

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 14 APRIL 2015

AT 4PM

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

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

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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 – 11 MARCH 2015, 17 MARCH 2015 AND 31 MARCH 2015**

The minutes of the Board's Joint Extraordinary Meeting with the Spreydon/Heathcote Community Board on 11 March 2015 and its Ordinary Meetings of 17 March 2015 and 31 March 2015 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's Joint Extraordinary Meeting with the Spreydon/Heathcote Community Board on 11 March 2015 and its Ordinary Meetings of 17 March 2015 and 31 March 2015, be confirmed.

14. 4. 2015

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ATTACHMENT 1 TO CLAUSE 3

14. 5. 2015

**JOINT EXTRAORDINARY MEETING OF THE
SPREYDON/HEATHCOTE COMMUNITY BOARD
AND RICCARTON/WIGRAM COMMUNITY BOARD
11 MARCH 2015**

Minutes of a Joint Extraordinary Meeting of the Spreydon/Heathcote Community Board and Riccarton/Wigram Community Board held on Wednesday 11 March 2014 at 5.36pm in the Boardroom, Beckenham Service Centre, 66 Colombo Street.

PRESENT: Spreydon/Heathcote Community Board

Paul McMahon (Chairperson and meeting Chair), Melanie Coker, Helene Mautner, Karolin Potter and Tim Scandrett,

Riccarton/Wigram Community Board

Mike Mora (Chairperson), Natalie Bryden, Peter Laloli and Debbie Mora

APOLOGIES: Apologies for absence were received and accepted from Helen Broughton, Vicki Buck, Jimmy Chen, Phil Clearwater and Rik Tindall.

An apology for lateness was received and accepted from Melanie Coker who arrived at 5.44pm and was absent for clauses 1 and 2.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. ANNEX/BIRMINGHAM/WRIGHTS ROUTE UPGRADE

1.1 BOARD'S CONSIDERATION

The Board's considered a report seeking a recommendation to the Council to approve the preferred scheme design for the Annex/Birmingham/Wrights Route Upgrade project.

1.2 STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

1.2.1 Recommend that the Council approve the Spreydon/Heathcote components of the preferred scheme design for the Annex/Birmingham/Wrights Route Upgrade project as identified in this report and in Attachments 1 and 2.

It is recommended that the Riccarton/Wigram Community Board:

1.2.2 Recommend that the Council approve the Riccarton/Wigram components of the preferred scheme design for the Annex/Birmingham/Wrights Route Upgrade project as identified in this report and in Attachments 1 and 2.

1.3 BOARD RECOMMENDATION

1.3.1 That the Spreydon/Heathcote Community Board recommends to the Council that the staff recommendation, be adopted.

1.3.2 That the Riccarton/Wigram Community Board recommends to the Council that the staff recommendation, be adopted.

ATTACHMENT 1 TO CLAUSE 3 CONT'D

Clause 1 continued (Part B) of these minutes also refers.

(**Note:** Debbie Mora abstained from voting and requested that her abstention be recorded.)

PART B - REPORTS FOR INFORMATION

1. ANNEX/BIRMINGHAM/WRIGHTS ROUTE UPGRADE CONTINUED

Further to Clause 1 (Part A) of these minutes, the Board's also discussed the matter of the loss of on street car parking as part of the proposal, and the effects and impacts on local businesses as presented by the deputations in clause 3 below.

The Board's **decided** to request that staff further consider and report back to both Boards on the provision of off street parking options to offset the loss of on street parking spaces arising from the project, acknowledging that the post-earthquake relocation of businesses to this industrial area, has resulted in major parking impacts.

2. DECLARATIONS OF INTEREST

Nil.

3. DEPUTATIONS BY APPOINTMENT

3.1 Andrew Carver and Richard O'Brien, local business operators, addressed the meeting and presented their views and concerns on aspects of the project particularly the loss of on street parking as part of the project.

3.2 Brian Murphy, local property owner, addressed the meeting with his concerns at the proposed loss of on street parking and that there was no indication mentioned in the scheme of replacing this lost parking.

3.3 Don Babe, of Spokes Canterbury, addressed the meeting and conveyed his organisation's general support for the proposed cycling features of the project.

Clause 1 continued (Part B) of these minutes, details the Board's response to these deputations.

