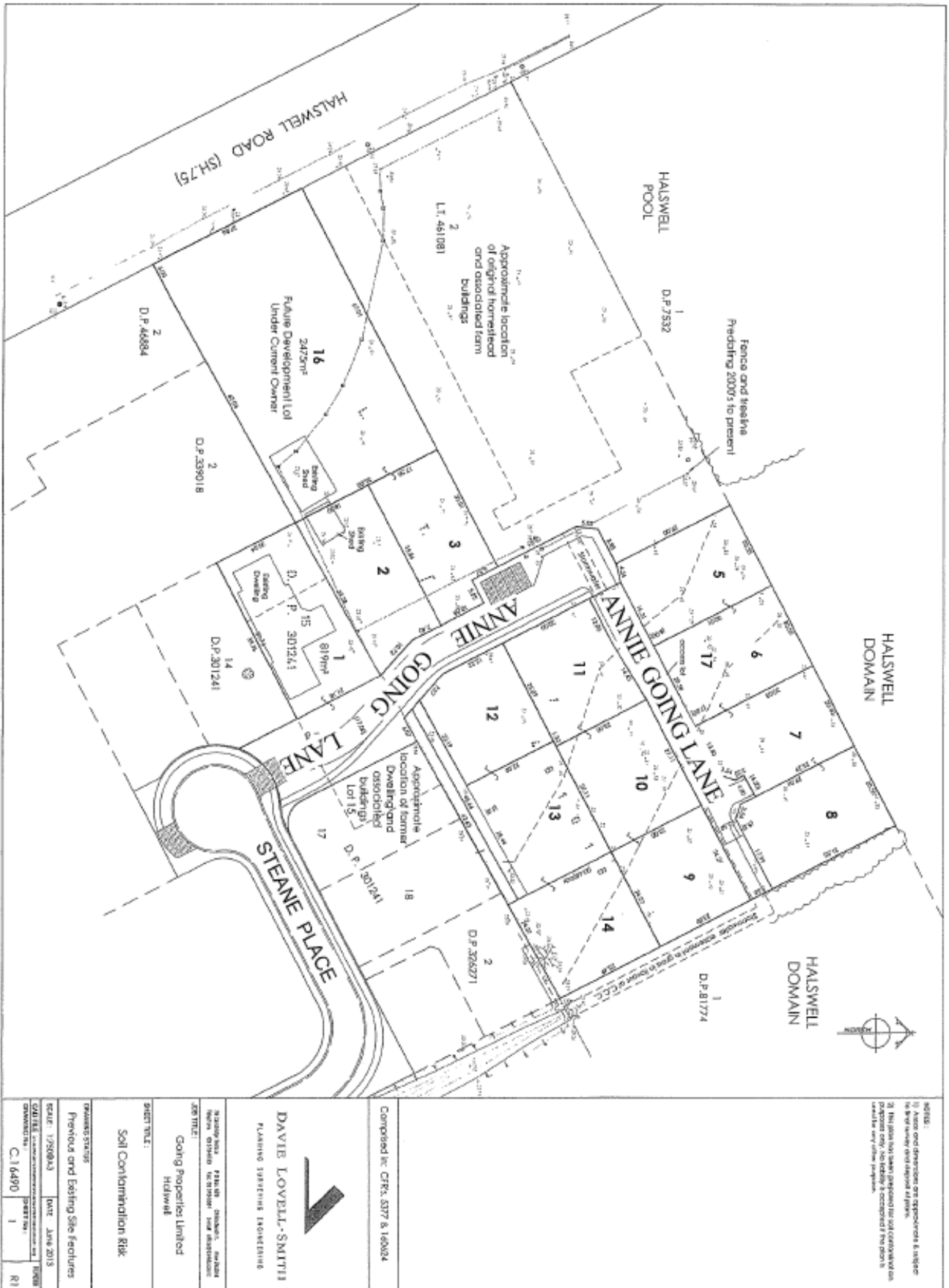
- 4.1 There are no financial costs to the Council. The administration fee for road naming is included as part of the subdivision consent application fee and the cost of the name plate is charged direct to the developer.

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approve the name Annie Going Lane for the new private right-of-way off Steane Place.

ATTACHMENT 1 TO CLAUSE 10



NOTES:
 1) Areas and dimensions are approximate & subject to field survey and approval of plan.
 2) This plan has been prepared for information purposes only. No liability is accepted if the plan is used for any other purpose.

Prepared by: C.F.R. 5377 & 140924

DAVE LOVELL-SMITH
 PLANNING SERVICES ENGINEERING

STATUS: FINAL PROJECT, APPROVED
 NAME: STEANE PLACE, NEW DEVELOPMENT, SOIL INVESTIGATION
 JOB TITLE: Going Properties Limited
 ADDRESS: Halswell

PROJECT: Soil Contamination Risk

DATE: 1/25/2013

SCALE: 1:2500

DATE: 2013

PROJECT: C14490

REVISION: 1

REVISION: R1

11. MONTANA AVENUE - PROPOSED 30 MINUTE PARKING RESTRICTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Community Services 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 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install a P30 Parking Restriction on Montana Avenue (refer **Attachment 1**).
- 1.2 This is a staff initiated report following a request from the Montana Avenue Early Learning Centre.

2. BACKGROUND

- 2.1 The Council has received a request from the Montana Avenue Early Learning Centre to install a short time parking restriction on Montana Avenue outside their premises, to facilitate the drop off and pick up of children.
- 2.2 Montana Avenue is a local residential road that forms the northern edge of the Canterbury University. The northern side of Montana Ave has been designated two hour parking and has the standard P120 University parking restrictions along its length; while the southern side is all-day parking. Both the north and south sides of Montana Avenue are normally fully parked out during the University year.
- 2.3 In 2012, the Riccarton/Wigram Community Board approved the Ilam Road Crossings Project, which included the installation of the first on-road separated cycle facilities along the frontage of the University. The project was well received by the University and cyclists, however to install such facilities required the removal of kerb side parking on Ilam Road. Therefore there is now no parking available on the east side of Ilam Road along the University frontage and near the Early Learning Centre.
- 2.4 It is not normal practice to provide on-street drop off facilities to a crèche as they are normally operating in local residential areas and require on site parking as part of their resource consent. However, in this case due to the close proximity of the University of Canterbury and the recent changes to Ilam Road there is very little parking available. Parents are presently double parking to drop children off when the on site car park is full. This is not considered a safe practice in this location and a number of parents have received infringement notices.

3. COMMENT

- 3.1 It is proposed to install a P30 parking restriction along the Montana Avenue frontage of the crèche. The proposed P30 parking restriction will prevent the all-day parking which currently takes place along the crèche frontage. The proposed P30 will also provide short term parking for the crèche, especially at drop off and pick up times. It will further provide short term parking to anyone wanting to visit a property directly around the corner on Ilam Road, as due to the new cycle facilities recently installed along Ilam Road there is now no parking available on the east side of Ilam Road.
- 3.2 The crèche is the only property directly affected by this proposal, however neighbours to the immediate east of the crèche have been contacted and they are happy to support the installation of the proposed P30 parking restriction.
- 3.3 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

11. Cont'd

- 3.4 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.5 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.
- 3.5 The Team Leader Parking Enforcement supports this proposal.

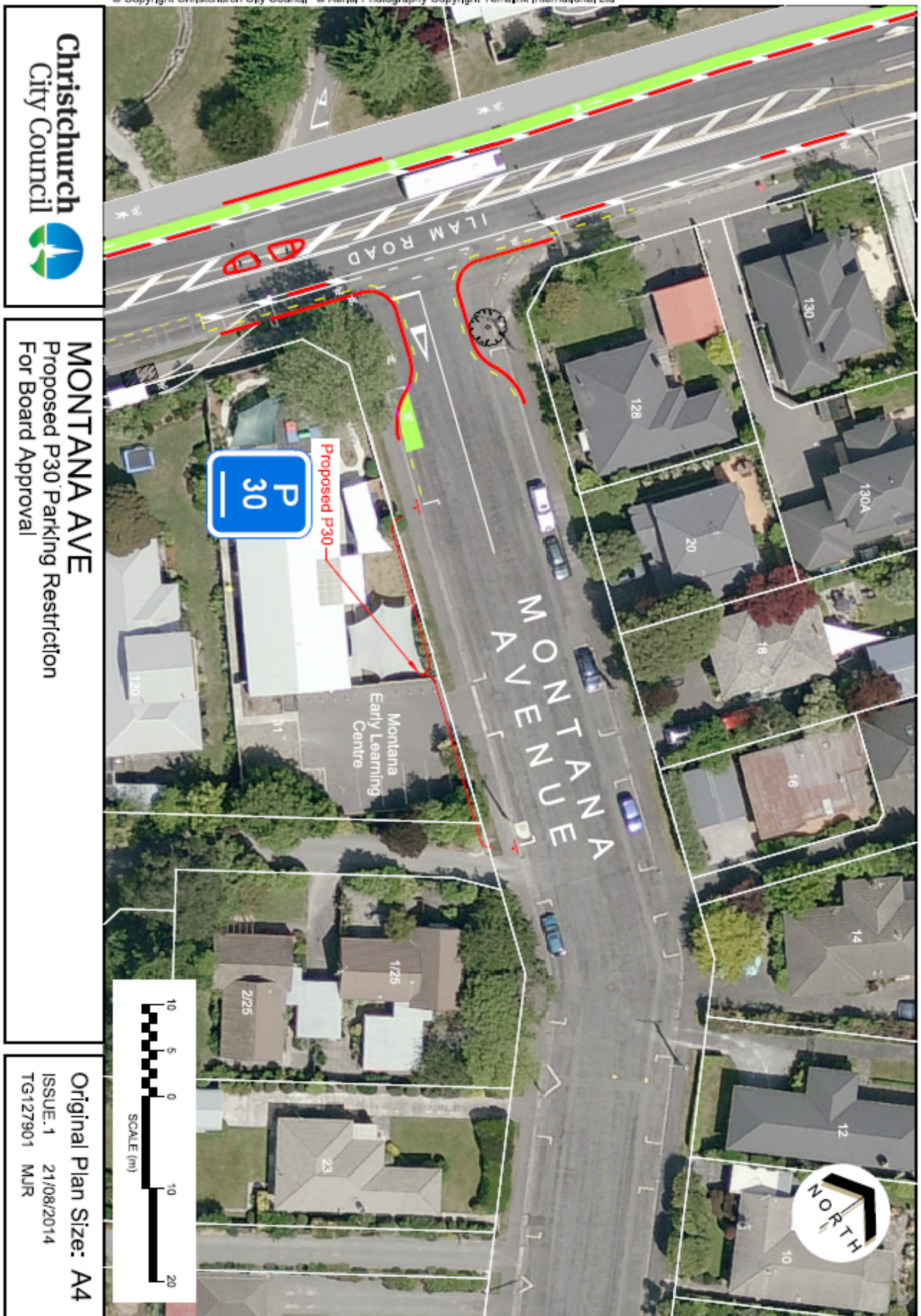
4. FINANCIAL IMPLICATIONS

- 4.1 The estimated cost of this proposal is approximately \$500.
- 4.2 The installation of traffic signs and road markings is within the Long Term Plan Streets and Transport Operational Budgets

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 5.1 Approve that all existing parking restrictions currently located on the south side of Montana Avenue commencing at a point 24 metres east of its intersection with Ilam Road and continuing in an easterly direction for a distance of 66 metres, be revoked.
- 5.1 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Montana Avenue commencing at a point 24 metres east of its intersection with Ilam Road and continuing in an easterly direction for a distance of 66 metres.



12. RATA STREET - PROPOSED NO STOPPING RESTRICTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager Community Services 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 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to extend the existing No Stopping Restriction at the western end of Rata Street (refer **Attachment 1**).
- 1.2 This is a staff initiated report following a request from a resident of Rata Street.

2. BACKGROUND

- 2.1 The Council has received a request from a resident of Rata Street to extend the existing no stopping restrictions at the western end of Rata Street to prevent damage to vehicles that often park at that location.
- 2.2 When Rata and Kauri Streets were rebuilt during the pre-earthquake kerb and channel renewal programme, the right angled bend/intersection of Kauri Street and Rata Street was narrowed, landscaped and its alignment curved with a centre line being installed to guide motorists through the bend (refer Attachment 1).
- 2.3 Northbound motorists on Kauri Street negotiating the right angled bend into Rata Street tend to cut the corner by crossing the centre line. This is contrary to the Road User Rules. Often at the eastbound departure of this bend a motorist will find themselves in a head-on position with a motor vehicle entering the bend in the opposite direction.
- 2.4 To extricate themselves from this position the errant motorist will swerve to the left, this sudden movement to the left can cause them to collide into the side of vehicles parked on the north side of Rata Street at the departure of the narrowing. Further a vehicle parked in this location makes it rather difficult for the resident of 44 Rata Street to exit their property.

3. COMMENT

- 3.1 It is proposed to extend the existing no stopping restriction at the western end of Rata Street to prevent a vehicle parking in this location. Although this proposal will not prevent bad driver behaviour, it will provide road space for the errant motorist to correct their alignment without coming into contact with parked vehicles. This is in line with the safe systems approach to road safety that recognises that motorists make mistakes and encourages forgiving roadsides. The proposal will also make exiting and entering 44 Rata Street significantly easier.
- 3.2 It will be necessary to reduce the length of the existing P120 parking restriction located on the north side of Rata Street by one parking space to provide space to extend the no stopping restriction.
- 3.3 The residents at numbers 44 and 42 Rata Street were contacted and support the proposal.
- 3.4 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

12. Cont'd

- 3.5 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.6 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.
- 3.7 The Team Leader Parking Enforcement supports this proposal.

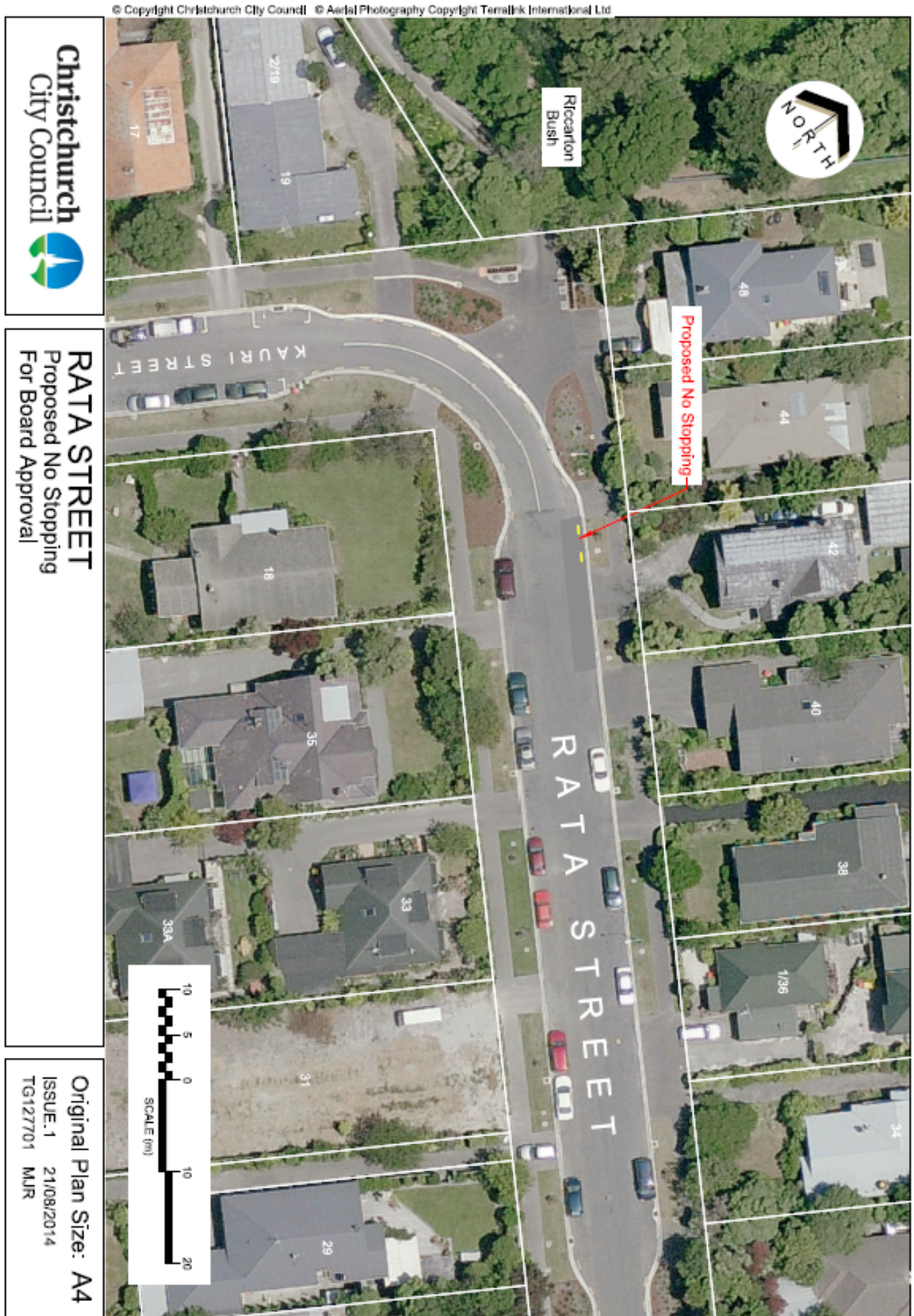
4. FINANCIAL IMPLICATIONS

- 4.1 The estimated cost of this proposal is approximately \$80.
- 4.2 The installation of road markings is within the Long Term Plan Streets and Transport Operational Budgets.

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 5.1 Approve that all existing parking restrictions currently located on the northern side of Rata Street commencing at a point 87 metres west of its intersection with Rimu Street and extending initially in a westerly direction then swinging around to the south into west side of Kauri Street for a total distance of 120 metres, be revoked.
- 5.2 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the northern side of Rata Street commencing at a point 87 metres west of its intersection with Rimu Street and extending in a westerly direction for a distance of 69 metres.
- 5.3 Approve that the stopping of vehicles be prohibited at any time on the northern side of Rata Street commencing at a point 156 metres west of its intersection with Rimu Street and extending initially in a westerly direction then swinging around to the south into the west side of Kauri Street for a total distance of 51 metres.



Christchurch
City Council

RATA STREET
Proposed No Stopping
For Board Approval

Original Plan Size: A4
ISSUE: 1 21/08/2014
TG127701 MJR

13. HEI HEI ROAD – HORNBY PRIMARY SCHOOL – PROPOSED P3 SHORT TERM PARKING RESTRICTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Community Services Group	N	
Officer responsible:	Unit Manager, Transport and Greenspace	N	
Author:	Steve Dejong, Traffic Engineer	Y	DDI 941 6428

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install a P3 Parking Restriction on Hei Hei Road along the frontage of Hornby Primary School (refer **Attachment 1**).
- 1.2 This is a staff initiated report following requests from the Hornby Primary School.

2. BACKGROUND

- 2.1 The Council has received a request from the Hornby Primary School to install a short time parking restriction on Hei Hei Road, along the frontage of the school for drop off and pick up of children to and from the school.
- 2.2 It is standard practice for the Council to install short term parking restrictions at schools to facilitate the safe and efficient drop off and collection of children from school. In 2009, the Christchurch City Council Traffic Operations team commissioned a major trial to identify the most efficient signage for School Drop off and Pick up Zones. The P3 sign was identified as the most efficient and has been installed at many schools across Christchurch.

3. COMMENT

- 3.1 After discussions with representatives of Hornby Primary School it is proposed to install a P3 parking restriction along a section of the Hei Hei Road frontage of the school. The proposed P3 signage will indicate to parents the expected protocols of dropping off and collecting children. The proposed P3 restriction will also be enforceable by the Council's Parking Enforcement Team if considered necessary.
- 3.2 Hornby Primary School is the only property directly affected by this proposal and approves of this proposal.
- 3.3 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 3.4 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.5 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.
- 3.6 The Team Leader Parking Enforcement supports this proposal.