The meeting concluded at 7.53pm.

CONFIRMED THIS 17TH DAY OF APRIL 2015

**PAUL MCMAHON
CHAIRPERSON**

CONFIRMED THIS 14TH DAY OF APRIL 2015

**MIKE MORA
CHAIRPERSON**

14. 4. 2015

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ATTACHMENT 2 TO CLAUSE 3

14. 5. 2015

**RICCARTON/WIGRAM COMMUNITY BOARD
17 MARCH 2015**

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 17 March 2015 at 4pm in the Community Room,
Upper Riccarton Library, 71 Main South Road.**

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

APOLOGIES: Apologies for absence were received and accepted from
Jimmy Chen.

An apology for lateness was received and accepted from Vicki Buck
who arrived at 4.35pm and was absent for clauses 4, 5.1 and 5.2.

The Chairperson welcomed to the meeting, the Chief Executive, Karleen Edwards.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. RICCARTON ROAD BUS PRIORITY PROJECT - CONSULTATION

The Board considered a report seeking a recommendation to the Infrastructure, Transport and Environment Committee regarding the community and stakeholder consultation on the proposed Riccarton Road bus priority proposals.

STAFF RECOMMENDATION

It is recommended the Riccarton/Wigram Community Board recommends that the Infrastructure, Transport and Environment Committee:

- 1.1 Instruct staff to proceed with community and stakeholder consultation on the proposed Riccarton Road bus priority proposals as outlined in paragraphs 4.1, 4.2 and 4.3 which includes Option Two (Pedestrian Friendly) and Option Three (Hybrid) for the Riccarton Town Centre segment of this project in respect of the area of interest for the Riccarton/Wigram Community Board, namely, Riccarton Road between the Deans Avenue intersection and Matipo Street.
- 1.2 Instruct staff following the conclusion of the consultation process, that the analysis of the outcomes and responses and any amendments to the concept designs shall be reported to the Riccarton/Wigram Community Board by way of a Part A report; the Board recommendation will then pass to the Infrastructure, Transport and Environment Committee for consideration.

BOARD CONSIDERATION

In its deliberations, staff members in attendance spoke to the accompanying report and responded to questions from members.

Members commented on the increased presence of heavy vehicles using Riccarton Road as a through route and there was a suggestion made of applying a slower speed limit through the main commercial section of Riccarton Road.

Also raised for inclusion in the consultation material, was to show trees planted in the central median.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

1. Cont'd

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. RICCARTON/WIGRAM WARD – NAMING OF NEW RESERVES

The Board considered a report seeking a recommendation to the Council to approve the proposed reserve names and the classification of a number of local reserves in the Wigram area.

STAFF RECOMMENDATION

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

- 2.1 Approve the proposed reserve names as specified in Attachment One.
- 2.2 Approve the proposed classification of the reserves as per the Reserves Act 1977 s16 (2A) as specified in Attachment One, and the Board's recommendation be referred to the Council for adoption.

BOARD CONSIDERATION

The staff member present spoke to the accompanying report and responded to questions from members.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. WIGRAM ESTATES LIMITED – LAND EXCHANGE AND SALE

The Board considered a report seeking a recommendation to the Council to resolve to complete an exchange of land held for drainage and road purposes and to sell an area of land not now entirely required by the Council for the original roading purpose for which it was purchased.

STAFF RECOMMENDATION

That the Riccarton/Wigram Community Board recommend that the Council resolve as follows:

- 3.1 The Council resolve to exchange part of Lot 54 (coloured orange on the plan attached) for Lot 70 (coloured green on the plan attached) owned by Wigram Estates Limited. The exchange to be at equivalent value, that is no monetary transaction is required in the exchange.
- 3.2 The Council resolve to sell the lot coloured pink on the attached plan to Wigram Estates Limited at market valuation plus or minus 10 per cent but in no event less than \$216,000 inclusive of GST, being the Council's initial purchase cost.
- 3.3 The Council grant the Property Consultancy Manager delegated authority to negotiate and conclude all matters at his sole discretion associated with the land exchange and sale.

BOARD CONSIDERATION

The staff member present spoke to the accompanying report.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

4. DECLARATION OF INTEREST

Nil.

5. DEPUTATIONS BY APPOINTMENT

5.1 BRADSHAW TERRACE RESIDENTS

Greg and Natalie Sneddon of Bradshaw Terrace, addressed the Board reiterating the street resident's concerns about the current condition of Bradshaw Terrace along with associated drainage and parking issues that had most recently been raised with the Board in December 2014.

Clare Mouat also addressed the Board on these matters.

After questions from members, the Chairperson thanked Mr and Mrs Sneddon and Clare Mouat for bringing their concerns to the Board.

Members restated that the Board would be including these matters in its own submission to the Council's Draft Long Term Plan and the residents were encouraged to do the same.

The Board **decided** to request an update from staff on the status of Bradshaw Terrace in relation to the Council's capital programme including associated drainage issues and to note from the deputation's submissions that the recent maintenance work on the road surface has seemingly not been successful.

5.2 TEMPLETON RESIDENTS' ASSOCIATION

Raewyn Newnham and Peter Peterson, on behalf of the Templeton Residents' Association, addressed the Board on the matter of localised historic flooding and drainage related issues in Templeton.

After questions from members, the Chairperson thanked Raewyn Newnham and Peter Peterson for their deputation.

The Board **decided** that the submission from the Templeton Residents' Association be received and that the flooding and drainage issues raised, be referred to staff for consideration and response back to the Board.

Clause 7.1 of these minutes, records a separate Board decision requesting that a bus shelter be installed in Templeton.

5.3 DISABLED PERSONS ASSEMBLY

Philip Haythornthwaite, President, Disabled Persons Assembly Christchurch and Districts, addressed the Board and requested the relocation of a bus stop in Mandeville Street in the vicinity of the Philatelic Centre.

The Board also **received** some written views on the matter from the Central Riccarton Residents' Association.

After questions from members, the Chairperson thanked Philip Haythornthwaite for his presentation.

The Board **decided** that the submission from the Disabled Persons Assembly be received and the matters raised be referred to staff for consideration and response back to the Board.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

5. Cont'd

5.4 OWAKA PIT

The Board **agreed** to receive a late deputation on the matter of Owaka Pit.

Peter Dellaca and Kay Stieller representing the Awatea Residents' Association, and Julie Chivas from Wigram Skies, addressed the Board regarding the local community's ongoing concerns regarding the issues associated with medium density fibreboard (MDF) at the Owaka Pit site.

The Council's Inspections and Enforcement Unit Manager was in attendance to speak to the Board and to take questions from members on the matter. A tabled memorandum from her was **received**.

Following members questions to the deputation representatives, the Chairperson thanked the deputations for attending and presenting their concerns to the Board.

Clause 7.2 (Part B) of these minutes records the Board's decision on this matter.

6. PETITIONS

Nil.

7. NOTICES OF MOTION

The following Notices of Motion were moved by Helen Broughton, seconded by Debbie Mora:

7.1 KIRK ROAD – BUS SHELTER

That the Riccarton/Wigram Community Board requests that a bus shelter be provided in Kirk Road, Templeton, in response to the request from the Templeton Residents' Association.

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

7.2 OWAKA PIT

7.2.1 That the Riccarton/Wigram Community Board seek to commission an independent scientific study which may include testing to address questions relating to the Medium Density Fibreboard (MDF) at Owaka pit. The following questions to be addressed in the study:

7.2.1.1 Is the MDF waste at Owaka pit a recyclable material and does it have viability as a hog fuel use?

7.2.1.2 Once the MDF material is burnt does it still remain MDF? If not what is the description of the material.

7.2.1.3 Is the burnt MDF inflammable and does it fit into being a recyclable material?

7.2.1.4 Can you outline any scientific evidence supporting that the MDF present at Owaka Pit is recyclable?

7.2.1.5 It is known that MDF waste has been dumped at the Owaka Pit for over 10 years. Is there any evidence of a recycling process being in place for the MDF, or having ever been in place for the MDF?

7.2.1.6 We understand the only recyclable use of MDF waste is as hog fuel - is that correct? Are there any plants in the South Island which would accept MDF material from the Owaka Pit? If so, could you clarify which plants.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

7. Cont'd

7.2.1.7 *If not recycled or recyclable as hog fuel how best should this material be disposed of?*

7.2.1.8 *Are there other risks with the burnt or other MDF waste remaining at Owaka Pit?*

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

Further, the Board **decided**:

7.2.2 To request that staff initiate a review of the original 2005 resource consent conditions on the issues presented to the Board, in relation to Owaka Holdings Limited (Owaka Pit).