4. FINANCIAL IMPLICATIONS

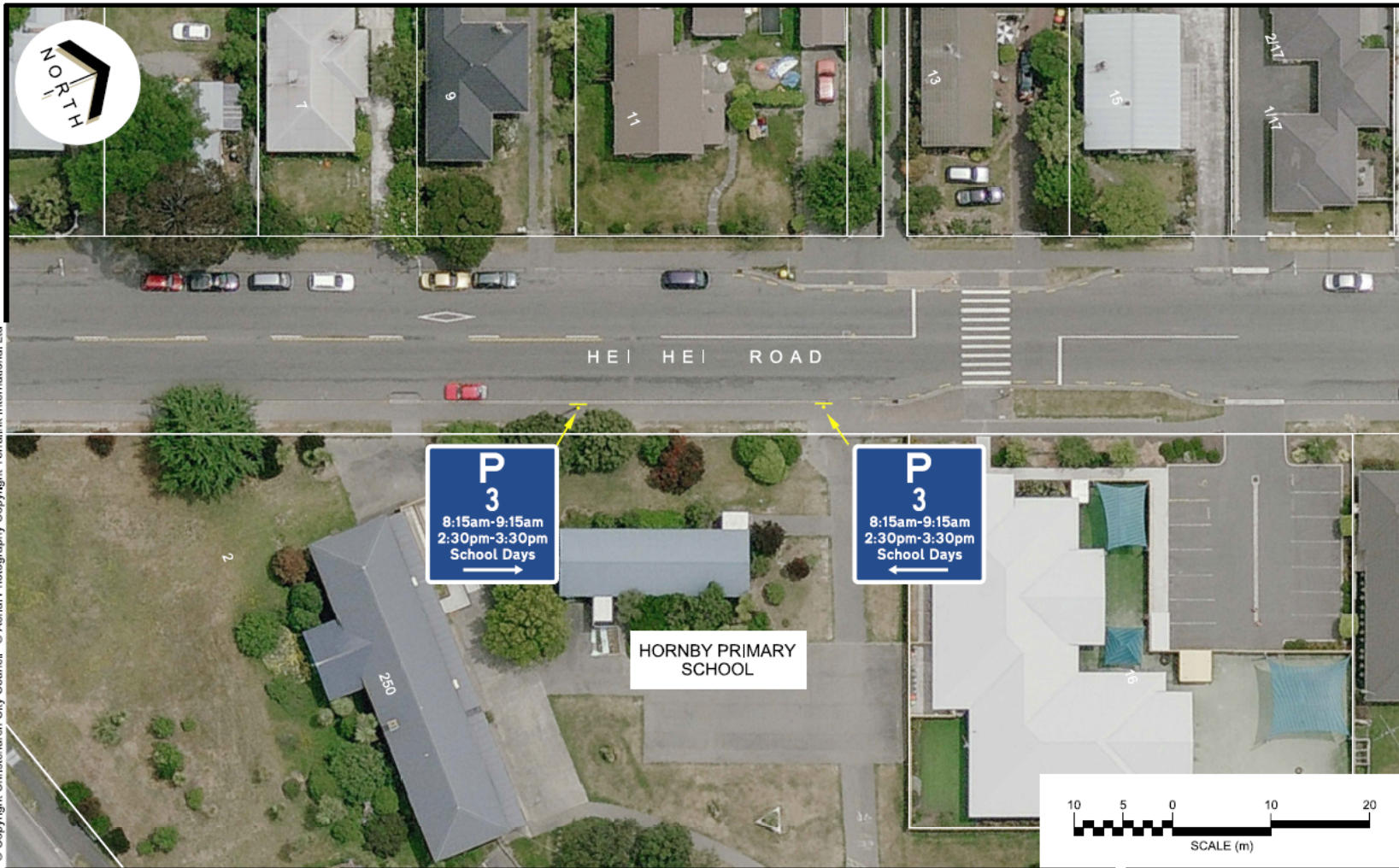
- 4.1 The estimated cost of this proposal is approximately \$500.
- 4.2 The installation of traffic signs and road markings is within the LTP Streets and Transport Operational Budgets.

13. Cont'd

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 5.1 Approve that all existing parking restrictions currently located on the east side of Hei Hei Road commencing at a point 89 metres north of its intersection with Waterloo Road and extending in a northerly direction for a distance of 25 metres, be revoked.
- 5.2 Approve that the parking of vehicles be restricted to a maximum period of three minutes (8.15am to 9.15am and 2.30pm to 3.30 pm, School Days) on the south side of Hei Hei Road commencing at a point 89 metres north of its intersection with Waterloo Road and extending in a northerly direction for a distance of 25 metres.



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Christchurch
City Council

Hornby Primary School - Hei Hei Road
P3 Drop Off / Pick Up Zone
For Board Approval

Original Plan Size: A4
ISSUE.1 2/09/2014
TG126069 JEP

14. RICcarton/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATIONS - TE AHO, TE MATAU AND HINEHAU FLANAGAN, ANNA, GEORGIA AND PARIS TAYLOR, JACK AND MILLIE WILLIAMSON

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager Community Services Group	N	
Officer responsible:	Community Support Transitional Manager	N	
Author:	Jacqui Miller, Community Recreation Adviser	Y	941 6537

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this staff initiated report is to seek approval for three applications for funding from the Riccarton/Wigram Community Board's 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 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.

14. Cont'd

4. COMMENT

- 4.1 The first applicants to consider for funding as part of a team of three family members **Te Aho, Te Matau and Hinehau Flanagan** of Fern Drive Halswell, to attend the New Zealand National Amateur Boxing Nationals in Queenstown from 8 to 11 October 2014 representing the Boxing Canterbury Metro Club.
- 4.2 Hinehau is 14 years old and has been boxing for three years at the Alex Fidow Boxing Gym. This will be Hinehau's third year competing at this level. She has achieved the South Island Golden Globes under 54kg Novice Cadet female title. She will also be defending this title as the winner of the female cadet 52kg (2013). Hinehau usually trains five days per week for one hour per day.
- 4.3 Te Matau is 15 years old and has been boxing for four years at the Alex Fidow Boxing Gym for 10 hours per week. He has won the South Island Golden Gloves 2013 Male cadet 56kg, and a bronze medal at the New Boxing Nationals 2013. In 2014 he won the South Island and New Zealand Golden Gloves in his weight class.
- 4.4 Te Matau have been giving back to the community by teaching Māori traditional arts and mau rākau for the benefit of the young people in the community at Taiaha wānanga camps run by 'Tū toka, tū ariki,' for boys five years and over. He is an assistant tutor in a voluntary position. He believes the discipline he has learnt from boxing has assisted him in this role.
- 4.5 Te Aho is 15 years old and has been boxing for five years with the Alex Fidow Boxing Gym for 10 hours per week. His best achievements in his sport include a gold in the 2012 South Island Golden Gloves 54kg class and a gold in the 2013 Nationals junior 57kg class. Te Aho's goal is to be selected for the New Zealand Boxing Squad and to make a career of boxing and eventually open his own boxing gym to help other young boxers become great boxers.
- 4.6 All three young people give back to their community through volunteering at the Te Hohepa Kohanga Reo during school holidays, this involves kapa haka performance, teaching and sharing their knowledge of te reo and Māori traditional arts.
- 4.7 The following table details event expenses and funding requested for Te Aho, Te Matau and Hinehau Flanagan

Expenses – New Zealand Boxing Nationals	Amount (\$) per Person
Accommodation	\$125
Transport	\$60
Food	\$125
Uniform	\$350
Boxing Shoes and Gloves	\$260
TOTAL	\$920
AMOUNT REQUESTED FROM THE COMMUNITY BOARD	\$650
FUNDRAISING	
Sausage Sizzle, School raffle, jobs for family and friends	\$200

- 4.8 The second applicants to consider for funding as part of a team of three family members are **Anna, Georgia and Paris Taylor** to represent Canterbury at the New Zealand National Gymnastics Championships from 7 to 11 October 2014 in Auckland.

14. Cont'd

- 4.9 **Georgia** is 17 years old and has been doing rhythmic gymnastics for six years and trains four days per week for a total of 16 hours. 2014 has been an outstanding year of achievements for Georgia in her sport including first at the Otago Championships, first at the Canterbury Championships, first at the Wellington Championships, first at the North Shore International, first at the South Island Championships (Level 8), second at the New Zealand Secondary School Championships and selection for the New Zealand Team. Georgia's goal is to get placed in the top three at the New Zealand Nationals. Georgia is also a prefect at Riccarton High School and is working towards her Gold in the Duke of Edinburgh Award.
- 4.10 **Paris** is 15 years old and has been doing rhythmic gymnastics for seven years and trains four days per week for a total of 16 hours. 2014 has been an outstanding year of achievements for Paris in her sport including first at the Otago Championships, first at the Canterbury Championships, first at the Wellington Championships, first at the North Shore International and first at the South Island Championships (Level 7). Paris' goal is to get places in the top three at the New Zealand Nationals and to trial and represent New Zealand at the next Australia National Championships. Paris is giving back to her community through her involvement with the Halswell Branch of St Johns and she is currently doing her Duke of Edinburgh Bronze Award through Riccarton High School.
- 4.11 **Anna** is 12 years old and has been doing rhythmic gymnastics for six years and trains five days per week for a total of 22 hours. Her best achievements within her sport include representing New Zealand at the Australia National Championships getting third overall plus numerous first placings at events within New Zealand. Anna's goal is to represent New Zealand at the Commonwealth Games in 2018 and to get places in the top three at the New Zealand Nationals. Anna believes in the importance of giving back to her community and values the opportunity to be a role model to her peers through her role on the Kirkwood Intermediate School Council.
- 4.12 The family have not done any fundraising for this event due to their sport and school commitments. Diva Rhythmic Club is not able to support fundraisings as there is only one coach for a small club of 30 members and she does not have the capacity to lead fundraising initiatives. The two older girls are giving back to their sport through volunteer coaching each Friday of the younger recreation rhythmic gymnasts at their Club.
- 4.13 The following table details event expenses and funding requested for Georgia, Paris and Anna Taylor:

Expenses - New Zealand National Gymnastics Championships	Amount (\$)
Entry Fee	130
Accommodation (\$100 per day/7 days)	700
Flights	150
TOTAL	\$980
AMOUNT REQUESTED FROM THE COMMUNITY BOARD	\$250
FUNDRAISING – NONE	\$0.00

- 4.14 The third applicants to consider for funding as part of a team of two family members **Jack and Millie Williamson** who have been selected to represent Canterbury at the New Zealand National Artistic Gymnastics from 7 to 12 October 2014.
- 4.14 Millie is 14 years old and started gymnastics eight years ago, she trains six days per week for a total of 28 hours at the Christchurch School of Gymnastics. Millie has been selected to compete for New Zealand at the forty-fifth FIG Artistic Gymnastics World Championships in Nanning, China from 3 to 12 October 2014.

14. Cont'd

- 4.15 Millie's achievements within her sport include representing New Zealand twice and in 2013 she won first overall at the Australian Youth Olympic Festival and was selected to attend the Youth Olympics Games in China as an Oceania representative. She was the only person from Australia and New Zealand selected to attend. Her ambitions are to represent New Zealand at the 2015 World Championships followed by the Olympic Games in 2016.
- 4.16 Jack is 13 years old and started gymnastics seven years ago is currently competing at Level 7 and trains six days per week for up to 20 hours at the Christchurch School of Gymnastics. Jack's achievements in his sport include representing New Zealand at the Australian Nationals in 2013 gaining fourth overall position, second on the pommel, second on the high bar and third on the floor. His future goals are to represent New Zealand at a higher level such as the Pacific Rim, Youth Olympics and Commonwealth Games.
- 4.17 The following table details event expenses and funding requested for Jack and Millie Williamson:

Expenses – Gymnastics Nationals 2014	Amount (\$) Per Person
Flights	258
Entry Fee	130
Accommodation	159
Meals	117
Gala Dinner	45
Transport	100
Clothing	246
Admin	25
Official Costs	130
TOTAL	\$1210
AMOUNT REQUESTED FROM THE COMMUNITY BOARD	\$2000
FUNDRAISING – A variety of methods (Sausage sizzles, lazy sunday icecream sales). All funds raised to towards coach costs.	\$200

5. FINANCIAL IMPLICATIONS

- 5.1 The Riccarton/Wigram Community Board has granted Georgia Taylor for the past three years 2013/14 - \$150, 2012/13 - \$300 and 2011/12 - \$250 from the Board's Youth Development Fund.
- 5.2 The Riccarton/Wigram Community Board has granted Paris Taylor for the past two years 2013/14 - \$150, 2012/13 - \$200 from the Board's Youth Development Fund.
- 5.3 The Riccarton/Wigram Community Board granted \$450 to Millie Williamson from the 2013/14 Youth Development Fund.
- 5.4 The Riccarton/Wigram Community Board allocated \$14,618 to the Youth Development Fund from its Discretionary Response Fund on 17 July 2014. At the time of writing this report the Board has \$11,268 available for allocation from the Youth Development Fund.

14. Cont'd

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board makes a grant from its 2014/15 Youth Development Fund of:

- 6.1 \$250 each to Te Aho, Te Matau and Hinehau Flanagan towards the costs of competing in the New Zealand Boxing Nationals in Queenstown from 8 to 11 October 2014.
- 6.2 \$250 each to Georgia, Paris and Anna Taylor towards the costs for competing at the New Zealand National Rhythmic Gymnastics Championships in Auckland from 7 to 11 October 2014.
- 6.3 \$250 each to Millie and Jack Williamson towards the cost of competing in the New Zealand Gymnastics Championships in Auckland from 7 to 12 October 2014.

15. RICCARTON/WIGRAM COMMUNITY BOARD YOUTH DEVELOPMENT FUND 2014/15 – LOGAN TE ANI RUPAPERE

		Contact	Contact Details
Executive Leadership Team Member responsible:	Director of Office of the Chief Executive, Mary Richardson	N	
Officer responsible:	Interim Community Support Unit Manager , Lincoln Papali'i	N	
Author:	Karla Gunby	Y	DDI 941 6705

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek approval for an application for funding from the Riccarton/Wigram Community Board's 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:

3.2.1 Personal Development and Growth - For example leadership training, career development, Outward Bound, Spirit of Adventure, extra curricular educational opportunities.

3.2.2 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:

3.3.1 Age groups 12-25 years.

3.3.2 Projects must have obvious benefits for the young person and if possible the wider community.

3.3.3 Only one application per person permitted per year.

3.3.4 Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.

3.3.5 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 Ngā Manu Kōrero is a competition for secondary school students to present a 12-minute speech on a particular topic. The event will be held in Napier from 22 to 25 September 2014.

- 4.2 Christchurch Girls High School has a competitor in the Junior English section. It is expected that each school has representatives to support the speaker by presenting a waiata (song of support) after their speech. Fifteen representatives from the school have been selected to fulfil this role.

- 4.3 Logan has been selected to be part of the supporting waiata group. She is a 15 year old who resides in Halswell.
- 4.4 Logan is currently involved in kapahaka and the pasifika group at Christchurch Girls High. She has performed at the Auckland and Christchurch Polyfests over the past two years. Her other interests include football, kick-boxing, art, music and te reo Maori.
- 4.5 Logan described the benefit in attending would be to get a bigger understanding and knowledge of te reo and Maori protocols while meeting other Maori students from around New Zealand.
- 4.6 Christchurch Girls have held numerous fundraisers including a car-wash, raffle, sausage sizzle and skate night to contribute to the costs for the event.
- 4.7 This is the first time that Logan has applied for funding from the Riccarton/Wigram Community Board. This application was received on the 8 September 2014.
- 4.8 Logan is requesting \$250 from the Board. The following table provides a breakdown of the costs:

Expense	Amount
Airfares	\$100
Meals	\$85
Accommodation	\$120
Rental Vehicle	\$80
Registration	\$35
Total	\$420

5. **FINANCIAL IMPLICATIONS**

- 5.1 The Riccarton/Wigram Community Board allocated \$7,000 to the Youth Development Fund from its Discretionary Fund on 17 July 2014 and \$7,500 from its Strengthening Communities Fund on 19 August 2014. At the time of writing this report the Board has \$11,268 available for allocation from the Youth Development Fund.

6. **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board approves a grant of \$50 from its 2014/15 Youth Development Fund to Logan Rupapere as a contribution towards the costs of attending the Ngā Manu Kōrero Speech Competition in Napier from 22-25 September 2014.

16. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – FC TWENTY 11 FOOTBALL CLUB - APPLICATION

		Contact	Contact Details
Executive Leadership Team Member Responsible:	General Manager, Community Services Group	N	
Officer Responsible:	Community Support Transitional Manager	N	
Author	Jacqui Miller, Community Recreation Adviser	Y	941 6537

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this staff initiated report is for the Riccarton/Wigram Community Board to consider the funding application from FC Twenty 11 Football Club for floodlight repairs at the Upper Riccarton Domain for the amount of \$2,239 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 FC Twenty 11 Football Club 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 a balance of \$41,197 in the Board's 2014/15 Discretionary Response Fund.

16. Cont'd

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

6. STAFF RECOMMENDATION

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

Declines to make a grant to the FC Twenty 11 Football Club for floodlight repairs at the Upper Riccarton Domain.

Note:

This is a joint application to both the Riccarton/Wigram and Fendalton/Waimairi Community Boards.

The Fendalton/Waimairi Community Board met on 6 October 2014 and declined the application (as per staff recommendation).

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.

00052803	Organisation Name	Project Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	FC Twenty 11	Floodlight Repair at Upper Riccarton Domain Split 50% Fendalton/Waimairi This project is to replace damaged underground cabling that supply power to the playing fields lighting at Riccarton Domain.	\$ 2,739 Requested \$ 2,239 (82% requested)	Replacement of Underground Cables - \$2,239	\$ 0 That the Riccarton/Wigram Community Board declines to make a grant to FC Twenty 11 towards the Floodlight Repair at the Upper Riccarton Domain.	4

<p>Organisation Details</p> <p>Service Base: Avonhead Park, Burnside Park, Riccarton Domain</p> <p>Legal Status: Incorporated Society</p> <p>Established: 15/12/2010</p> <p>Target Groups: Children, Youth, Adults</p> <p>Annual Volunteer Hours: 12,000</p> <p>Project Participants: 1,100</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Physical Recreation and Sport Strategy <p>CCC Funding History</p> <p>2014/15 - \$3,000 (Junior/Youth Development Officer) SCF FW</p> <p>2014/15 - \$2,000 (Junior/Youth Development Officer) SCF</p> <p>2014/15 - \$2,400 (Women's Development Officer) SCF F/W</p> <p>2014/15 - \$1,200 (Women's Development Officer) SCF FW</p> <p>2014/15 - \$4,000 (Club Administrator) SCF F/W</p> <p>2014/15 - \$1,000 (Junior Football Equipment) SGF F/W</p> <p>2014/15 - \$600 (Junior Football Equipment) SGF</p> <p>2014/15 - \$1,000 (Coaching Courses) SGF F/W</p> <p>2014/15 - \$800 (Coaching Courses) SGF</p> <p>2013/14 - \$1,000 (Floodlight Repair Burnside Park) DRF F/W</p> <p>2013/14 - \$500 (Floodlight Repair Burnside Park) DRF</p> <p>2013/14 - \$ (Club Administrator) SCF</p> <p>2013/14 - \$4,000 (Junior Development Officer) SCF F/W</p> <p>2013/14 - \$4,000 (Club Administrator) SCF F/W</p>	<p>Other Sources of Funding (This Project Only)</p> <p>Funds on Hand - \$500</p> <p>Staff Assessment</p> <p>This application is recommended as Priority Four due to other funding sources being more appropriate.</p> <p>The amalgamation of the Burnside AFC and Avon United in 2010 to form FC Twenty 11 has made them the largest football club in Christchurch with 1,100 juniors and over 200 coaches.</p> <p>This collaboration and combining of resources, memberships, capabilities and assets has enabled the Club to offer year round football focused activities to their members.</p> <p>The Club is seeking funds towards the costs of replacing damaged underground cables that supply power to four floodlights situated on their Riccarton Domain venue. The damage to the cables has been identified as general wear and tear and as such is not covered by insurance.</p> <p>FC Twenty 11 advises that they have a maintenance strategy and budget to cover on going costs such as light fittings and bulb replacement plus above ground wiring, however replacing the underground cables was an unexpected cost.</p> <p>During the football season the fields are used four nights per week for training.</p>
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17. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – RICCARTON/WIGRAM COMMUNITY AWARDS FUNDING - APPLICATION

		Contact	Contact Details
Executive Leadership Team Member Responsible:	Director, Office of the Chief Executive	N	
Officer Responsible:	Community Support Transitional Manager	N	
Author	Marie Byrne, Strengthening Communities Adviser	Y	941 6502

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this staff initiated report is for the Riccarton/Wigram Community Board to consider the funding application for the Board's 2014/15 Community and Youth Service Awards and Community Garden Pride Awards for the amount of \$4,000 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 Riccarton/Wigram Community Board 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 a balance of \$41,197 in the Board's 2014/15 Discretionary Response Fund.

17. Cont'd

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

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approves a grant of \$4,000 from its 2014/15 Discretionary Response Fund for the Board's 2014/15 Community and Youth Service Awards and Community Garden Pride Awards.

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.

00052885	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Riccarton/Wigram Community Board	2014/15 Community and Youth Service Awards and Community Garden Pride Awards Contribution is sought to fund the Riccarton/Wigram Community Board's 2014/15 Community and Youth Service Awards and Community Garden Pride Awards.	\$ 8,000 \$ Requested \$ 4,000 (50% requested)	Event Related Costs - \$4,000	\$ 4,000 That the Riccarton/Wigram Community Board makes a grant of \$4,000 for its 2014/15 Community and Youth Service Awards and Community Garden Pride Awards.	1

Organisation Details

Service Base: N/A
 Legal Status: Community Board
 Established: 1/10/1989
 Target Groups: General Community
 Annual Volunteer Hours: N/A
 Project Participants: 5,000

Alignment with Council Strategies

- Strengthening Communities Strategy
- Riccarton/Wigram Board Objectives: 5, 7, 8, 11

CCC Funding History

2014/15 - \$7,000 (Youth Development Fund) DRF
 2014/15 - \$5,000 (Older Adults Directory) SCF
 2014/15 - \$5,000 (Neighbourhood Week 2014) SCF
 2014/15 - \$8,000 (2015 Board Events) SCF
 2014/15 - \$7,618 (Youth Development Fund) SCF
 2013/14 - \$1,200 (2014 ANZAC Day Expenses) DRF
 2013/14 - \$5,000 (Youth Development Fund) DRF
 2013/14 - \$8,000 (Older Adults Event) DRF
 2013/14 - \$5,000 (Neighbourhood Week 2013) SCF
 2013/14 - \$8,000 (2013 Board Events) SCF
 2013/14 - \$12,000 (Culture Galore 2014) SCF
 2013/14 - \$7,500 (Youth Development Fund) SCF
 2012/13 - \$3,000 (Neighbourhood Week 2012) SCF
 2012/13 - \$4,000 (2013 Board Events) SCF

Other Sources of Funding (this project only)

Riccarton/Wigram Community Board SCF 2014/15 - \$4,000

Staff Assessment

This project is recommended as a Priority One due to its community reach and the strong alignment to the Riccarton/Wigram Board Objectives.