7.2.3 To request that Environment Canterbury initiate a review of its air and storm water discharge consents in relation to Owaka Holdings Limited.

8. CORRESPONDENCE

Nil.

9. BRIEFINGS

Chris Gregory, Unit Manager Assets and Network, provided a status briefing to the Board on the matter of the pedestrian crossing facility on Waimairi Road associated with the University of Canterbury's Ilam and Dovedale Campuses.

The Board **decided** that the tabled information update, be **received**.

10. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** a status update on its 2014/15 funding and it was noted that its Submissions Committee would be convened in the near future to prepare a draft Board submission on the Council's 2015/25 Draft Long Term Plan for adoption by the Board in due course.

11. MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Independent Hearings Panel – recent mediation on the Residential Chapter of the District Plan Review.
- Minister of Housing - pending public announcement regarding the new subdivision on part of the Riccarton Racecourse site.

12. MEMBERS' QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MINUTES – 3 MARCH 2015

The Board **resolved** that the minutes of its Ordinary Meeting of 3 March 2015, be confirmed.

14. PROPOSED NEW ROAD AND RIGHT-OF-WAY NAMES

The Board considered a report seeking approval for the naming of eight new roads and four new rights-of-way.

The Board **resolved** to approve the following names:

14.1.1 Knights Stream Park – Killarney Avenue, Bouma Street, Kokoda Street and Harz Street (alternatively Lorentz Street, Patagonia Street, Bilivar Street and Amazonia Street).

14.1.2 Kintyre Estates – Ardnave Lane, Ciaran Close, Glenbarr Lane, Strone Close, Torbeg Lane and Kilkivan Lane.

Further, the Board decided to **decline** the requested name for the private lane of 'Seymour Street' at 69 Shands Road (from Shands Road south east).

15. NEW HALSWELL FACILITY - NAMING

The Board considered a report seeking approval for the naming of the new Halswell facility arising from consultation with the community, rūnanga (Taumutu and Ngāi Tuahuri) and Mahaanui Kurataiao Ltd (MKT).

Representatives of Ngai Tuahuri and MKT were attendance and addressed the Board in support of the proposed name.

The Board **resolved**:

15.1 To endorse the recommendation as determined by the community competition to accept the name of the Halswell Centre.

15.2 To endorse that the Māori name Te Hāpua fronts the English name as it captures the spirit of the local area and landscape and also has cultural significance and accordingly, formally adopts that the name of the facility be Te Hāpua: Halswell Centre.

16. RICcarton/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – APPLICATION – UNIVERSITY OF CANTERBURY ATHLETICS CLUB INC.

The Board considered a report seeking approval to allocate funding from its 2014/15 Discretionary Response Fund.

The Board **resolved** to make a grant of \$500 from its 2014/15 Discretionary Response Fund to the University of Canterbury Athletics Club Inc. towards track hire and coaching costs.

17. RICcarton/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION – EMMA SWAIN

The Board considered a report seeking approval to allocate funding from its 2014/15 Youth Development Fund.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

17. Cont'd

The Board **resolved** to make a grant of \$300 from its 2014/15 Youth Development Fund to Emma Swain towards the cost of participation in the Mind Body Soul Course at Outward Bound from 5 to 25 July 2015.

18. CORSAIR DRIVE AND THE RUNWAY – BUS STOP RELOCATIONS

The Board considered a report seeking approval to relocate and approve three new bus stop locations associated with Environment Canterbury's Metro Review.

The Board **resolved** to:

Corsair Drive Stop

- 18.1 Revoke all existing parking restrictions on the south western side of Corsair Drive commencing at a point 100 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of 26 metres.
- 18.2 Approve that the stopping of vehicles be prohibited at any time on the south western side of Corsair Drive commencing at a point 100 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of four metres.
- 18.3 Approve that a marked bus stop be installed on the south western side of Corsair Drive commencing at a point 104 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of 14 metres.
- 18.4 Approve that the stopping of vehicles be prohibited on the south western side of Corsair Drive commencing at a point 118 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of eight metres.