The Community Service and the Garden Pride awards are city wide events that are run in the Wards and have been funded historically by the Community Board for a number of years. Each Community Board is the decision maker for their Ward for the Community Service Awards. The Riccarton/Wigram Community Board is one of two Boards that give out Youth Service Awards which are Community Service Awards for 13 to 25 year olds.

The Community Service Awards seek to acknowledge the contribution and service of volunteers for community groups. Recipients often have volunteered for a significant number of years and many have done so for more than one organisation.

Community Pride Garden Awards are judged by Christchurch Beautifying Association volunteers in December and January each year. Community Support staff then manage the process for the organisation of the presentation ceremony for the recipients. The gardens are judged on their street appearance. Judges in the Riccarton/Wigram Ward are usually very comprehensive and acknowledge more gardens than any other Ward in the City.

The estimated costs for staging the two schemes is \$8,000. To provide flexibility it has been suggested the Board consider sharing the total cost of \$8,000 between the Strengthening Communities Fund and the Board's Discretionary Response Fund. At the Community Board's Strengthening Communities Fund decision making meeting on 19 August 2014, the Board elected to fund \$4,000 for the hosting of the two events from the Strengthening Communities Fund with the intention of funding the remaining \$4,000 required from the Discretionary Response Fund.

There is no other source of funding available for the hosting of this event. Reduced funding would compromise not only the quality of the events but also possibly the viability of the events.

18. COMMUNITY BOARD ADVISER'S UPDATE

18.1 UPCOMING BOARD ACTIVITIES

18.2 BOARD FUNDS 2014/15 UPDATE

(Attached)

ATTACHMENT TO CLAUSE 18.2

Riccarton/Wigram Community Board Funding 2014/15			
2014/15	Discretionary Response Fund	Allocated	Funds Remaining
		\$ 51,197	
15-Jul	Transfer to Youth Development Fund	\$ 7,000	
15-Jul	Halswell Residents' Association - design and lighting of the Halswell Cenotaph	\$ 2,500	
16-Sep	Hornby Presbyterian Community Trust - equipment for the Hornby Spring Party	\$ 500	
		\$ 10,000	\$ 41,197
2014/15	Youth Development Fund	Allocated	Funds Remaining
15-Jul	Discretionary Response Fund Allocation	\$ 7,000	
19-Aug	Strengthening Communities Fund Allocation	\$ 7,618	
15-Jul	Wan Zhi Tay - International Geography Olympiad Competition	\$ 450	
15-Jul	Mary Dewhirst - Internship at the University of Airlangga, Faculty of Psychology in East Java	\$ 450	
19-Aug	Abbas Nazari - Harvard Project for Asia and International Relations Conference in Tokyo, Japan	\$ 450	
19-Aug	Christchurch School of Music - Australian Youth Orchestra Festival in Brisbane (nine students)	\$ 900	
16-Sep	Taane Whakapiri Flanagan - Nga Manu Korero Speech Competition in Napier	\$ 250	
16-Sep	Cameron Avery - Cross Country Championships in New South Wales	\$ 200	
16-Sep	Courtney McGregor - World Gymnastics Championships in China	\$ 450	
16-Sep	Anna Tempero - World Gymnastics Championships in China	\$ 200	
		\$ 3,350	\$ 11,268

14. 10. 2014

- 50 -

19. ELECTED MEMBERS' INFORMATION EXCHANGE

20. MEMBERS' QUESTIONS UNDER STANDING ORDERS

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

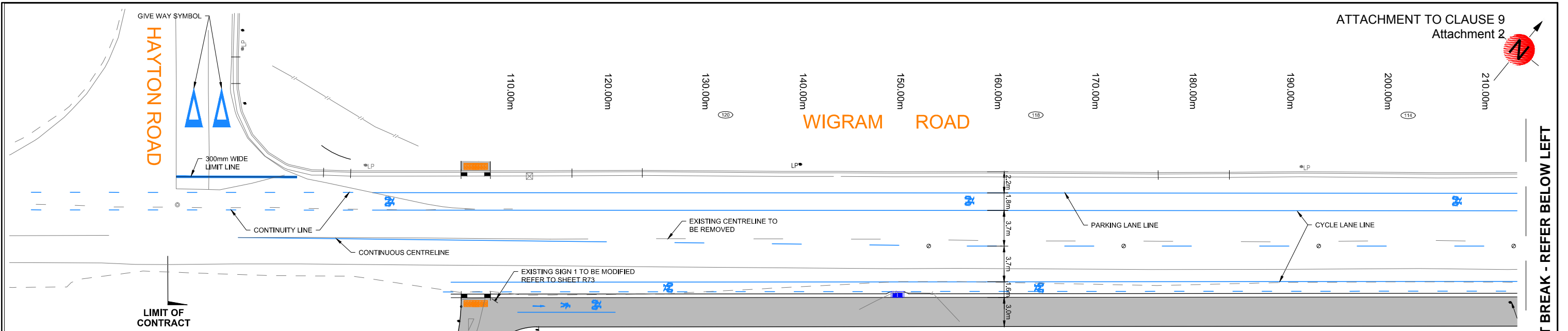
TUESDAY 14 OCTOBER 2014

**SEPARATELY CIRCULATED DOCUMENTATION
FOR CLAUSE 9**

ATTACHMENT 2
(Layout Detailed Plans)

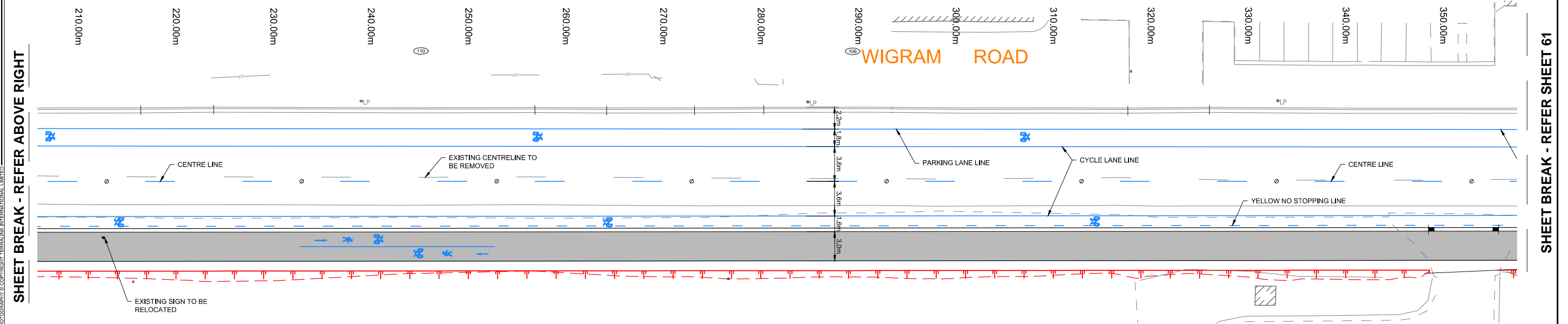
and

ATTACHMENT 3
(Safety Audit Report Regarding Bridge Barrier Position)



ROAD MARKING KEY	
ROAD MARKINGS:	
PROPOSED	
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
RPM'S:	
	WHITE MONO
	WHITE BI DIRECTIONAL
KTM'S:	
	YELLOW
ALL RPM'S AND KTM'S ARE REFLECTORISED	
	HM = HAZARD MARKERS
	BEM = BRIDGE END MARKERS
	TACTILE PAVERS

LAYOUT PLAN
Scale: 1:200



LAYOUT PLAN
Scale: 1:200

SHEET BREAK - REFER ABOVE RIGHT

SHEET BREAK - REFER SHEET 61

SHEET BREAK - REFER BELOW LEFT

E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE

CPIS NUMBER
6/1366/353/7604

Christchurch City Council
CAPITAL PROGRAMME GROUP

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE
BENCH MK.	Bench Mark	DESIGNER	Design Name	Design Sig	Design Date
RL	Bench Mark RL	DES. REVIEW	Review Name	Review Sig	Review Date
SURVEY	Survey	DRAWN	Drawn Name	Drawn Sig	Drawn Date
SURVEY LB	Level Book	DRW. CHECK	Check Name	Check Sig	Check Date
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SAP WBS	SAP WBS	PRINTED ON 3-Sep-13 BY Frances Sanders			

APPROVED FOR TENDER	
DATE	SIGNED
Tender Date	Tender Sig
FOR CONSTRUCTION	
DATE	SIGNED
Constn Date	Constn Sig

CONSULTANT
OPUS
CHRISTCHURCH CIVIL

CONSULTANT PROJECT REF. [] CONSULTANT FILE REF. []

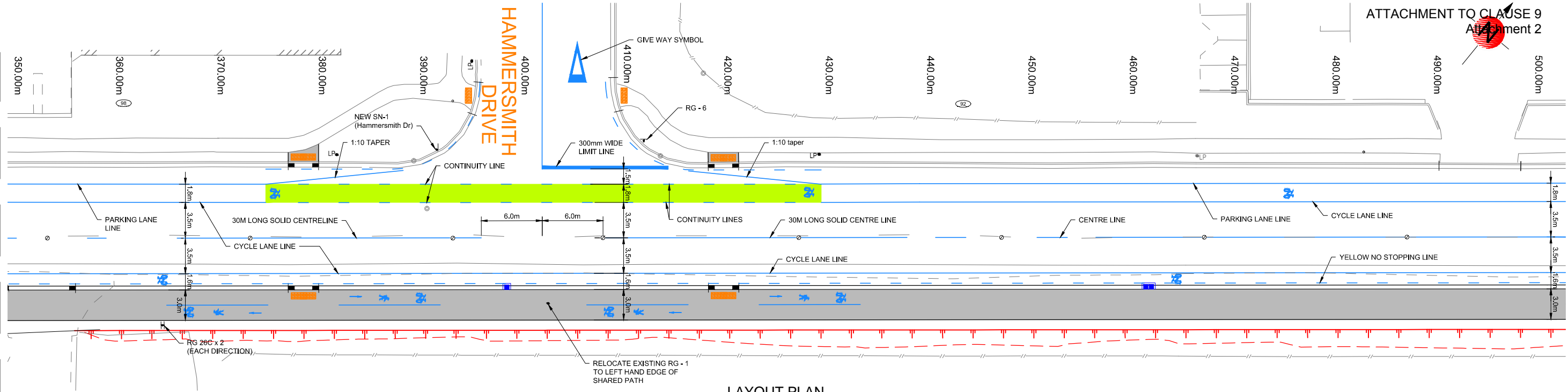
PROJECT TITLE
WIGRAM - MAGDALA LINK

DRAWING TITLE
**ROAD MARKING AND SIGNAGE PLAN
Ch. 00m - 350m**

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
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CPG PROJECT FILE NUMBER	SHEET	
????	R60 OF 13	

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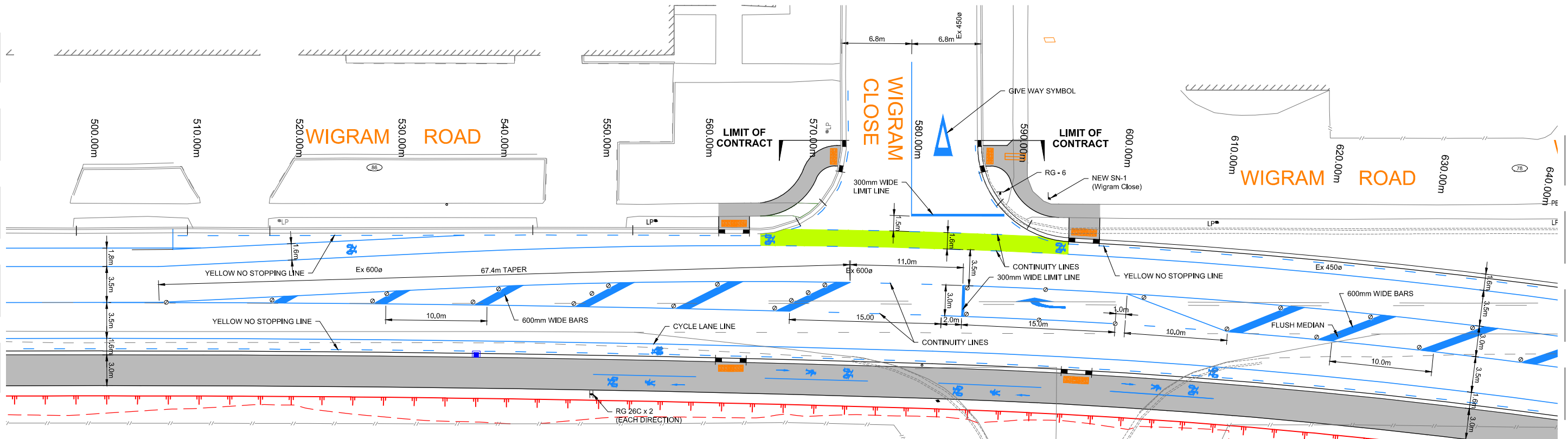
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LAYOUT PLAN
Scale: 1:200

SHEET BREAK - REFER ABOVE RIGHT

SHEET BREAK - REFER SHEET 62



LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY	
	PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
	WHITE MONO
	WHITE BI DIRECTIONAL
	YELLOW
ALL RPM'S AND KTM'S ARE REFLECTORISED	
HM = HAZARD MARKERS	
BEM = BRIDGE END MARKERS	
	TACTILE PAVERS

CPG NUMBER
6/1366/353/7604

Issue	Description	Signed	Date
E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date

Christchurch City Council
CAPITAL PROGRAMME GROUP

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DES. REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	REVIEW	Review Name	Review Sig	Review Date	DATE
SURVEY	Survey	DRAWN	Draw Name	Drawn Sig	Drawn Date	Tender Date
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DRAIN. REF.	Drainage Ref	PRINTED ON	3-Sep-13	BY	Frances Sanders	DATE
SAP WBS	SAP WBS	CONSTR. DATE	SIGNED			

OPUS
CHRISTCHURCH CIVIL

CONSULTANT PROJECT REF. [] CONSULTANT FILE REF. []

PROJECT TITLE
WIGRAM - MAGDALA LINK

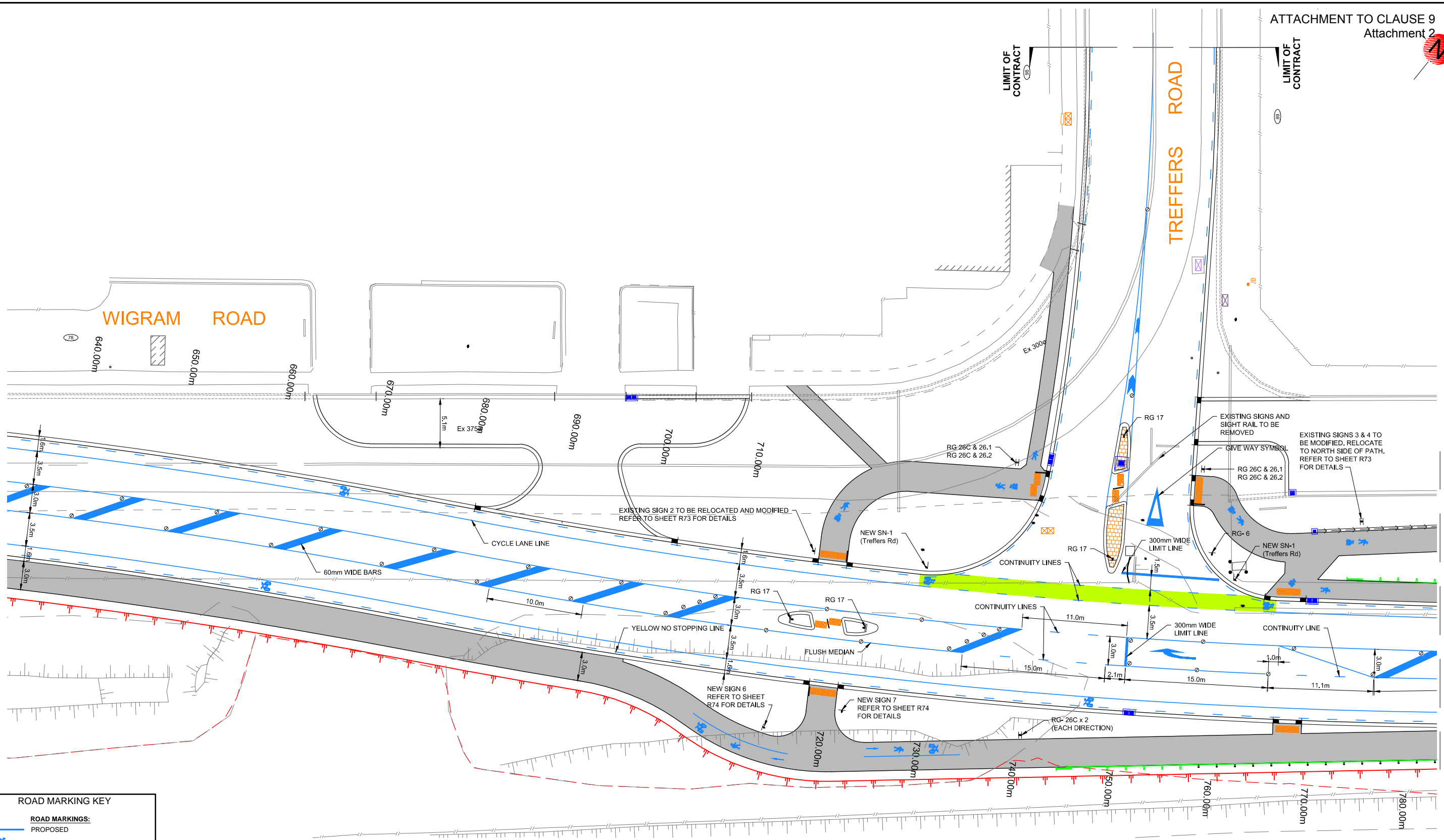
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ROAD MARKING AND SIGNAGE PLAN
Ch. 350m - 640m

Contract Number	Original Sheet Size	Scales
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CPG Project File Number	Sheet	
????	R61	OF 13



SHEET BREAK - REFER SHEET 61

SHEET BREAK - REFER SHEET 63



LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
RPM'S:	
	WHITE MONO
	WHITE BI DIRECTIONAL
KTM'S:	
	YELLOW
ALL RPM'S AND KTM'S ARE REFLECTORISED	
HM = HAZARD MARKERS	
BEM = BRIDGE END MARKERS	
	TACTILE PAVERS

ISSUE	DESCRIPTION	SIGNED	DATE
E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE

CPG NUMBER
6/1366/353/7604

Christchurch City Council
CAPITAL PROGRAMME GROUP

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DESIGNED	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DES. REVIEW	Review Name	Review Sig	Review Date	DATE
SURVEY	Survey	DRAWN	Drawn Name	Drawn Sig	Drawn Date	Tender Date
SURVEY LB	Level Book	DRW. CHECK	Check Name	Check Sig	Check Date	Tender Sig
Blank Name	Blank Details	FILE LOCATION				FOR CONSTRUCTION
DRAIN. REF.	Drainage Ref	PRINTED ON	3-Sep-13	BY	Frances Sanders	DATE
SAP WBS	SAP WBS					SIGNED

OPUS
CHRISTCHURCH CIVIL

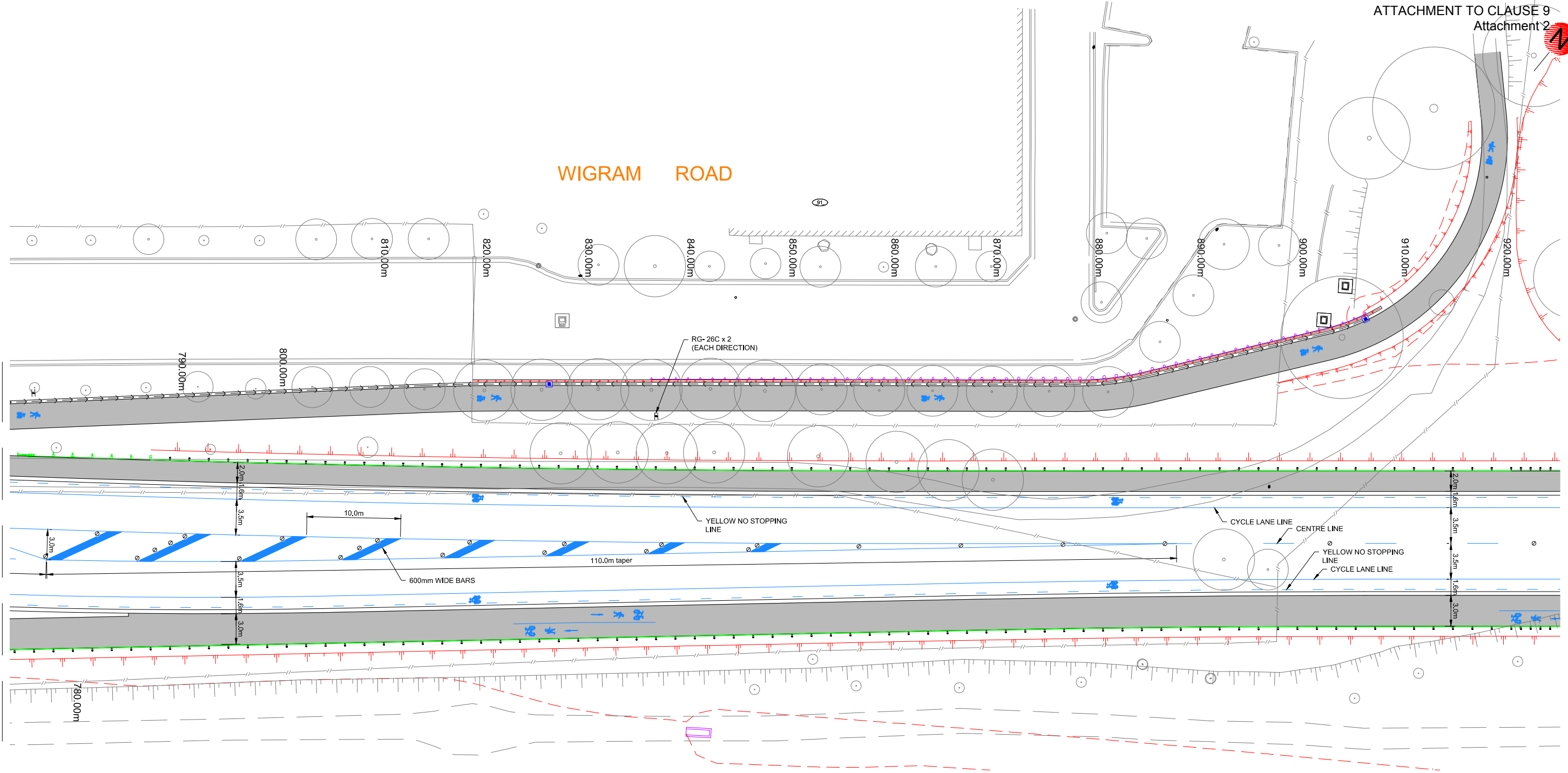
CONSULTANT PROJECT REF. [] CONSULTANT FILE REF. []