The Runway Stops (Pair near Kittyhawk Avenue)

- 18.5 Revoke all existing parking restrictions on the south eastern side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.
- 18.6 Approve that a marked bus stop be installed on the south eastern side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.
- 18.7 Revoke all existing parking restrictions on the north western side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.
- 18.8 Approve that a marked bus stop be installed on the north western side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.

The Runway (Previous resolutions to revoke to return to parking)

- 18.9 Revoke all existing parking restrictions on the south eastern side of The Runway commencing at a point 44 metres south west of its intersection with Deal Street and extending in a south westerly direction for a distance of 16 metres.
- 18.10 Revoke all existing parking restrictions on the north western side of The Runway commencing at a point 18 metres north east of its intersection with Keene Street and extending in a north easterly direction for a distance of 22 metres.

19. DELAMAIN SUBDIVISION – PROPOSED INTERSECTION CONTROLS AND NO STOPPING RESTRICTIONS

The Board considered a report seeking approval for intersection controls and no stopping restrictions to be installed in the Delamain Subdivision.

The Board **resolved** to:

Give Way Controls

- 19.1 Approve that a Give Way control be placed against FW Delamain Drive at its intersection with Buchanans Road.
- 19.2 Approve that a Give Way control be placed against Cognac Drive at its intersection with Jarnac Boulevard.
- 19.3 Approve that a Give Way control be placed against Cellars Way at its intersection with Cognac Drive.
- 19.4 Approve that a Give Way control be placed against Famille Close at its intersection with Cognac Drive.
- 19.5 Approve that a Give Way control be placed against Philippe Avenue on its south western approach to the intersection with Cognac Drive.
- 19.6 Approve that a Give Way control be placed against Philippe Avenue on its north eastern approach to the intersection with Cognac Drive.
- 19.7 Approve that a Give Way control be placed against Jacques Way on its south western approach to the intersection with Cognac Drive.
- 19.8 Approve that a Give Way control be placed against Jacques Way on its north eastern approach to the intersection with Cognac Drive.

Stop Controls

- 19.9 Approve that a Stop control be placed against Jarnac Boulevard at its intersection with Buchanans Road.
- 19.10 Approve that a Stop control be placed against Little Oaks Drive at its intersection with Buchanans Road.

No Stopping Restrictions

- 19.11 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Little Oaks Drive and extending in a south easterly direction for a distance of 13 metres.
- 19.12 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Little Oaks Drive and extending in a north westerly direction for a distance of 13 metres.
- 19.13 Approve that the stopping of vehicles be prohibited at all times on the north west side of Little Oaks Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 27 metres.
- 19.14 Approve that the stopping of vehicles be prohibited at all times on the south east side of Little Oaks Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 27 metres.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

19. Cont'd

- 19.15 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 19 metres.
- 19.16 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Jarnac Boulevard and extending in a north westerly direction for a distance of 95 metres.
- 19.17 Approve that the stopping of vehicles be prohibited at all times on the north west side of Jarnac Boulevard commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 35 metres.
- 19.18 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 56 metres.
- 19.19 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with FW Delamain Drive and extending in a south easterly direction for a distance of 14 metres.
- 19.20 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with FW Delamain Drive and extending in a north westerly direction for a distance of 88 metres.
- 19.21 Approve that the stopping of vehicles be prohibited at all times on the north west side of FW Delamain Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 16 metres.
- 19.22 Approve that the stopping of vehicles be prohibited at all times on the south east side of FW Delamain Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 16 metres.
- 19.23 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Charente Way and extending in a north easterly direction for a distance of 14 metres.
- 19.24 Approve that the stopping of vehicles be prohibited at all times on the north east side of Charente Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 47 metres.
- 19.25 Approve that the stopping of vehicles be prohibited at all times on the south west side of Charente Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 42 metres.
- 19.26 Approve that the stopping of vehicles be prohibited at all times on the east side of Jarnac Boulevard commencing at its intersection with Champagne Avenue and extending in a southerly direction for a distance of 22 metres.
- 19.27 Approve that the stopping of vehicles be prohibited at all times on the east side of Jarnac Boulevard commencing at its intersection with Champagne Avenue and extending in a northerly direction for a distance of 47 metres.
- 19.28 Approve that the stopping of vehicles be prohibited at all times on the north side of Champagne Avenue commencing at its intersection with Jarnac Boulevard and extending in an easterly direction for a distance of 21 metres.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

19. Cont'd

- 19.29 Approve that the stopping of vehicles be prohibited at all times on the south side of Champagne Avenue commencing at its intersection with Jarnac Boulevard and extending in an easterly direction for a distance of 21 metres.
- 19.30 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Millesimes Way and extending in a south westerly direction for a distance of 47 metres.
- 19.31 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Millesimes Way and extending in a north easterly direction for a distance of 12 metres.
- 19.32 Approve that the stopping of vehicles be prohibited at all times on the north east side of Millesimes Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 19 metres.
- 19.33 Approve that the stopping of vehicles be prohibited at all times on the south west side of Millesimes Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 13 metres.
- 19.34 Approve that the stopping of vehicles be prohibited at all times on the north west side of Jarnac Boulevard commencing at its intersection with Cognac Drive and extending in a north easterly direction for a distance of 48 metres.
- 19.35 Approve that the stopping of vehicles be prohibited at all times on the north west side of Jarnac Boulevard commencing at its intersection with Cognac Drive and extending in a south westerly direction for a distance of 24 metres.
- 19.36 Approve that the stopping of vehicles be prohibited at all times on the south west side of Cognac Drive commencing at its intersection with Jarnac Boulevard and extending in a north westerly direction for a distance of 23 metres.
- 19.37 Approve that the stopping of vehicles be prohibited at all times on the north east side of Cognac Drive commencing at its intersection with Jarnac Boulevard and extending in a north westerly direction for a distance of 21 metres.
- 19.38 Approve that the stopping of vehicles be prohibited at all times on the west side of Jarnac Boulevard commencing at its intersection with Cellars Way and extending in a northerly direction for a distance of 15 metres.
- 19.39 Approve that the stopping of vehicles be prohibited at all times on the west side of Jarnac Boulevard commencing at its intersection with Cellars Way and extending in a southerly direction for a distance of 13 metres.
- 19.40 Approve that the stopping of vehicles be prohibited at all times on the south side of Cellars Way commencing at its intersection with Jarnac Boulevard and extending in a westerly direction for a distance of eight metres.
- 19.41 Approve that the stopping of vehicles be prohibited at all times on the north side of Cellars Way commencing at its intersection with Jarnac Boulevard and extending in a westerly direction for a distance of eight metres.

20. JIPCHO ROAD/MCALPINE STREET INTERSECTION – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval to install no stopping restrictions at the intersection of Jipcho Road and McAlpine Street.

The Board **resolved** to:

- 20.1 Revoke all existing parking and stopping restrictions on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.2 Approve that the stopping of vehicles be prohibited at any time on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.3 Revoke all existing parking and stopping restrictions on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in a westerly direction for a distance of 37 metres.
- 20.4 Approve that the stopping of vehicles be prohibited at any time on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in a westerly direction for a distance of 37 metres.
- 20.5 Revoke all existing parking and stopping restrictions on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.6 Approve that the stopping of vehicles be prohibited at any time on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.7 Revoke all existing parking and stopping restrictions on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in a westerly direction for a distance of 19 metres.
- 20.8 Approve that the stopping of vehicles be prohibited at any time on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in a westerly direction for a distance of 19 metres.
- 20.9 Revoke all existing parking and stopping restrictions on the western side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 57 metres.
- 20.10 Approve that the stopping of vehicles be prohibited at any time on the western side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 57 metres.
- 20.11 Revoke all existing parking and stopping restrictions on the eastern side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 19 metres.
- 20.12 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 19 metres.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

21. ALLOY STREET/NGA MAHI ROAD INTERSECTION – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval to install no stopping restrictions at the intersection of Alloy Street and Nga Mahi Road.