PROJECT TITLE
WIGRAM - MAGDALA LINK

DRAWING TITLE
ROAD MARKING AND SIGNAGE PLAN
Ch. 640m - 780m

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 @ A1 1:400 @ A3
CAD DRAWING FILE REF.		
CPG PROJECT FILE NUMBER	????	SHEET
		R62 OF 13

WIGRAM ROAD



LAYOUT PLAN

Scale: 1:200

SHEET BREAK - REFER SHEET 62

SHEET BREAK - REFER SHEET 64

ROAD MARKING KEY

- ROAD MARKINGS:**
- PROPOSED
 - CYCLE LOGO TO SD642
 - PEDESTRIAN LOGO TO SD642
- RPM'S:**
- WHITE MONO
 - WHITE BI DIRECTIONAL
- KTMs:**
- YELLOW
- ALL RPM'S AND KTMs ARE REFLECTORISED
HM = HAZARD MARKERS
BEM = BRIDGE END MARKERS
- TACTILE PAVERS

E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE

CPIS NUMBER
6/1366/353/7604

Christchurch City Council

CAPITAL PROGRAMME GROUP

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DESIGNED	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DES. REVIEW	Review Name	Review Sig	Review Date	DATE
SURVEY	Survey	DRAWN	Drawn Name	Drawn Sig	Drawn Date	Tender Date
SURVEY LB	Level Book	DRW. CHECK	Check Name	Check Sig	Check Date	Tender Sig
Blank Name	Blank Details	FILE LOCATION				FOR CONSTRUCTION
DATE		SIGNED				DATE
SAP WBS	SAP WBS	PRINTED ON	3-Sep-13	BY	Frances Sanders	Constn Date

CONSULTANT

OPUS
CHRISTCHURCH CIVIL

CONSULTANT PROJECT REF.
CONSULTANT FILE REF.

PROJECT TITLE

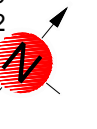
WIGRAM - MAGDALA LINK

DRAWING TITLE

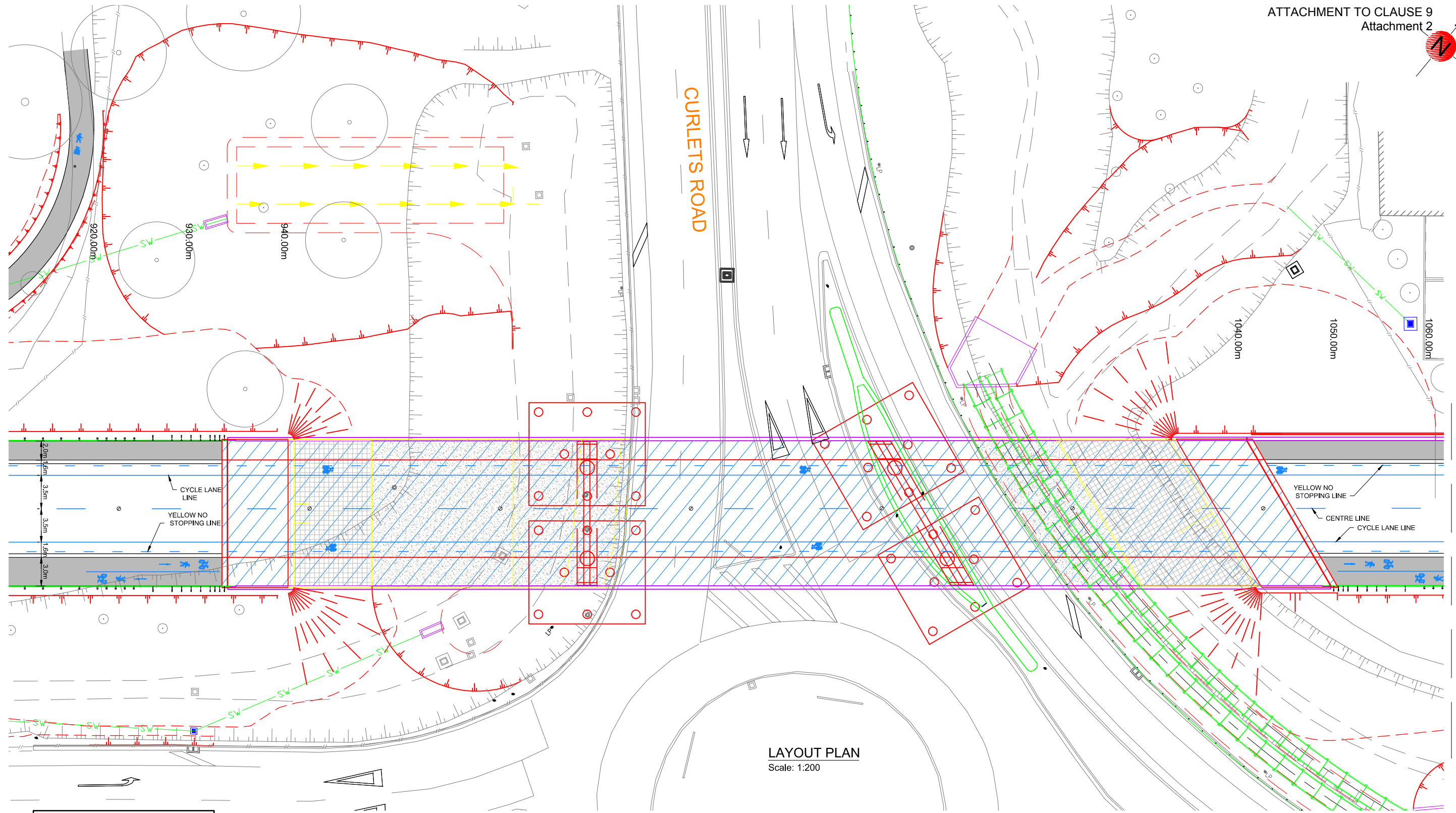
ROAD MARKING AND SIGNAGE PLAN
Ch. 780m - 920m

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 2 A1 1:400 @ A3
CAD DRAWING FILE REF.	CPG PROJECT FILE NUMBER	SHEET
????	????	R63 OF 13

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CURLETS ROAD



LAYOUT PLAN
Scale: 1:200

SHEET BREAK - REFER SHEET 63

SHEET BREAK - REFER SHEET 65

ROAD MARKING KEY

ROAD MARKINGS:

- PROPOSED
- CYCLE LOGO TO SD642
- PEDESTRIAN LOGO TO SD642

RPM'S:

- WHITE MONO
- WHITE BI DIRECTIONAL

KTM'S:

- YELLOW

ALL RPM'S AND KTM'S ARE REFLECTORISED

HM = HAZARD MARKERS
BEM = BRIDGE END MARKERS

TACTILE PAVERS

E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE

CPG NUMBER
6/1366/353/7604



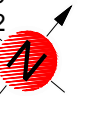
DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DES. REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	Drawn	Drawn Name	Drawn Sig	Drawn Date	DATE
SURVEY	Survey	Check	Check Name	Check Sig	Check Date	SIGNED
SURVEY LB	Level Book	DRW. CHECK	Drawn Name	Drawn Sig	Drawn Date	Tender Date
Blank Name	Blank Details	FILE LOCATION	Check Name	Check Sig	Check Date	Tender Sig
DRAIN. REF.	Drainage Ref	PRINTED ON	3-Sep-13	By	Frances Sanders	FOR CONSTRUCTION
SAP WBS	SAP WBS	DATE		SIGNED		DATE
		Constn Date		Constn Sig		

CONSULTANT	OPUS CHRISTCHURCH CIVIL
CONSULTANT PROJECT REF.	CONSULTANT FILE REF.

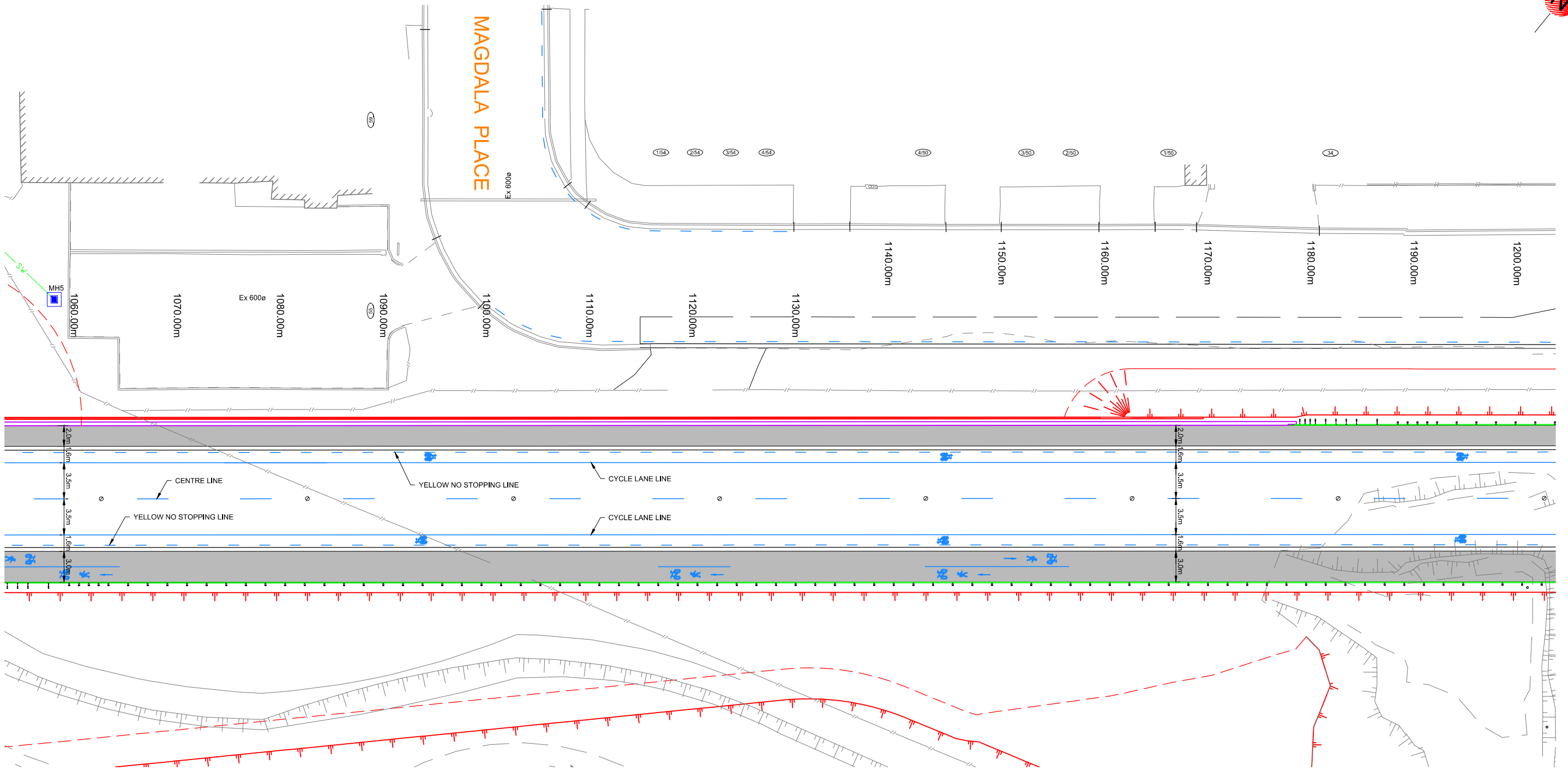
PROJECT TITLE
WIGRAM - MAGDALA LINK

DRAWING TITLE
ROAD MARKING AND SIGNAGE PLAN
Ch. 920m - 1060m

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 @ A1 1:400 @ A3
CAD DRAWING FILE REF.	CPG PROJECT FILE NUMBER	SHEET
????	????	R64 OF 13



MAGDALA PLACE



SHEET BREAK - REFER SHEET 64

SHEET BREAK - REFER SHEET 66

LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY	
	PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
	WHITE MONO
	WHITE BI DIRECTIONAL
	YELLOW
ALL RPM'S AND KTM'S ARE REFLECTORISED	
HM = HAZARD MARKERS	
BEM = BRIDGE END MARKERS	
	TACTILE PAVERS

CPIS NUMBER
6/1366/353/7604

ISSUE	DESCRIPTION	SIGNED	DATE
E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
AMENDMENTS		SIGNED	DATE

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DESIGN REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DESIGN REVIEW	Review Name	Review Sig	Review Date	DATE
SURVEY	Survey	DRAWN	Drawn Name	Drawn Sig	Drawn Date	Tender Date
SURVEY LB	Level Book	DRW. CHECK	Check Name	Check Sig	Check Date	Tender Sig
Blank Name	Blank Details	FILE LOCATION	FOR CONSTRUCTION			
DRAIN. REF.	Drainage Ref	6_1366_353_7604_R60-R72 Road marking Signage.dwg	DATE	SIGNED	FOR CONSTRUCTION	
SAP WBS	SAP WBS	PRINTED ON 3-Sep-13 BY Frances Sanders	Constn Date	Constn Sig	DATE	

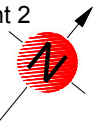
CONSULTANT
OPUS
CHRISTCHURCH CIVIL

CONSULTANT PROJECT REF. Consultant Project Ref.
CONSULTANT FILE REF. Consultant File Ref.

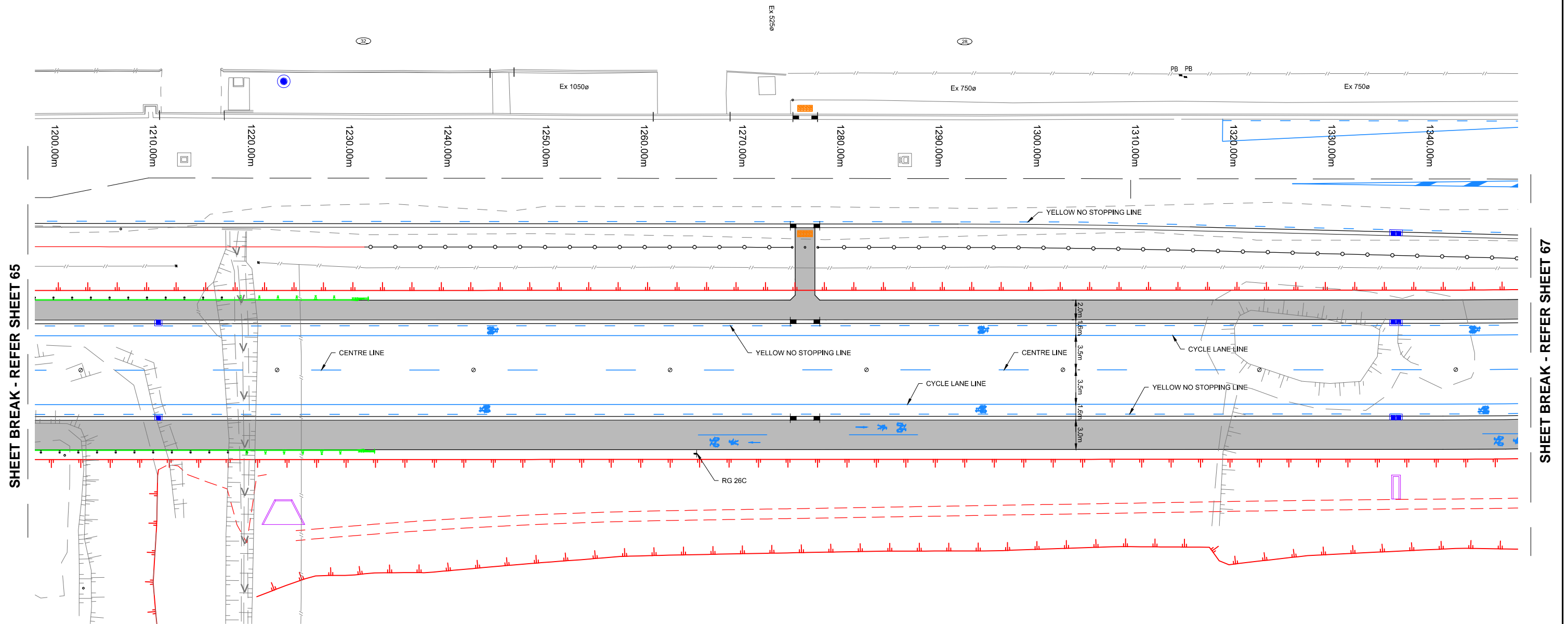
PROJECT TITLE
WIGRAM - MAGDALA LINK

DRAWING TITLE
ROAD MARKING AND SIGNAGE PLAN
Ch. 1060m - 1200m

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 @ A1 1:400 @ A3
CPG PROJECT FILE NUMBER	???	SHEET
		R65 OF 13



MAGDALA PLACE



SHEET BREAK - REFER SHEET 65

SHEET BREAK - REFER SHEET 67

LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
RPM'S:	
	WHITE MONO
	WHITE BI DIRECTIONAL
KTM'S:	
	YELLOW
ALL RPM'S AND KTM'S ARE REFLECTORISED	
HM = HAZARD MARKERS	
BEM = BRIDGE END MARKERS	
	TACTILE PAVERS

E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE

CPS NUMBER
6/1366/353/7604



DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DESIGN REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DESIGN REVIEW	Review Name	Review Sig	Review Date	DATE
SURVEY	Survey	DRAWN	Drawn Name	Drawn Sig	Drawn Date	Tender Date
SURVEY LB	Level Book	DRW. CHECK	Check Name	Check Sig	Check Date	Tender Sig
Blank Name	Blank Details	FILE LOCATION				FOR CONSTRUCTION
DRAIN. REF.	Drainage Ref	6_1366_353_7604_R66-R72 Road marking Signage.dwg				DATE
SAP WBS	SAP WBS	PRINTED ON 3-Sep-13 BY Frances Sanders				SIGNED
						Constn Date
						Constn Sig

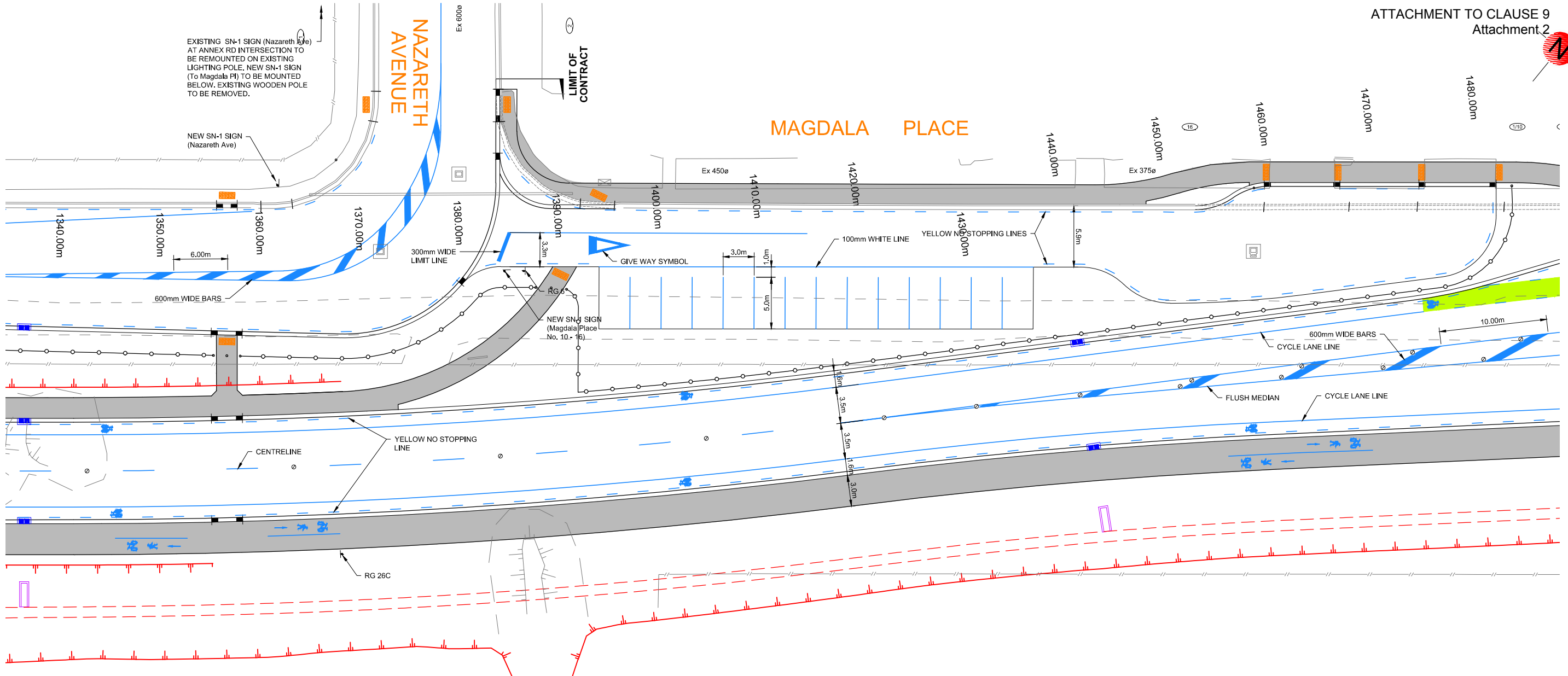
CONSULTANT		 OPUS CHRISTCHURCH CIVIL
PROJECT TITLE		
CONSULTANT PROJECT REF.		CONSULTANT FILE REF.
Consultant Project Ref.		Consultant File Ref.

WIGRAM - MAGDALA LINK

ROAD MARKING AND SIGNAGE PLAN
Ch. 1200m - 1340m

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 @ A1 1:400 @ A3
CAD DRAWING FILE REF.		
CPG PROJECT FILE NUMBER	SHEET	
????	R66	OF 13

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LAYOUT PLAN
Scale: 1:200

SHEET BREAK - REFER SHEET 66

SHEET BREAK - REFER SHEET 68

ROAD MARKING KEY

- ROAD MARKINGS:**
- PROPOSED
 - CYCLE LOGO TO SD642
 - PEDESTRIAN LOGO TO SD642
- RPM'S:**
- WHITE MONO
 - WHITE BI DIRECTIONAL
- KTM'S:**
- YELLOW
- ALL RPM'S AND KTM'S ARE REFLECTORISED
HM = HAZARD MARKERS
BEM = BRIDGE END MARKERS
- TACTILE PAVERS**
- TACTILE PAVERS

CPG NUMBER
6/1366/353/7604

E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE

Christchurch City Council
CAPITAL PROGRAMME GROUP

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DES. REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	Review Name	Review Name	Review Sig	Review Date	DATE
SURVEY	Survey	DRAWN	Drawn Name	Drawn Sig	Drawn Date	Tender Date
SURVEY LB	Level Book	DRW. CHECK	Check Name	Check Sig	Check Date	Tender Sig
Blank Name	Blank Details	FILE LOCATION				FOR CONSTRUCTION
DRAIN. REF.	Drainage Ref	6_1366_353_7604_R672 Road marking Signage.dwg				DATE
SAP WBS	SAP WBS	PRINTED ON	3-Sep-13	BY	Frances Sanders	Constn Date

OPUS
CHRISTCHURCH CIVIL

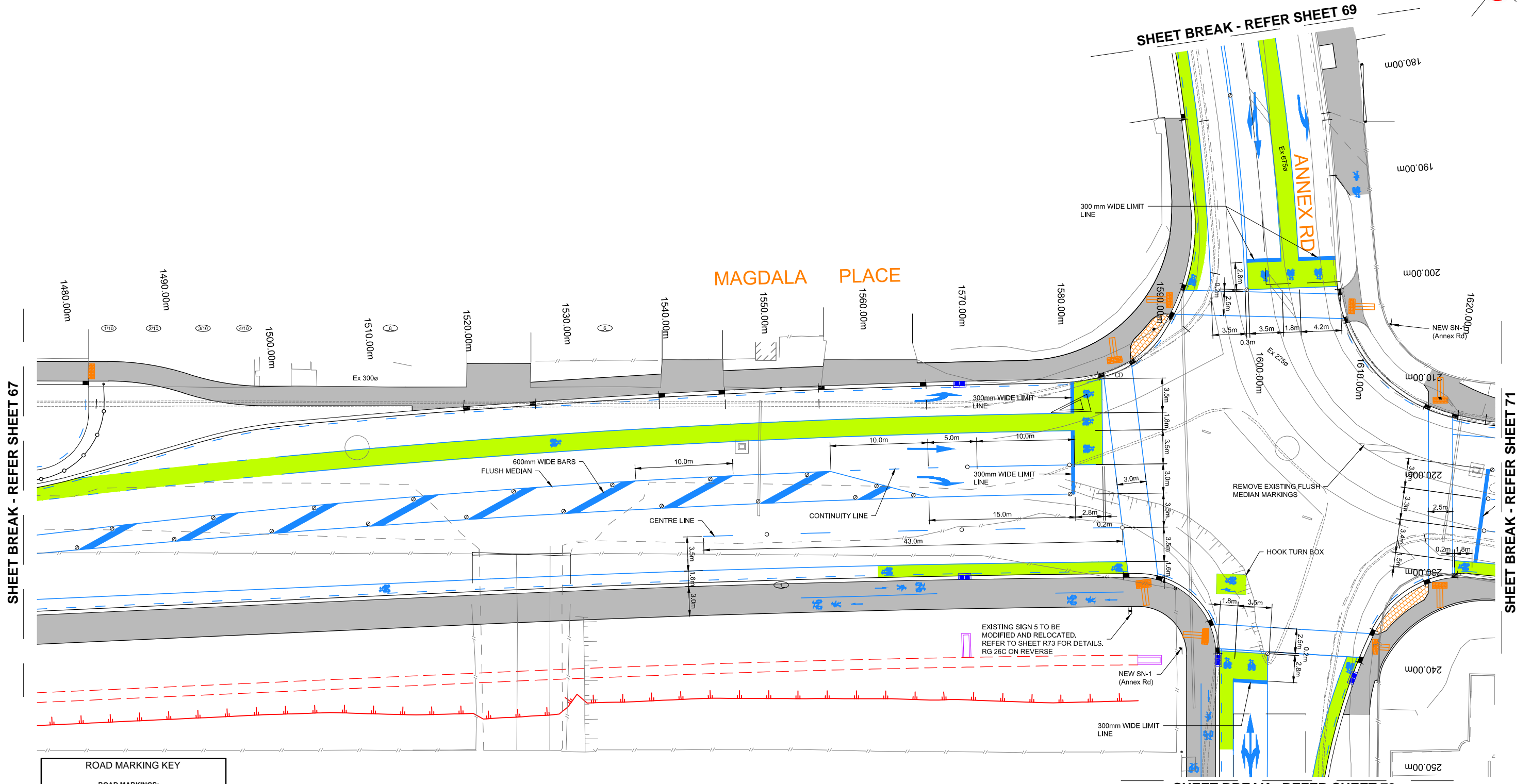
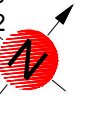
CONSULTANT PROJECT REF. [] CONSULTANT FILE REF. []

PROJECT TITLE
WIGRAM - MAGDALA LINK

DRAWING TITLE
ROAD MARKING AND SIGNAGE PLAN
Ch. 1340m - 1480m

CONTRACT NUMBER ???	ORIGINAL SHEET SIZE A1	SCALES 1:200 @ A1 1:400 @ A3
CPG PROJECT FILE NUMBER ????	SHEET R67 OF 13	

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SHEET BREAK - REFER SHEET 67

SHEET BREAK - REFER SHEET 71

SHEET BREAK - REFER SHEET 69

SHEET BREAK - REFER SHEET 70

LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
RPM'S:	
	WHITE MONO
	WHITE BI DIRECTIONAL
KTM'S:	
	YELLOW
ALL RPM'S AND KTM'S ARE REFLECTORISED	
	HM = HAZARD MARKERS
	BEM = BRIDGE END MARKERS
	TACTILE PAVERS

EXISTING SIGN 5 TO BE MODIFIED AND RELOCATED. REFER TO SHEET R73 FOR DETAILS. RG 26C ON REVERSE

NEW SN-1 (Annex Rd)

CPG NUMBER
6/1366/353/7604

Issue	Description	Signed	Date
E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE



DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DESIGNER	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DES. REVIEW	Review Name	Review Sig	Review Date	DATE
SURVEY	Survey	DRAWN	Drawn Name	Drawn Sig	Drawn Date	Tender Date
SURVEY LB	Level Book	DRW. CHECK	Check Name	Check Sig	Check Date	Tender Sig
Blank Name	Blank Details	FILE LOCATION				FOR CONSTRUCTION
DRAIN. REF.	Drainage Ref	6_1366_353_7604_R68-R72 Road marking Signage.dwg				DATE
SAP WBS	SAP WBS	PRINTED ON 3-Sep-13 BY Frances Sanders				SIGNED
						Constn Date
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CONSULTANT

CHRISTCHURCH CIVIL

CONSULTANT PROJECT REF. Consultant Project Ref.

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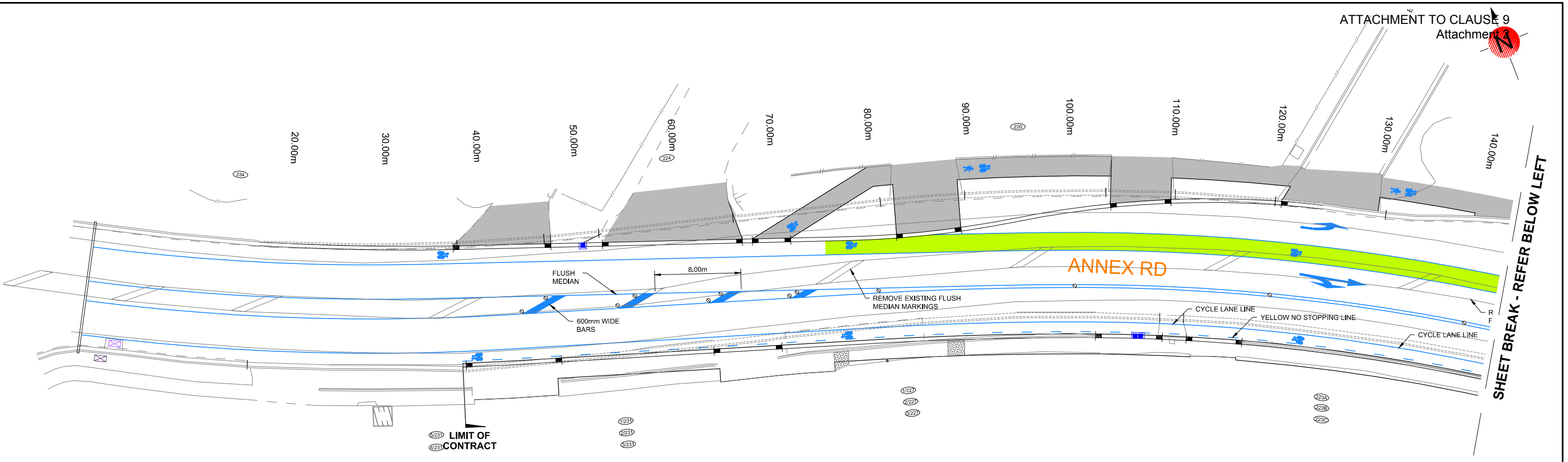
PROJECT TITLE

WIGRAM - MAGDALA LINK

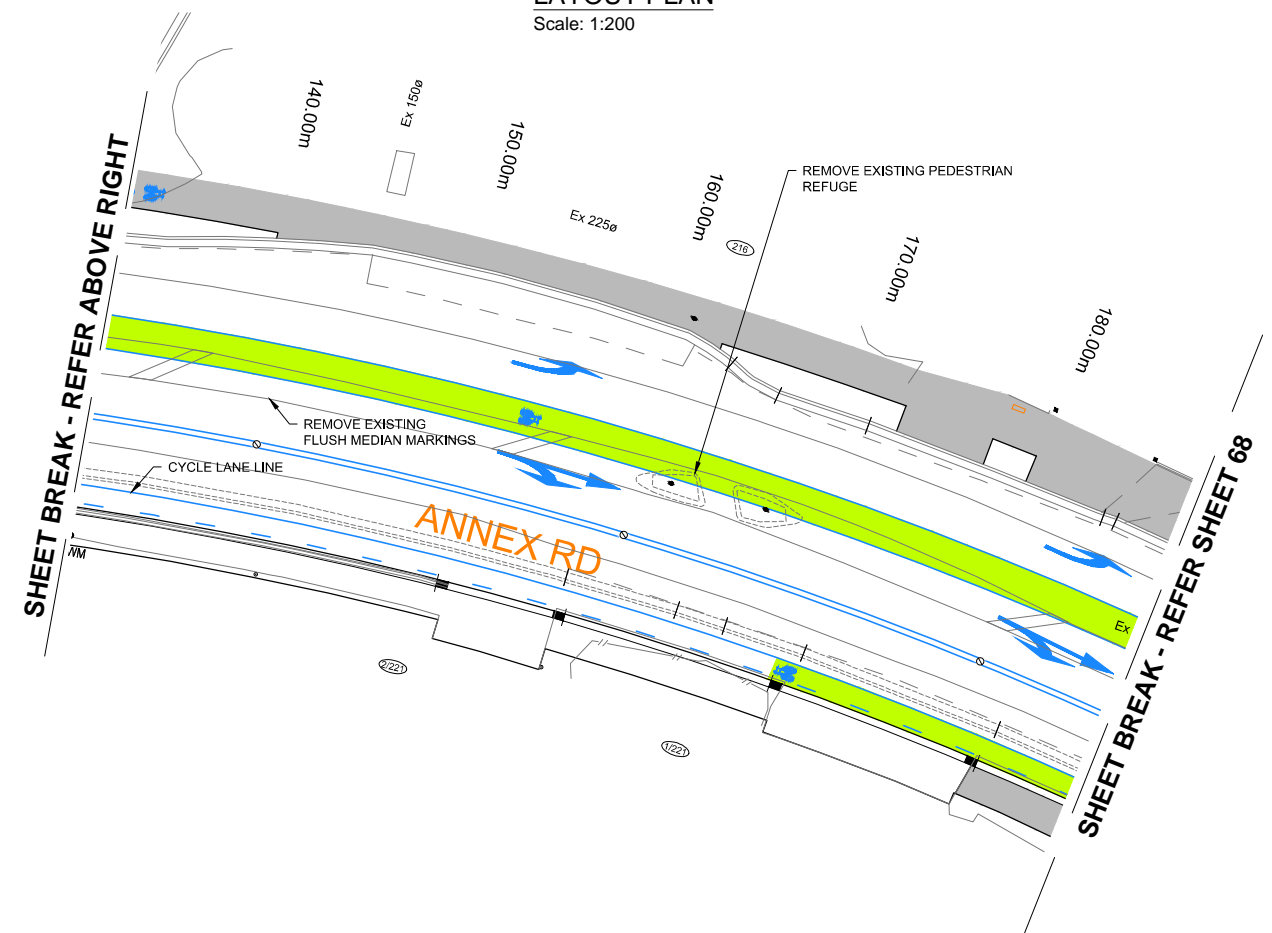
DRAWING TITLE

ROAD MARKING AND SIGNAGE PLAN
Ch. 1480m - 1620m

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 @ A1 1:400 @ A3
CAD DRAWING FILE REF.		
CPG PROJECT FILE NUMBER	????	SHEET
		R68 OF 13



LAYOUT PLAN
Scale: 1:200



LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY

ROAD MARKINGS:
 PROPOSED
 CYCLE LOGO TO SD642
 PEDESTRIAN LOGO TO SD642

RPM'S:
 WHITE MONO
 WHITE BI DIRECTIONAL

KTM'S:
 YELLOW

ALL RPM'S AND KTM'S ARE REFLECTORISED
 HM = HAZARD MARKERS
 BEM = BRIDGE END MARKERS

TACTILE PAVERS

E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date
ISSUE	AMENDMENTS	SIGNED	DATE

CPIS NUMBER
6/1366/353/7604



DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DES. REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DRAWN	Drawn Name	Drawn Sig	Drawn Date	DATE
SURVEY	Survey	DRW. CHECK	Check Name	Check Sig	Check Date	Tender Date
SURVEY LB	Level Book	FILE LOCATION				Tender Sig
Blank Name	Blank Details					FOR CONSTRUCTION
DRAIN. REF.	Drainage Ref	PRINTED ON				DATE
SAP WBS	SAP WBS	3-Sep-13				SIGNED
		BY Frances Sanders				Constn Date
						Constn Sig

CONSULTANT

CHRISTCHURCH CIVIL

CONSULTANT PROJECT REF. Consultant Project Ref.
 CONSULTANT FILE REF. Consultant File Ref.

PROJECT TITLE

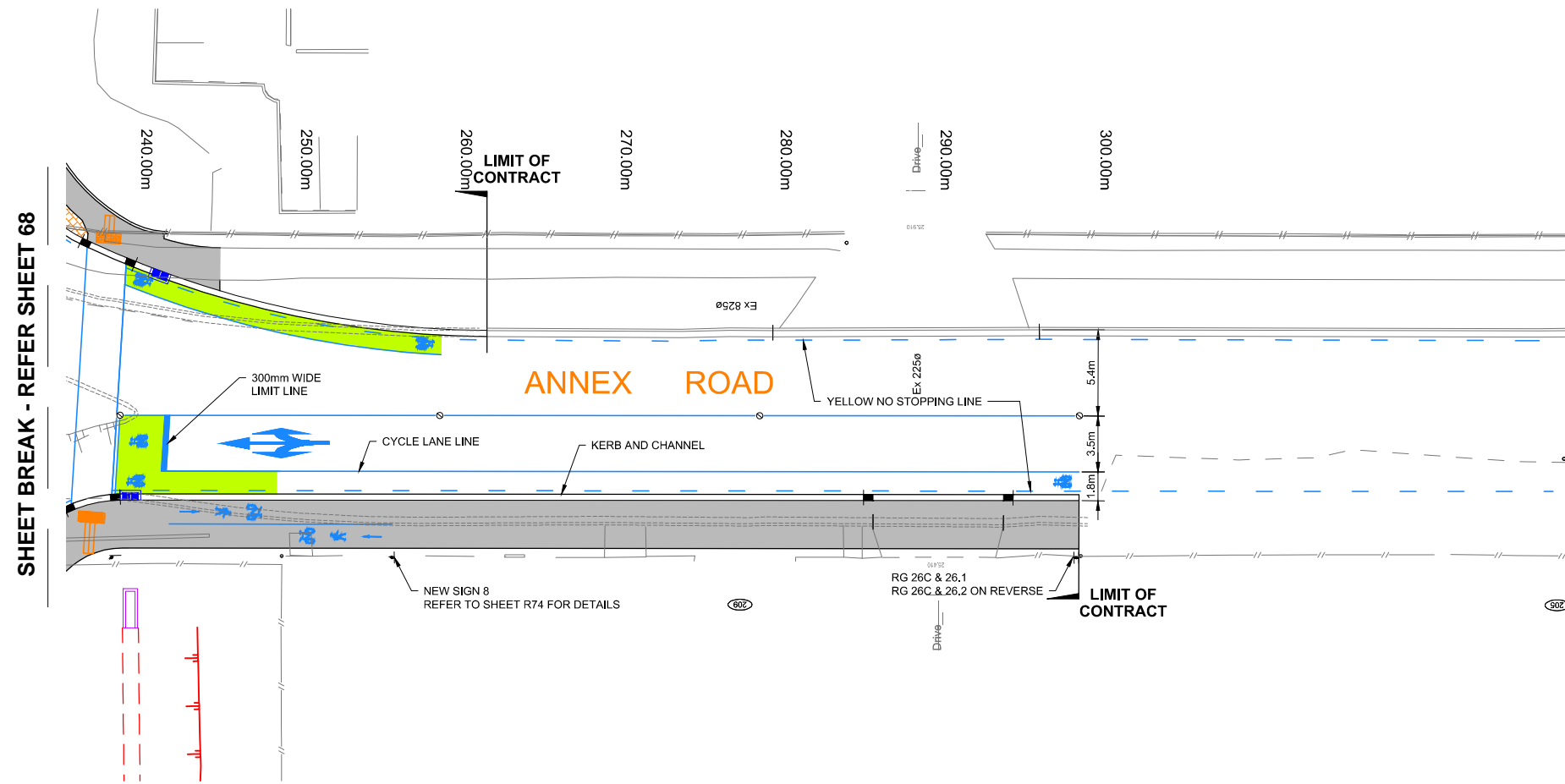
WIGRAM - MAGDALA LINK

DRAWING TITLE

ROAD MARKING AND SIGNAGE PLAN
 Ch. 20m - 180m (ANNEX RD)

CONTRACT NUMBER	???	ORIGINAL SHEET SIZE	A1	SCALES	1:200 @ A1 1:400 @ A3
CAD DRAWING FILE REF.					
CPG PROJECT FILE NUMBER	????				R69 OF 13

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LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY	
	ROAD MARKINGS: PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
	RPM'S: WHITE MONO
	WHITE BI DIRECTIONAL
	KTM'S: YELLOW
	TACTILE PAVERS
ALL RPM'S AND KTM'S ARE REFLECTORISED	
HM = HAZARD MARKERS	
BEM = BRIDGE END MARKERS	

CPIS NUMBER
6/1366/353/7604

ISSUE	DESCRIPTION	SIGNED	DATE
E	Description	Signed	Date
D	Description	Signed	Date
C	Description	Signed	Date
B	Description	Signed	Date
A	Description	Signed	Date



DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE
BENCH MK.	Bench Mark	DESIGN REVIEW	Design Name	Design Sig	Design Date
RL	Bench Mark RL	DRAWN	Drawn Name	Drawn Sig	Drawn Date
SURVEY	Survey	DRW. CHECK	Check Name	Check Sig	Check Date
SURVEY LB	Level Book	FILE LOCATION			
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DRAIN. REF.	Drainage Ref	6_1366_353_7604_R60-R72 Road marking Signage.dwg			
SAP WBS	SAP WBS	PRINTED ON 3-Sep-13 BY Frances Sanders			

APPROVED FOR TENDER	
DATE	SIGNED
DATE	SIGNED

CONSULTANT	
 OPUS CHRISTCHURCH CIVIL	
CONSULTANT PROJECT REF.	CONSULTANT FILE REF.
Consultant Project Ref.	Consultant File Ref.

PROJECT TITLE
WIGRAM - MAGDALA LINK

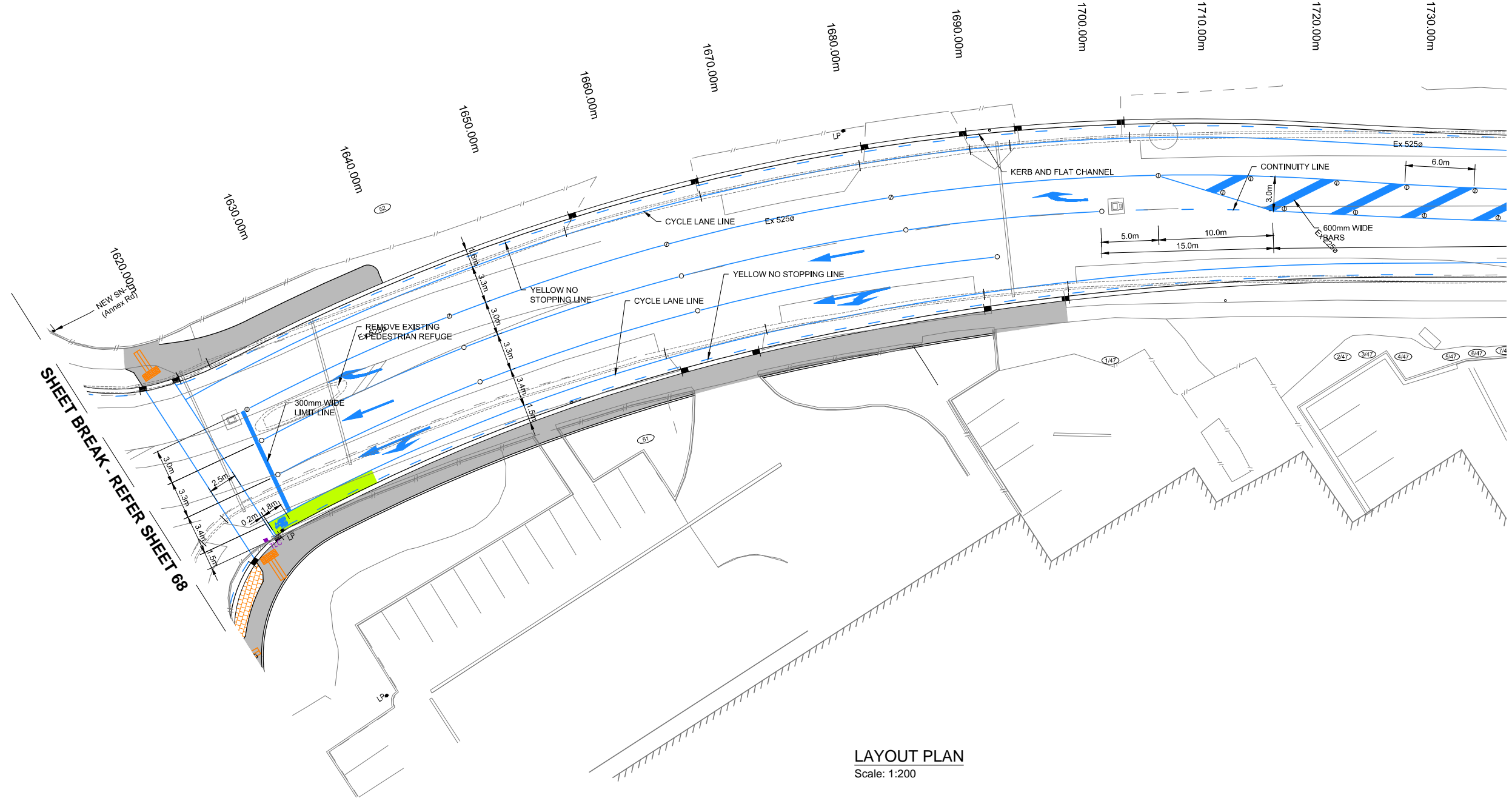
DRAWING TITLE
ROAD MARKING AND SIGNAGE PLAN
Ch. 240m - 300m (ANNEX RD)

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 @ A1 1:400 @ A3
CPG PROJECT FILE NUMBER	SHEET	
????	R70	OF 13

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BIRMINGHAM DRIVE



LAYOUT PLAN
Scale: 1:200

ROAD MARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
RPM'S:	
	WHITE MONO
	WHITE BI DIRECTIONAL
KTM'S:	
	YELLOW
ALL RPM'S AND KTM'S ARE REFLECTORISED	
HM = HAZARD MARKERS	
BEM = BRIDGE END MARKERS	
	TACTILE PAVERS

ISSUE	DESCRIPTION	AMENDMENTS	SIGNED	DATE
E	Description		Signed	Date
D	Description		Signed	Date
C	Description		Signed	Date
B	Description		Signed	Date
A	Description		Signed	Date

CIPS NUMBER
6/1366/353/7604

Christchurch City Council
CAPITAL PROGRAMME GROUP

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DES. REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DRW. CHECK	Drawn Name	Drawn Sig	Drawn Date	DATE
SURVEY	Survey	FILE LOCATION	Check Name	Check Sig	Check Date	SIGNED
SURVEY LB	Level Book					FOR CONSTRUCTION
Blank Name	Blank Details					DATE
DRAIN. REF.	Drainage Ref	PRINTED ON	3-Sep-13	BY	Frances Sanders	SIGNED
SAP WBS	SAP WBS					Constn Date

OPUS
CHRISTCHURCH CIVIL

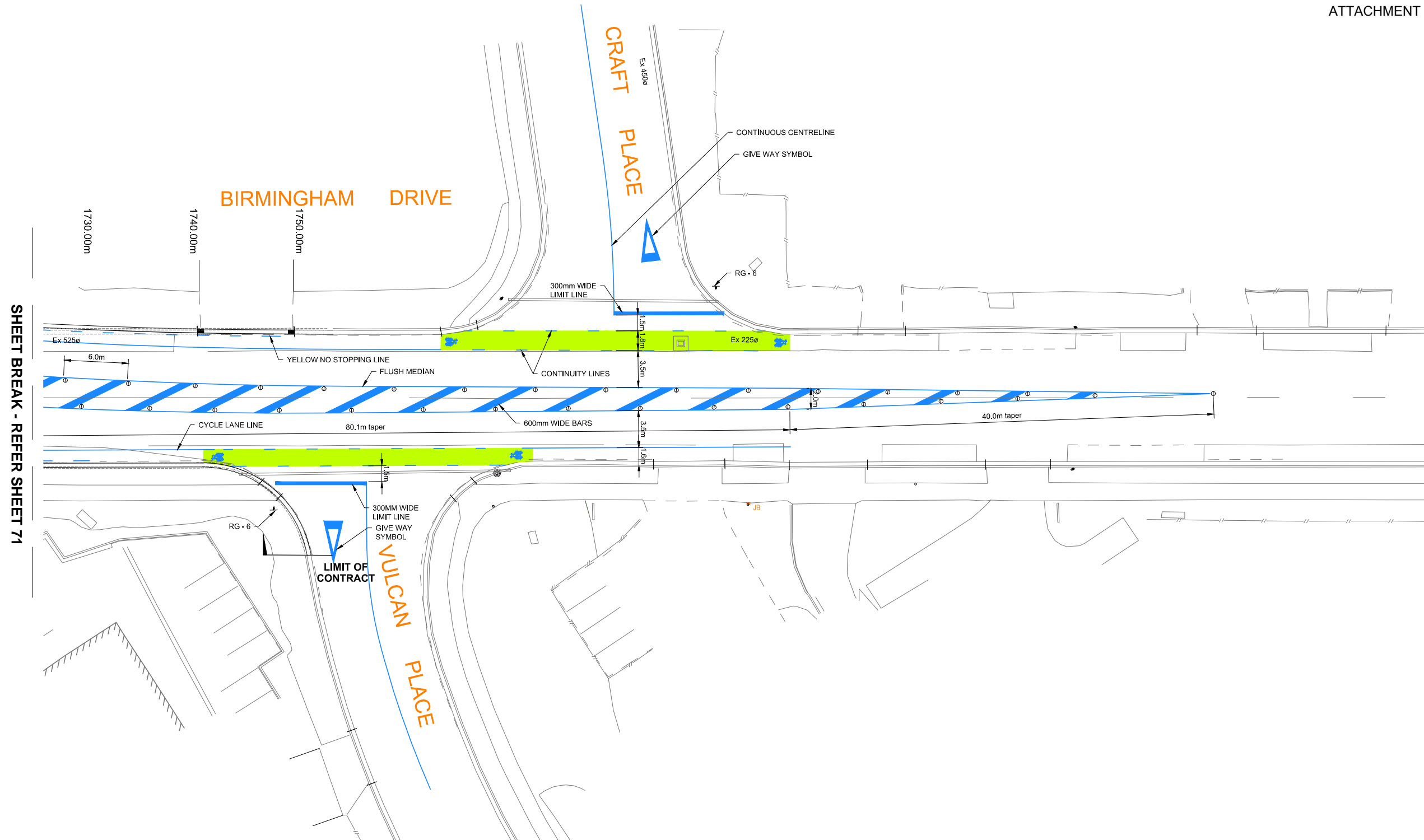
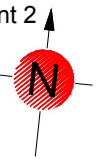
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PROJECT TITLE
WIGRAM - MAGDALA LINK

DRAWING TITLE
ROAD MARKING AND SIGNAGE PLAN
Ch. 1620m - 1730m

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
???	A1	1:200 @ A1 1:400 @ A3
CPG PROJECT FILE NUMBER	???	SHEET
		R71 OF 13

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SHEET BREAK - REFER SHEET 71

ROAD MARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	CYCLE LOGO TO SD642
	PEDESTRIAN LOGO TO SD642
RPM'S:	
	WHITE MONO
	WHITE BI DIRECTIONAL
KTMS:	
	YELLOW
ALL RPM'S AND KTMS ARE REFLECTORISED	
HM = HAZARD MARKERS	
BEM = BRIDGE END MARKERS	
	TACTILE PAVERS

CIPS NUMBER
6/1366/353/7604

ISSUE	DESCRIPTION	AMENDMENTS	SIGNED	DATE
E	Description		Signed	Date
D	Description		Signed	Date
C	Description		Signed	Date
B	Description		Signed	Date
A	Description		Signed	Date



DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
BENCH MK.	Bench Mark	DES. REVIEW	Design Name	Design Sig	Design Date	FOR TENDER
RL	Bench Mark RL	DRW. CHECK	Drawn Name	Drawn Sig	Drawn Date	DATE
SURVEY	Survey	FILE LOCATION	Check Name	Check Sig	Check Date	SIGNED
SURVEY LB	Level Book					FOR CONSTRUCTION
Blank Name	Blank Details					DATE
DRAIN. REF.	Drainage Ref	6_1366_353_7604_R60-R72 Road marking Signage.dwg				SIGNED
SAP WBS	SAP WBS	PRINTED ON 3-Sep-13 BY Frances Sanders				Constn Date
						Constn Sig

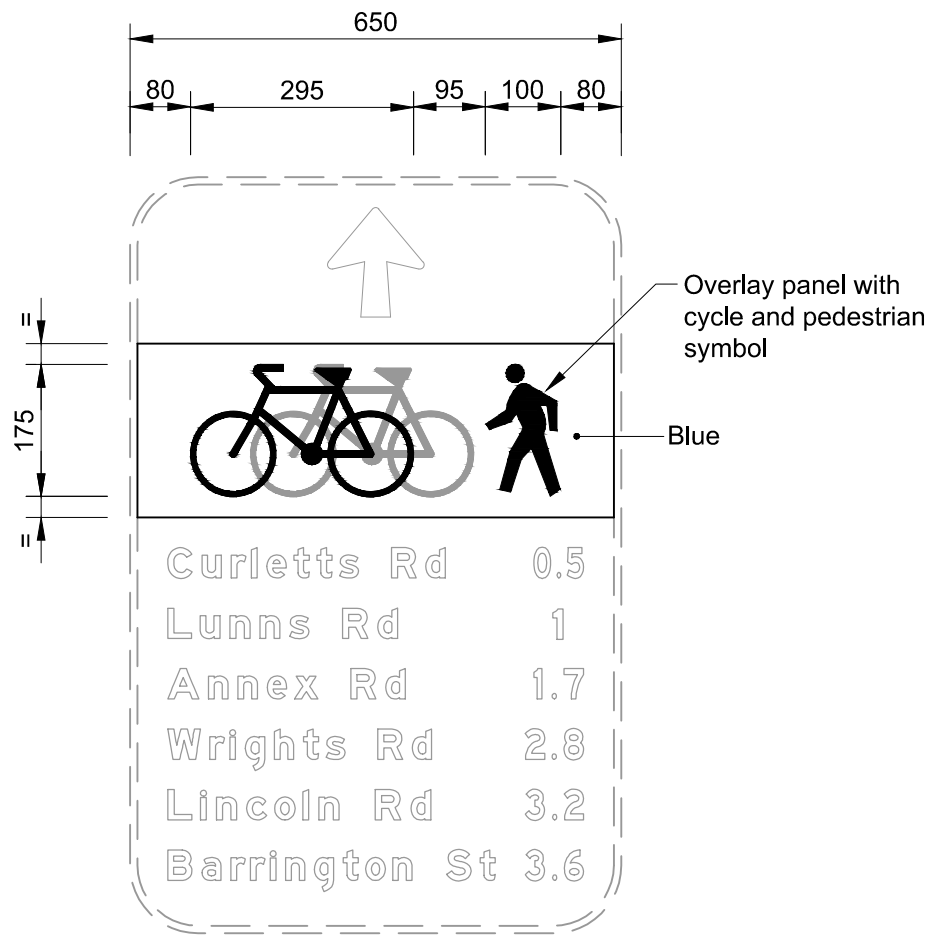


CONSULTANT		PROJECT TITLE	
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		CHRISTCHURCH CIVIL	

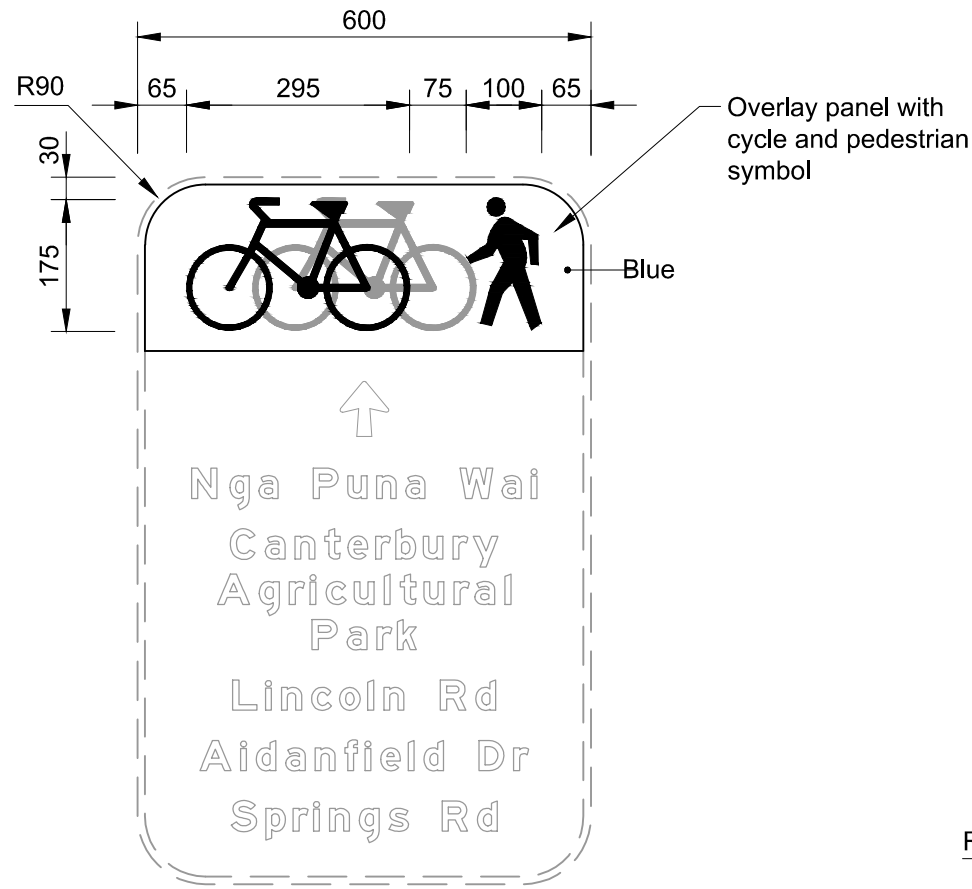
DRAWING TITLE	
ROAD MARKING AND SIGNAGE PLAN	
Ch. 1730m - 1750m	

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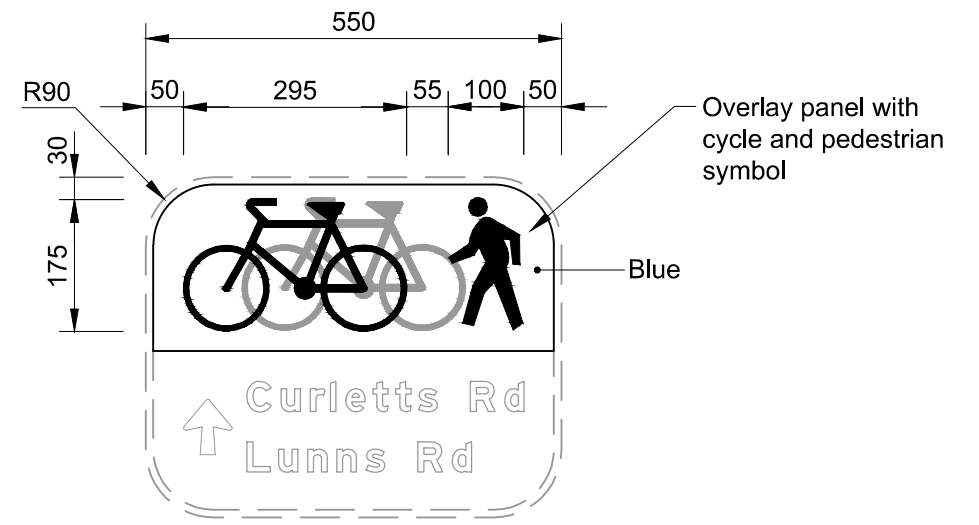
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EXISTING SIGN 1

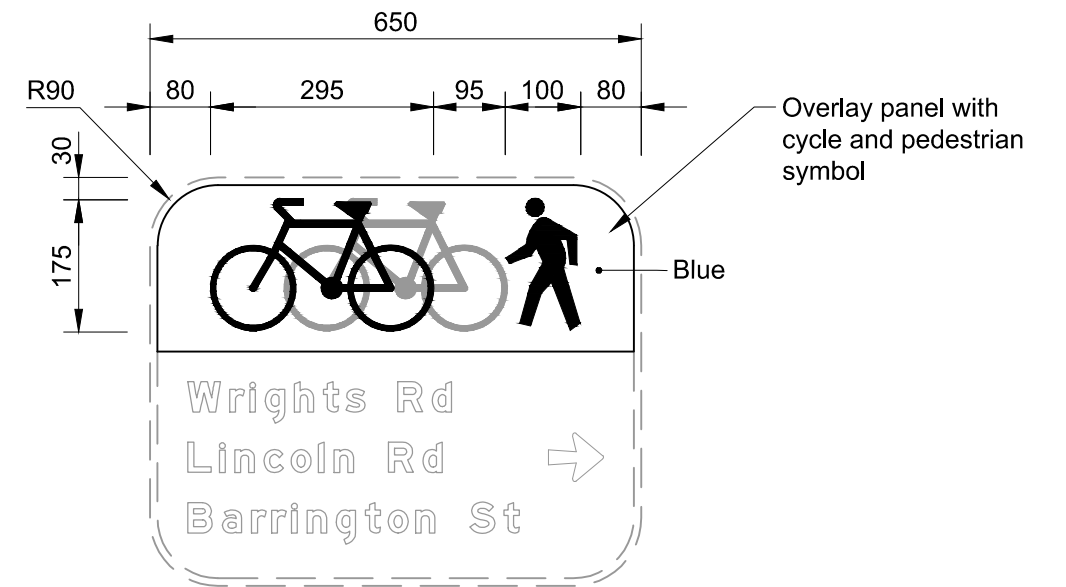


EXISTING SIGN 4



EXISTING SIGN 3

WHITE cycle/pedestrian symbols on BLUE background



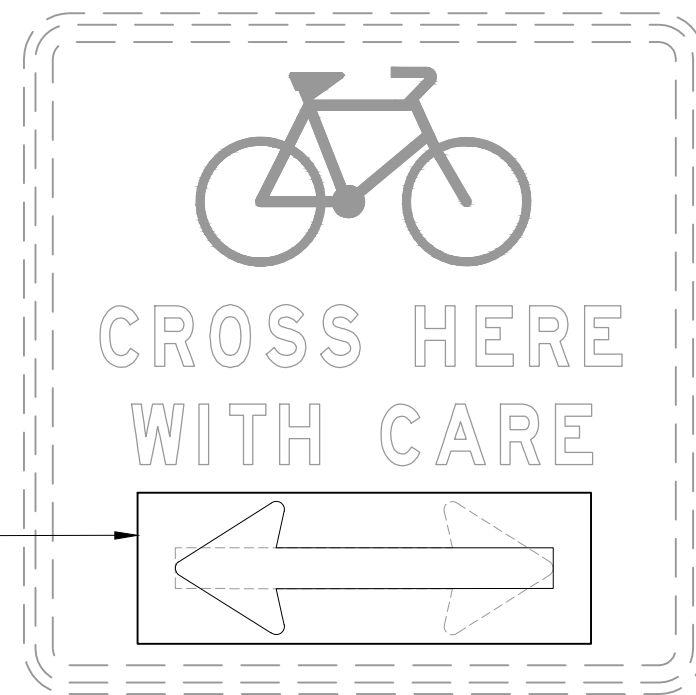
EXISTING SIGN 5

NOTE

All overlay panels to existing signs 1, 3 & 5 to have:

- WHITE cycle/pedestrian symbols on a BLUE background

600 x 200 overlay panel - BLACK arrow pointing left on a WHITE background

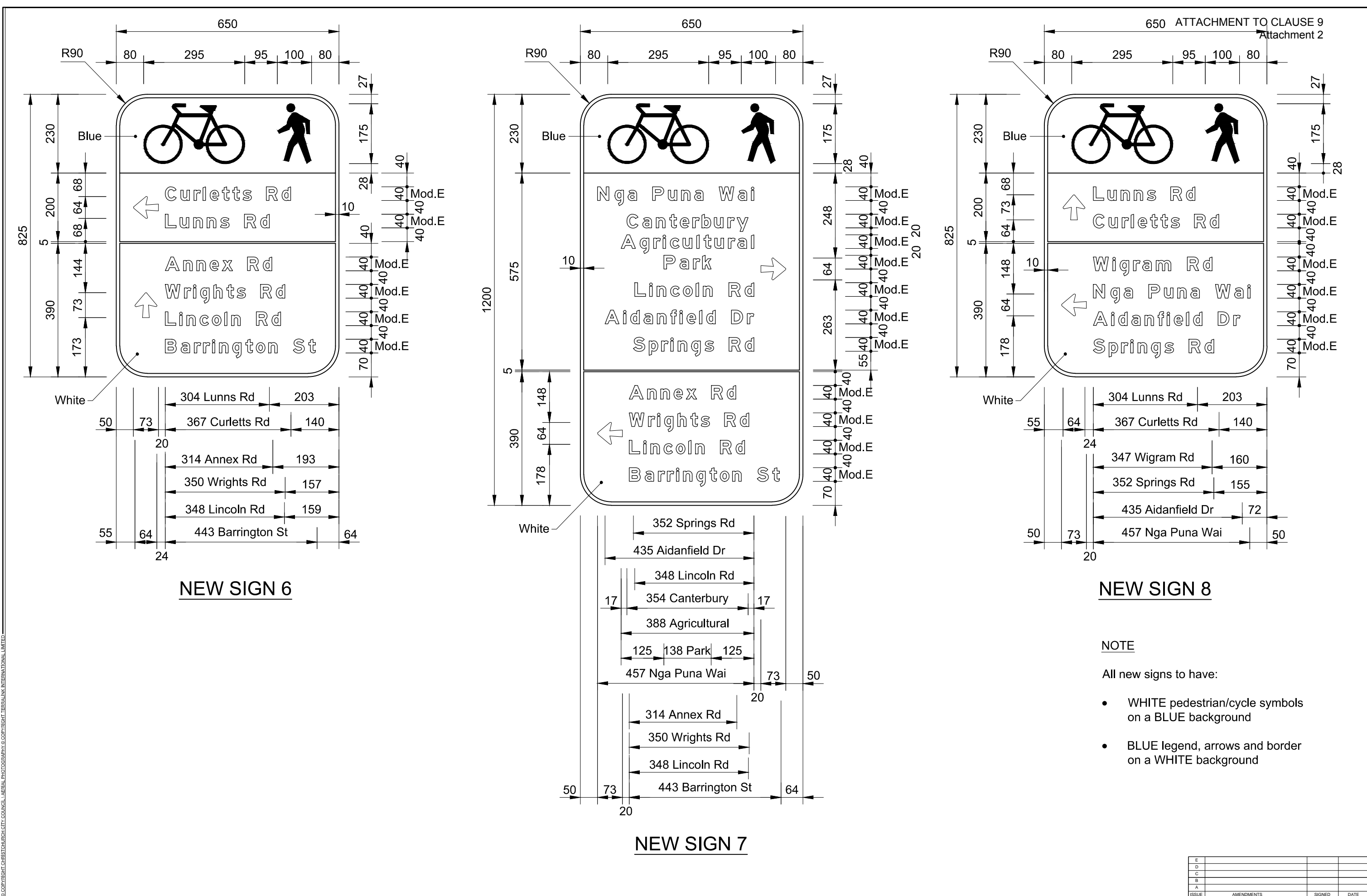


EXISTING SIGN 2

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ISSUE	AMENDMENTS	SIGNED	DATE

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<p>Christchurch City Council CAPITAL PROGRAMME GROUP</p>	<table border="1"> <tr> <th>DATUM</th> <th>C.D.D.</th> <th>DESIGNED</th> <th>NAME</th> <th>SIGNED</th> <th>DATE</th> <th>APPROVED</th> </tr> <tr> <td>BENCH MK.</td> <td>EHD0</td> <td>DESIGN</td> <td>G.L.</td> <td></td> <td>7/14</td> <td>FOR TENDER</td> </tr> <tr> <td>RL</td> <td>26.330</td> <td>DES. REVIEW</td> <td></td> <td></td> <td></td> <td>DATE</td> </tr> <tr> <td>SURVEY</td> <td>M Rankin</td> <td>DRAWN</td> <td>F.S.</td> <td></td> <td>7/14</td> <td>SIGNED</td> </tr> <tr> <td>SURVEY LB</td> <td>1799</td> <td>DRW. CHECK</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>12d Job No.</td> <td>F184</td> <td>FILE LOCATION</td> <td colspan="4"></td> </tr> <tr> <td>DRAIN. REF.</td> <td>6_1396_353_764_R73 & R74 sign details.dwg</td> <td colspan="5"></td> </tr> <tr> <td>SAP WBS</td> <td>542/1682/15</td> <td>PRINTED ON</td> <td>10-Jun-14</td> <td>BY</td> <td>Frances Sanders</td> <td></td> </tr> </table>	DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED	BENCH MK.	EHD0	DESIGN	G.L.		7/14	FOR TENDER	RL	26.330	DES. REVIEW				DATE	SURVEY	M Rankin	DRAWN	F.S.		7/14	SIGNED	SURVEY LB	1799	DRW. CHECK					12d Job No.	F184	FILE LOCATION					DRAIN. REF.	6_1396_353_764_R73 & R74 sign details.dwg						SAP WBS	542/1682/15	PRINTED ON	10-Jun-14	BY	Frances Sanders		<p>CONSULTANT</p> <p>OPUS CHRISTCHURCH CIVIL</p> <p>CONSULTANT PROJECT REF. 6-DHLIG.39 CONSULTANT FILE REF. DIPS No. 6/1366/353/7604??</p>	<p>PROJECT TITLE</p> <p>WIGRAM - MAGDALA LINK</p>	<p>DRAWING TITLE</p> <p>SIGN DETAILS EXISTING SIGNS 1 - 5</p>	<table border="1"> <tr> <td>CONTRACT NUMBER</td> <td>?????</td> <td>ORIGINAL SHEET SIZE</td> <td>1:5 @ A1</td> </tr> <tr> <td>CAD DRAWING FILE REF.</td> <td></td> <td>A1</td> <td>1:10 @ A3</td> </tr> <tr> <td>CPG PROJECT FILE NUMBER</td> <td>???</td> <td>SHEET</td> <td>R73 OF 2</td> </tr> </table>	CONTRACT NUMBER	?????	ORIGINAL SHEET SIZE	1:5 @ A1	CAD DRAWING FILE REF.		A1	1:10 @ A3	CPG PROJECT FILE NUMBER	???	SHEET	R73 OF 2
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- NOTE**
- All new signs to have:
- WHITE pedestrian/cycle symbols on a BLUE background
 - BLUE legend, arrows and border on a WHITE background

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ISSUE	AMENDMENTS	SIGNED	DATE

DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED
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SURVEY LB	1799	DRW. CHECK				
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DRAIN REF.	6_1396_353_764_R73 & R74 sign details.dwg					DATE SIGNED
SAP WBS	542/1682/1/5	PRINTED ON 10-Jun-14 BY Frances Sanders				

CONSULTANT
OPUS
CHRISTCHURCH CIVIL

CONSULTANT PROJECT REF. 6-DHLIG.39
CONSULTANT FILE REF. DIPS No. 6/1366/353/760477

PROJECT TITLE
WIGRAM - MAGDALA LINK

DRAWING TITLE
**SIGN DETAILS
NEW SIGNS 6 - 8**

CONTRACT NUMBER	?????	ORIGINAL SHEET SIZE	1:5 @ A1
CAD DRAWING FILE REF.		A1	1:10 @ A3
CPG PROJECT FILE NUMBER	???	SHEET	R74 OF 2

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Wigram Magdala Link Bridge Safety Protection Safety Audit



Prepared for Christchurch City Council
21 February 2014



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This disclaimer shall apply notwithstanding that the report may be made available to other persons for an application for permission or approval to fulfil a legal requirement.

QUALITY STATEMENT

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Mike Smith		
CHECKED BY		/...../.....
		21 Feb 2014
REVIEWED BY			
Oliver Brown		
APPROVED FOR ISSUE BY			
/...../.....

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Rev No	Date	Description	Signature or Typed Name (documentation on file).			
			Prepared by	Checked by	Reviewed by	Approved by
A	20/02/14	Draft for Client Comment	M Smith		O Brown	



Christchurch City Council

Wigram Magdala Link

Bridge Safety Protection

Safety Audit

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1 Introduction

1.1 Background

In undertaking this safety audit it is identified that many of the issues presented are raised for consideration of principles, and that these principles will become councils policy for this project and that subsequent 'whole of project' Road Safety Audits will be conducted, with the design teams and auditors informed of the decision from this assessment.

The following is an excerpt from the Wigram Magdala Link Working Paper – Edge Protection (31 January 2014) prepared by OPUS International Consultants (OPUS)

The Wigram Magdala Link (WML) project is a new road corridor over Curletts Road connecting Wigram Road with Magdala Place. This scheme creates a new arterial corridor linking the suburbs of Halswell, Awatea and Wigram with Riccarton and the city centre.

One of the objectives of the WML is to provide cyclist and pedestrian connections to complete the existing off-road combined cyclists and pedestrian route which travels along the north side of the recently completed Christchurch Southern Motorway (CSM). The current CSM cycle and pedestrian facilities terminate on Wigram Road and recommence at Annex Road resulting in a gap where cyclists and pedestrians have to use the existing local road network (on-road shoulders and footpaths) to complete their journey.

The current WML scheme allows for a combined cyclist and pedestrian path (shared path) on the southern side of the link and a 2m wide footpath on the northern side of the link. Where the footpath and shared path cross over the WML bridge structure the scheme includes a ridged concrete barrier (edge protection) between the shared path and the road carriageway.

Pedestrian and cyclists facilities are to be provided on the new WML. The current scheme includes on-road cycle lanes (shoulders) in both directions, a shared cyclist and pedestrian path positioned on the south side of the road, and a footpath positioned on the north side of the road.

The existing CSM shared path facility currently terminates on the west side of the WML at Wigram Road, immediately east of Hayton Road (at the Canterbury Agricultural Park Subway entrance), and recommences on the east side of the WML at Annex Road Subway. The pedestrian and cyclist facilities on the new WML will provide connectivity between the two ends of the CSM facility.

This Cycleway is one of the Councils Major Cycleway Routes which are being developed. The routes are proposed to increase the use by cyclists who do not now regally cycle, by constructing the new facilities to a standard above that which is presently used with an emphasis of safety and convenience targeted at the less experienced cyclists.

This safety Audit has taken account of this objective of the Council.

Figure 1 below shows the existing CSM and new WML shared path facilities.

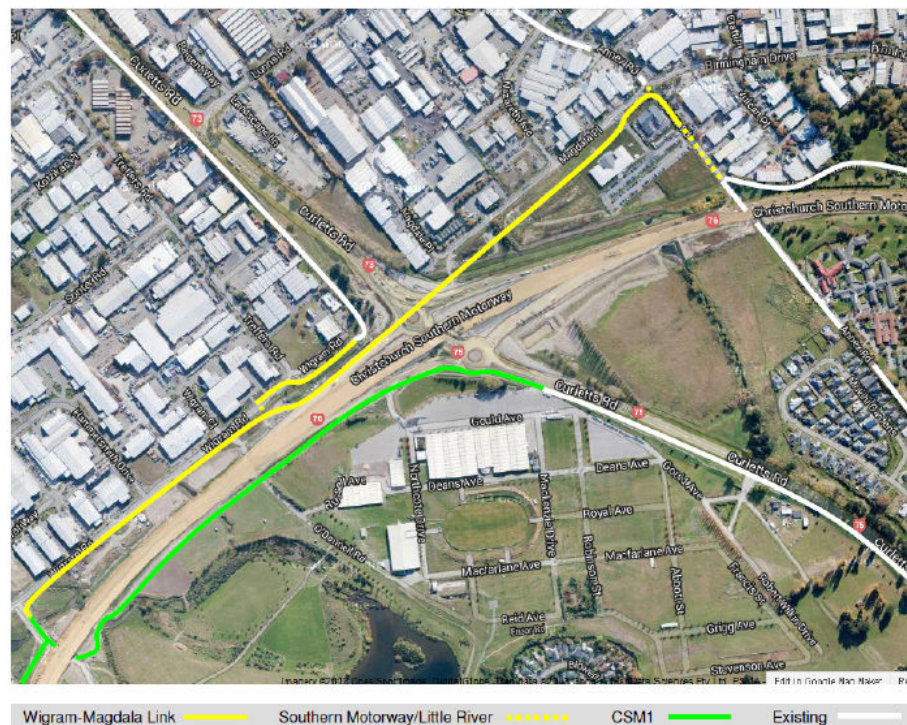


Figure 1: Existing CSM and Proposed WML Shared Path Facilities

SOURCE: OPUS Report

The proposed design incorporates a footpath to the north of the bridge and a shared cycle / pedestrian path to the south of the bridge. A typical cross section is indicated in Section 2.2 below.

1.2 Entry Meeting

A meeting was held on 13 Feb 2014 at the Council offices to allow the project team to introduce key members of the project team, describe the design and previous work undertaken, and to outline the nature of the Road Safety Audit (RSA) required.

Present at the meeting were:

John Hannah	Design Delivery Lead, CCC Capital Programme Group
John Edmonds	Project Manager CCC Capital Programme Group
Gemma Dioni	Designer, CCC Capital Programme Group
Ron Clarke	Acting Unit Manager Asset and Network Planning
Tim Cheesebrough	Senior Transport Planner
Greig Larcombe	Senior Engineer (Civil and Transportation) Opus International Consultants Ltd
Michael Cowan	Principal Civil Structures Engineer Opus International Consultants Ltd
Mike Smith	Senior Engineer - Road Safety, MWH NZ Limited

It was a specific request that the RSA be undertaken as a single person audit. It is acknowledged by the team that this is a deviation to the recommended RSA process of two or more people, but is felt to be applicable to the nature of the audit requested.

At the request of Christchurch City Council, MWH have been commissioned to provide an independent detailed audit of the project that has been undertaken as it relates to the specific area of concern for the application and location of safety barriers on the proposed Wigram-Magdala Link Project bridge.

1.3 Safety Audit Procedure

A road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc), carried out by an independent competent team who identify and document road safety concerns.

A road safety audit is intended to help deliver a safe road system and is not a review of compliance with standards.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client in order that the client can make a value judgement as to appropriate action(s) based on the risk guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

To deliver completed projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.

A road safety audit should desirably be undertaken at project milestones such as:

- Concept Stage (part of Business Case);
- Scheme or Preliminary Design Stage (part of Pre-Implementation);
- Detailed Design Stage (Pre-implementation / Implementation); and
- Pre-Opening / Post-Construction Stage (Implementation / Post-Implementation).

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

In accordance with the procedures set down in the “NZTA Road Safety Audit Procedures for Projects Guideline”, (Interim Release dated 2013)”, the audit report should be submitted to the client who will instruct the designer to respond. The designer should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.

For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the designer, safety engineer and client for each issue documenting the designer response, client decision (and asset manager’s comments in the case where the client and asset manager are not one and the same) and action taken.

A copy of the report including the designer’s response to the client and the client’s decision on each recommendation shall be given to the road safety audit team leader as part of the important feedback loop. The road safety audit team leader will disseminate this to team members.

1.4 Audit Team

As described in Section 1.1 above, this RSA was specifically requested to be a one person team. The auditor has formulated the findings and has sought comments from his peers to ensure that an appropriate review has been undertaken.

The road safety audit was carried out in accordance with the draft “*Guideline Road Safety Audit Procedures for Projects*”, (dated 2012).

Team Leader

Mike Smith RPEQ, MET, MIPENZ, CPEng, NZCE (Civil), REA MWH NZ Ltd, Christchurch
Senior Engineer – Road Safety / Traffic Engineering
Senior Road Safety Auditor (TMR)

Peer Review

Oliver Brown BE (Civil), GIPENZ, MWH NZ Ltd, Christchurch
Senior Traffic Engineer
Senior Road Safety Auditor (TMR)

1.5 Report Format

The potential road safety problems identified have been ranked as follows:-

The expected crash frequency is qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed on the basis of factors such as expected speeds, type of collision, and type of vehicle involved.

Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, frequency and likely severity that may result from a particular concern.

The frequency and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the Risk Assessment Matrix in Table 1 below. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.

Severity (Likelihood of Death or Serious Injury Consequence)	Frequency (Probability of a Crash)			
	Frequent	Common	Occasional	Infrequent
Very Likely	Serious	Serious	Significant	Moderate
Likely	Serious	Significant	Moderate	Moderate
Unlikely	Significant	Moderate	Minor	Minor
Very Unlikely	Moderate	Minor	Minor	Minor

Table 1: Risk Assessment Matrix

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each risk category is given in Table 2 below.

RISK	Suggested Action
Serious	A major safety concern that should be addressed and requires changes to avoid serious safety consequence.
Significant	Significant risk that should be addressed and requires changes to avoid injury consequence
Moderate	Moderate risk that should be addressed to improve overall safety
Minor	Minor risk that should be addressed where practical to improve overall safety.

Table 2: Risk Categories

In addition to the ranked safety issues it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the safety audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the auditors.

1.6 Scope of Audit

The methodology for this Road Safety Audit (RSA) is in-line with that specified in the recently developed Guideline *"Road Safety Audit Procedures for Projects"* (NZTA; 2012), which utilises the Safer Systems approach. This approach includes the Safe System objectives that focus on the provision of forgiving roads and roadsides that are more accommodating of human error, and managing the crash forces to a level that the human body can tolerate without serious injury. It is recognised that while road safety audits of projects tend to be focussed on the road and interrelationship of the driver with the road, all cornerstones of a safe system are important and intertwined. Key to the safe system approach is the consideration of vulnerable road users (pedestrians and cyclists) along with motorised road users.

As defined in the NZTA guideline, the focus of the Safe System approach in Safety Auditing includes:

- Provide forgiving roads and roadsides
- Limit crash forces to prevent fatal and serious injuries
- Understand road user perception of roads and roadsides
- Consider both historic and predictive modelling

The process used by the auditor included:

1. A briefing meeting to outline the project and the various options developed
2. Undertaking a desktop analysis of the supplied plans and documentation,
3. Requesting additional information as required to allow an informed analysis of the impacts (Client to supply)
4. Undertaking an initial assessment of the items identified and the impacts on the road network, including an assessment of the ranking of concerns in accordance with the NZTA RSA Guidelines (2012),
5. Compiling formal report for presentation to the project team

Extent of Audit

The extent of the audit has been confined to the following elements. The auditor has not reviewed, or commented in any other issues, except where such an issue would have an effect on the elements under consideration.

Element 1	The provision of safety barrier between the traffic lane and the shared cycle / pedestrian path
Element 2	The proposed lane widths as defined in the OPUS report on bridge options
Element 3	The interface of the shared facility and lane widths on the bridge approaches

This Road Safety Audit is not a full of the proposed scheme.

Previous Audits

The auditor is aware that previous audit(s) have been undertaken for this project.

A copy of the audits has been supplied to the auditor for his information. The auditor has reviewed the recommendations and designers responses for consideration of the specific elements requested for audit under this report.

Project Information

The available project documentation was made available to the auditor before the audit. These comprised of construction drawings and typical details for each site.

Individual drawing references are detailed in the following sections for each individual site.

Plan Reference	Sheets / Pages	Title	Revision
OPUS Report 31 Jan 2014	15	Wigram Magdala Link Working Paper – Edge Protection	
OPUS Report 5 Feb 2014	17	Wigram-Magdala Link Scheme Working Paper - Bridge Cross-Section	
6-DHLIG.39	1	BRIDGE ABUTMENT ALTERNATIVES OPTION 1A	
3383083-C-200	1	Plan and Long Section	A
3383083-C-201	1	Layout Plan Sheet 1 of 4	A
3383083-C-202	1	Layout Plan Sheet 2 of 4	A
3383083-C-203	1	Layout Plan Sheet 3 of 4	A
3383083-C-204	1	Layout Plan Sheet 4 of 4	A
3383083-C-205	1	Typical Cross Sections	A

Documents received for the audit are reproduced in Appendix A.

1.7 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the specified road and its environs, and the opinions of the SAT. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe and no warranty is implied that all safety issues have been identified in this report. Safety audits do not constitute a design review nor an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific technical advice on matters raised and not rely solely on the report.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisation.

2 Safety Audit Findings

It was presented in the entry meeting that a review of the bridge structure with respect to lane widths and cross section has been undertaken by OPUS International Consultants (OPUS). A copy of their report titled "Wigram Magdala Link: Working Paper – Edge Protection" was supplied and presented by the authors. Post meeting a further document was presented for the consideration of the Auditor. This included "Wigram-Magdala Link Scheme: Working Paper - Bridge Cross-Section". Both of these reports are taken as presented and are attached in Appendix A for reference.

The paper presents a summary of requirements detailed in various design guides and manuals and utilises a score matrix for the evaluation of options. This audit does not reproduce this evaluation, but relies on the information presented to assess the desired lane widths and impacts.

Where applicable, extracts from the report have been included in the items below to ensure that the reader has a context of the assessment. It is recommended that the reader(s) undertake a review in total of these reports to gain full context of the issues.

It is recommended that the reader(s) read the following subsections in the same context, as many elements have a direct cross over to the other elements. Each section cannot be read in isolation.

2.1 Safety Barrier

Significant

The focus of this safety audit is on the need for the inclusion or exclusion of the kerbside safety barrier over the proposed Wigram Magdala Link Bridge, and the safety implications of each.

For context, the shared cycle / pedestrian facility is located on the south side of the bridge, and is linked to the adjacent major cycleways for the surrounding area. The footpath to the north of the bridge provides a pedestrian link between Magdala Place and Wigram Road. The intention of the scheme is to encourage cyclists to the southern side through the use of a direct and desirable facility that has good connectivity to the surrounding environs.

The auditor and the project team were presented with a detailed analysis of the relevant standards, and a matrix analysis of the implications of inclusion and exclusion of the safety barrier on the kerbside of the shared facility.

In general, it is agreed that the analysis is a good evaluation of the issues, and provides a quantifiable assessment of the two options (with safety barrier / without safety barrier). Refer to Matrix Evaluation, Page 10 – 11; Wigram Magdala Link, Working Paper – Edge Protection.

It is noted that the inclusion of safety barrier on the scheme option bridge design has inherent safety issues such as compliant end treatments and flaring of approach barriers to achieve the required design standards. This requirement, alongside the limitations on available land for the construction, could in fact create an additional hazard in the road corridor.

The safety barrier (or fence – as presented in an alternative option discussed) provides an appropriate level of protection for cyclists and pedestrians from falling into the road path. The inclusion of an appropriately designed safety barrier provides protection for errant vehicles from penetrating into the shared facility. The removal of the safety barrier has many safety implications that also need to be considered.

In reviewing the supplied detailed drawings of the proposed design, it is understood that the shared facility remains in the same lateral position along the embankment, and down to the intersection with Annex Road, and onto Wigram Road in the opposite direction. In this instance, once the cyclist has commenced the traverse onto the ramping onto the bridge, they are exposed to similar risks as that on the bridge.

To eliminate the risk would potentially require safety barrier separating the road from the shared facility along the embankment back down to the natural surface for each side of the bridge.

It is the consideration that formation of the cross section without a solid safety barrier could be acceptable, providing that other mitigating features were installed in replacement, and that adequate safety barrier provisions were installed on the outside of the bridge. This is based upon the premise that

there is a compliant shoulder width for on road cyclists adjacent to the traffic lane, and that a compliant kerb up-stand is utilised.

The mitigation features could include (but not limited to, in no particular order):

1. Installation of a fence barrier
2. Separation guidance on approach (flexipost or similar)
3. Installation of profiles lines (Audio Tactile Profiles – ATP)
4. Installation of kerb top / kerb edge RRPM / delineation for lane definition at night

The inclusion of a 1.6 m wide cycle lane alongside the shared use facility is considered to incorporate sufficient lateral space that an errant pedestrian tripping or falling off the shared use facility could have an appropriate level of shoulder before traversing into the traffic lane.

The use of a minimum or sub-minimum shoulder space, without fence or safety barrier protection, is not recommended to be applied.

The removal of the safety barrier, as presented in the OPUS report, will reduce fall protection for users of the shared facility onto the on-road cycle path and traffic lanes. It will further eliminate the protection offered as a solid barrier for errant vehicles traversing onto the shared facility.

Where the safety barrier is to be removed the designers should install mitigation features to offset the risks presented by the barrier removal. The decisions for mitigation measures selected shall be fully documented and retained on the design file.

Recommendation:

The relocation of the safety barrier (or fence) as proposed in the OPUS report “Wigram Magdala Link: Working Paper – Edge Protection” is considered an acceptable treatment providing that the removal is undertaken with the following actions:

1. That the adjacent on-road cycle lane is at the desirable width required for the speed environment and alignment,
2. That features are installed as mitigation for the relocation of the safety barrier. These can include (but not be limited to):
 - a. Installation of a fence barrier
 - b. Separation guidance on approach (flexipost or similar)
 - c. Installation of profiles lines (Audio Tactile Profiles – ATP)
 - d. Installation of kerb top / kerb edge RRPM / delineation for lane definition at night

Frequency	Common	Severity Rating	Likely
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Designers Response:

1. The width of the on-road cycle lane/shoulder adjacent to the shared use facility will be maintained at 1.6m wide as per the scheme design.
2. The installation of mitigation measures is not considered necessary or desirable as outlined below:
 - a. Installation of a fence barrier will present a safety hazard to all users as a fence barrier may become a projectile when hit by a wayward vehicle, as well as generating all the same safety concerns as with a traffic barrier as outlined in the “Wigram Magdala Link: Working Paper – Edge Protection” including:
 - on-road cyclists shying away from the fence positioning them closer to the traffic lane,
 - cyclists have the potential to be pinned against a fence if they encounter a wayward vehicle
 - there is a risk of cyclists on the shared use facility and the on-road cyclelane snagging their peddles and handlebars on a fence

- the effective width of the shared use facility is reduced by the introduction of the fence barrier due to its width and the 0.3m clearance off-set requirements
 - There is no defined point where the hazard no longer exists and therefore the length of need for a fence cannot be determined
- b. The installation of flexiposts may be a nuisance to cyclists as well as generating some of the same safety concerns as with a traffic barrier as outlined in the “Wigram Magdala Link: Working Paper – Edge Protection” including:
- On-road cyclists shay away from the posts positioning them closer to the traffic lane,
 - Cyclists risk snagging their peddles and handlebars on the posts. While the posts are flexible and will bend out of the way the snagging will likely still result in a cyclists loosing balance and falling off.
 - While the width of flexiposts is likely to be less than a barrier or fence it will still limit the effective width of the shared use facility
 - There is no defined point where the hazard no longer exists and therefore the length of need for the flexiposts cannot be determined
 - The use of flexiposts will generate an on-going maintenance requirement to reinstate posts when they get dislodged
- c. The installation of RRPM's on the kerb top will probably not introduce any safety concerns for users however as previously identified the conditions (carriageway, shoulder widths and location of the path immediately behind the kerb) are no different for the entire length of the facility along Wigram Rd and Magdala Place, and therefore there is no defined point where the hazard no longer exists and therefore the length of need for RRPM's cannot be determined.
- d. The installation of Audio Tactile Profiles (rumble strip) may be a nuisance and a hazard to cyclists. Cyclists who ride over the rumble strip may lose traction (especially in wet conditions) or lose their balance.

As an alternative a normal thermoplastic edge line without the audio tactile profile may assist to reinforce the cycle-lane without introducing these potential nuisance and hazard characteristic. The client may consider installing this on Wigram Road between the Birmingham Drive/Annex Road intersection and Treffers Road due to the potential higher operating speeds on this section of the WML project as vehicles approach and descend the bridge approaches.

For all of the reasons identified above it is recommended that the only features the Client may wish to consider installing is normal thermoplastic edge lines (without audit tactile profile).

Safety Engineer: The following response was received from the Safety Auditor to the above designer's response.

Thanks for forwarding the response from the designer for the above project.

As requested, I have reviewed their proposals in response to the RSA (as indicated in the attached document) and find that they have applied a logical assessment of mitigations and have applied a solution assessment based upon a hierarchical treatment from top down.

I endorse this approach and the resultant solutions, given the constraints for this site

Client Decision:

Recommended that CCC require the installation of normal thermoplastic edge line without the audio tactile profile to assist reinforce the cycle-lane this on Wigram Road between the Birmingham Drive/Annex Road intersection and Treffers Road due to the potential higher operating speeds on this

section of the WML project as vehicles approach and descend the bridge approaches.

Action Taken:

2.2 Lane Widths

Serious

The base option presented for review has a 2.65 m wide shared use facility to the southern side of the bridge, protected by a solid concrete safety barrier on the traffic lane side, and a 1.4 m full height fence on the outside of the bridge. The safety barrier has a base width of 0.5 m. The dimensions for the various lanes and shared facilities over the bridge are determined by the available cross section width for the design. The base option cross section width is shown in Figure 2 below.

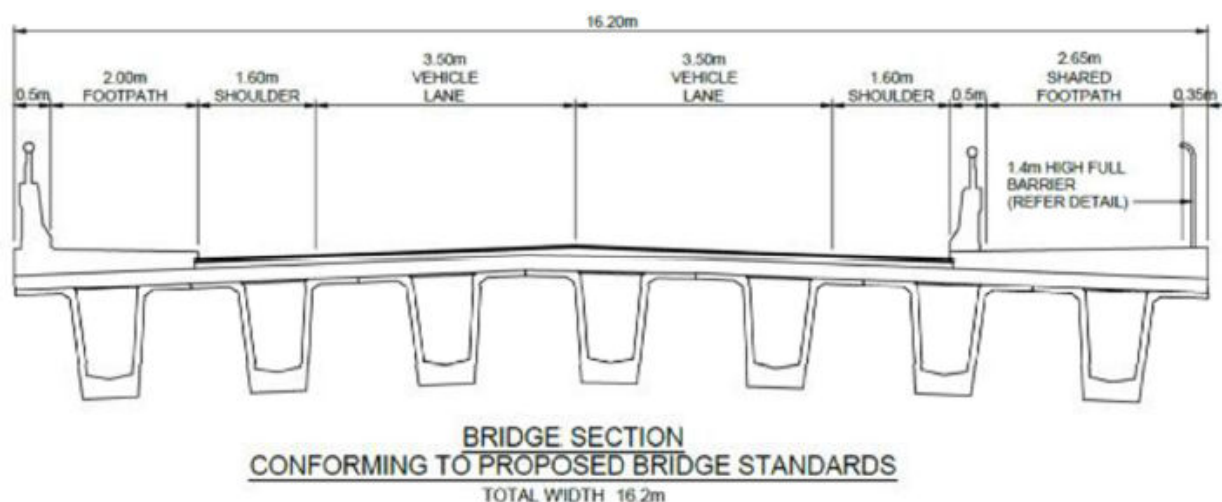


Figure 2: Scheme Cross Section of Bridge

Source: OPUS Report

This cross section is designed to meet the desirable widths specified in the design manuals and guidelines. An analysis of lanes widths specified in various guidelines has been made in the OPUS report. This is summarised in Table 3 and Table 4 below.

The Auditor has been asked to comment on the road safety issues relating to the change of the width of the shared use facility, with specific regard to cycle / pedestrian user safety as affected by the potential for the removal of the solid concrete barrier.

The proposed bridge will be within a 50 km/hr speed limit, but may have a speed environment above that due to the straight nature of the road alignment, and the lack of side friction. The presence of the Christchurch Southern Motorway (CSM) may also have an impact on the drivers perceived speed environment.

The auditor has taken as read the report presented by OPUS, and the discussions entered into at the entry meeting.

The assessment of the shared use path is very closely intertwined with other elements within this report. Therefore each element assessed cannot be read in isolation, and should be considered in entirety with the report.

Based upon this analysis, it is presented in the OPUS report that the bridge deck cross section can be modified to achieve benefits of cost saving, and to eliminate some road safety concerns.

Table 3: Shared Path Design Specification

Source: OPUS Report

Standard/Manual	Desirable Shared Path Width (m)	Minimum Shared Path Width (m)
CCC Infrastructure Design Standard (IDS)	3.0 m Regular & concurrent use in both directions (25km/hr)	2.5m Regular use (20km/hr)
NZTA Bridge Manual 2 nd Edition	No specified width for shared paths	No specified width for shared paths
NZTA Bridge Manual 3 rd Edition	2.5 m (Table A2) Sections A1.1 (b) & A1.5 The widths of pedestrian and cyclist facilities shall be consistent, where practicable, with those on the approaches	Desirable widths should be used for cyclist safety
Austrroads (GTRD) Part 6A: Pedestrian and Cyclist Paths	3.0 m	2.5 m (3.0 m min where high speeds (30km/hr) occur)
NZ Supplement to Austrroads	Refers to Austrroads GTRD Part 6A	

Table 4: Recommended Cross Section Provisions

Source: OPUS Report

Reference Document	Shoulders/Cycle Lane	Traffic Lanes	Footpath	Shared Path
CCC IDS: Part 8	Refers to Austrroads Guide to Road Design Part 6A	<ul style="list-style-type: none"> 3.5 m (desirable) 3.0 m (absolute min.) 3.7 m (max.) 	<ul style="list-style-type: none"> 1.65 m (min.) (note this allows 1.5 m minimum path width plus 0.15 m minimum offset to kerb face) 	<ul style="list-style-type: none"> 2.2 m (absolute min. clear width) 2.5 m (desirable – but should be considered in relation to the type of use, frequency of use and typical speed of cyclists). Figure 3 provides guidance (See Appendix A): <ul style="list-style-type: none"> 2.5 m (Regular use, 20 km/h) 3.0 m (Regular and concurrent use in both directions, 25 km/h) 3.5 m (Frequent and concurrent use in both directions, 30km/h) 0.3 m clearance is required between a cycle lane and a solid object (e.g. barrier)
Transit NZ Bridge Manual 2 nd Edition	Shoulders For High Volume 2-lane roads (AADT > 4000): <ul style="list-style-type: none"> 1.2 m (preferred min.) 0.6 m (absolute min.) For cycle facilities (see note 1)	<ul style="list-style-type: none"> 3.5 m (preferred minimum) (unless specified otherwise by the Road Controlling Authority)	Behind a non-rigid barrier: <ul style="list-style-type: none"> 1.0 m (min.) 1.7 m (preferred) All other situations: <ul style="list-style-type: none"> 1.3 m (min.) 2.0 m (preferred) 	For cycle facilities (see note 1)
NZTA Bridge Manual 3 rd Edition	Shoulders For High Volume 2-lane roads (AADT > 4000) [Note this applies to open roads and all speeds]: <ul style="list-style-type: none"> 1.5 m (desirable) 1.2 m (min.) But a vertical kerb may be used to match approach road kerb only in a speed environment of 50km/h or less. In this case shoulders may be: <ul style="list-style-type: none"> 1.5 m (desirable) 0.6 m (min.) *The desirable shoulder width should be considered in order to cater for cyclists adjacent to a footpath. *The minimum shoulder width may be considered appropriate for shoulders adjacent to shared paths.*	<ul style="list-style-type: none"> 3.5 m (desirable) As specified in Austrroads Guide to Road Design Part 3 (unless specified otherwise by the Road Controlling Authority)	General situations: <ul style="list-style-type: none"> 1.5 m (min. with kerb) 1.3 m (min. without kerb) 2.0 m (desirable) Behind a semi-rigid barrier post: <ul style="list-style-type: none"> 1.0 m (min.) 1.7 m (desirable) 	<ul style="list-style-type: none"> 2.5 m (desirable)

From discussions with the designers it is understood that shared use facility on the approaches to the bridge structure will be of 3.0 m width. This is consistent with the CCC Infrastructure Design Standard (IDS). The cross section of the bridge proposed in the scheme option has a shared use facility with of 2.65 m. This is below the minimum in accordance with the standards specified in Table 3 above.

The revised bridge cross section option (Figure 3: Wigram-Magdala Link Scheme: Working Paper - Bridge Cross-Section) re-establishes the shared facility to 3.0 m width through the relocation of the solid concrete safety barrier to the outside edge of the bridge.

The relocation of the safety barrier allows for the reallocation of the bridge deck space, but removes the protection installed for the shared facility users.

It is important to note that away from the bridge, the 3.0 m wide shared use facility will be (at locations) in similar proximity to the traffic lane, without protection. Where this occurs, the cyclist / pedestrian has alternative options for avoidance should a clash be identified (i.e they can step off the shared path). This option is not present on the elevated bridge.

The adjacent traffic lanes in the base scheme design comprise of the following (commencing on the north side):

- 1.6 m on road Cycle Lane / shoulder
- 3.5 m traffic lane (eastbound)
- 3.5 m traffic lane (westbound)
- 1.6 m on road Cycle Lane / shoulder

The modified cross section presents for consideration proposes to reduce this to 1.5 m (north side) and 0.6 m (south side).

The NZTA bridge design manual (3rd Edition) requires a desirable shoulder lane with of 1.5 m, with a minimum lane with of 1.2 m.

Table 5: Lane Width Summary

Lane	Base Option	Modified Option
Footpath (North)	2.0 m	2.0 m
On-road Cycle Path (North)	1.6 m	1.5 m
Traffic Lane (North)	3.5 m	3.3 m
Traffic Lane (South)	3.5 m	3.3 m
On-road Cycle Path (South)	1.6 m	0.6 m
Shared Use Facility	2.65 m (0.5 m Solid Barrier)	3.0 m
Total Width	14.9 m	14.0 m

It is noted that in consideration of the lane cross section and shared use facility, it is presented that there are a number of minimum dimensions proposed in the option presented under Figure 3, Wigram-Magdala Link Scheme; Working Paper - Bridge Cross-Section.

Specific reference is drawn to the use of a 1.5 m wide on road cycle shoulder (Desirable; AUSTRROADS Part 3); 3.3 m Traffic Lanes (Minimum; AUSTRROADS Part 3); 0.6 m Shoulder (Below Minimum) and 3.0 m shared use facility (Desirable; AUSTRROADS Part 6A).

In the instance of the 0.6 m shoulder, alongside the 3.3 m traffic lane, it is considered that there is insufficient cross section space for a heavy commercial vehicle (HCV) to pass safely with an experienced cyclist in this position. The presence of an up stand kerb will create a shy line for the cyclist, pushing them into a vulnerable position on the road.

It is accepted that there is a facility alongside that could be utilised, however the cyclists will be committed to this position at the entry onto the bridge, and will have no clear opportunity to deviate from this location until they are off the bridge.

The design standards presented in many documents have a safety factor built into the desirable requirements. Where a single minimum is used, the provision of these safety factors in the adjacent lane can be mitigation in case something does occur.

It is considered that there is a very negative effect with the use of multiple minimum (or below minimum) standards. The use of minimum standards will result in a reduction, or elimination of these safety factors.

Recommendation:

The layout of the road / bridge cross section as proposed in the OPUS report "Wigram Magdala Link: Working Paper – Edge Protection" is considered an acceptable design, where desirable lane widths are utilised.

The Optimum Bridge Cross Section as proposed in Figure 3 within the working paper Wigram-Magdala Link Scheme: Working Paper - Bridge Cross-Section is considered unsafe due to the use of multiple adjacent minimum standards for lane width.

Frequency	Common	Severity Rating	Very Likely
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Designers Response:

RSA comments acknowledged and accepted. Bridge cross-section width will be maintained as per the scheme design.

Safety Engineer:

Client Decision:- Recommend that no changes to the cross section be considered further

Action Taken:

3 Concluding Statement

This road safety audit of the specific topic area of Safety Barrier and lane width for the Wigram Magdala Link Bridge has been undertaken for the purpose of identifying existing and potential road safety deficiencies that should be addressed during the detailed design stage prior to construction.

I declare that I have been independent of the design process for the Christchurch City Council project and that I have in no way been influenced or persuaded by the designers. I declare that this audit is an impartial assessment of my safety concerns and recommendations for possible remedies.

I certify that I have studied the drawings and documents listed.

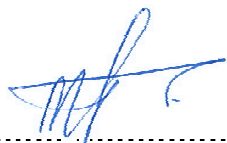
3.1 Audit Team

Auditor

Mike Smith

CPEng, RPEQ, MIPENZ, MET, NZCE (Civil), REA
Senior Engineer – Road Safety/Traffic Engineering
Senior Road Safety Auditor (TMR)
MWH New Zealand Ltd, Christchurch

Signed



Date 21 February 2014

Mike Smith, MWH New Zealand Ltd, Christchurch

Appendix A Documents Received