The Board **resolved** to:

- 21.1 Revoke all existing parking and stopping restrictions within Alloy Street.
- 21.2 Approve that the stopping of vehicles be prohibited at any time on the western side of Alloy Street commencing at its intersection with Main South Road and extending in a southerly direction for a distance of 55 metres.
- 21.3 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Alloy Street commencing at its intersection with Main South Road and extending in a southerly direction to its intersection with Nga Mahi Road.
- 21.4 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Alloy Street commencing at its intersection with Nga Mahi Road and extending in a southerly direction for a distance of 16 metres.
- 21.5 Revoke all existing parking and stopping restrictions on the north eastern side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 39 metres.
- 21.6 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 39 metres.
- 21.7 Revoke all existing parking and stopping restrictions on the south western side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 12 metres.
- 21.8 Approve that the stopping of vehicles be prohibited at any time on the south western side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 12 metres.

22. WIGRAM SKIES SUBDIVISION (PART 1) – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval to install no stopping restrictions within the Wigram Skies Subdivision (Part 1).

The Board **resolved**:

- 22.1 That the stopping of vehicles be prohibited at any time on the north east side of Harvard Avenue commencing at its intersection with Main South Road and extending in a south easterly direction for a distance of 54 metres.
- 22.2 That the stopping of vehicles be prohibited at any time on the south west side of Harvard Avenue commencing at its intersection with Main South Road and extending in a south easterly direction for a distance of 49 metres.
- 22.3 That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at its intersection with Henry Wigram Drive and extending in a south westerly direction for a distance of 10 metres.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

22. Cont'd

- 22.4 That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at its intersection with Henry Wigram Drive and extending in a north easterly direction for a distance of 15 metres.
- 22.5 That the stopping of vehicles be prohibited at any time on the north east side of Henry Wigram Drive commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 10 metres.
- 22.6 That the stopping of vehicles be prohibited at any time on the south west side of Henry Wigram Drive commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 10 metres.
- 22.7 That the stopping of vehicles be prohibited at any time on the south side of Henry Wigram Drive commencing at its intersection with Consul Place and extending in a westerly direction for a distance of 13 metres.
- 22.8 That the stopping of vehicles be prohibited at any time on the south side of Henry Wigram Drive commencing at its intersection with Consul Place and extending in an easterly direction for a distance of 70 metres.
- 22.9 That the stopping of vehicles be prohibited at any time on the east side of Consul Place commencing at its intersection with Henry Wigram Drive and extending in a southerly direction for a distance of 16 metres.
- 22.10 That the stopping of vehicles be prohibited at any time on the west side of Consul Place commencing at its intersection with Henry Wigram Drive and extending in a southerly direction for a distance of 16 metres.
- 22.11 That the stopping of vehicles be prohibited at any time on the north west side of Henry Wigram Drive commencing at its intersection with Electra Place and extending in a north easterly direction for a distance of 10 metres.
- 22.12 That the stopping of vehicles be prohibited at any time on the north west side of Henry Wigram Drive commencing at its intersection with Electra Place and extending in a south westerly direction for a distance of 10 metres.
- 22.13 That the stopping of vehicles be prohibited at any time on the south west side of Electra Place commencing at its intersection with Henry Wigram Drive and extending in a north westerly direction for a distance of 17 metres.
- 22.14 That the stopping of vehicles be prohibited at any time on the north east side of Electra Place commencing at its intersection with Henry Wigram Drive and extending in a north westerly direction for a distance of 17 metres.
- 22.15 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Henry Wigram Drive and extending in a northerly direction for a distance of 12 metres.
- 22.16 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Henry Wigram Drive and extending in a southerly direction for a distance of 12 metres.
- 22.17 That the stopping of vehicles be prohibited at any time on the south side of Henry Wigram Drive commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 18 metres.

ATTACHMENT 2 TO CLAUSE 3 CONT'D

22. Cont'd

- 22.18 That the stopping of vehicles be prohibited at any time on the north side of Henry Wigram Drive commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 22 metres.
- 22.19 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Iroquois Place and extending in a northerly direction for a distance of 17 metres.
- 22.20 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Iroquois Place and extending in a southerly direction for a distance of 12 metres.
- 22.21 That the stopping of vehicles be prohibited at any time on the south side of Iroquois Place commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 21 metres.
- 22.22 That the stopping of vehicles be prohibited at any time on the north side of Iroquois Place commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 17 metres.
- 22.23 That the stopping of vehicles be prohibited at any time on the south east side of Harvard Avenue commencing at its intersection with Red Checkers Place and extending in a south westerly direction for a distance of 12 metres.
- 22.24 That the stopping of vehicles be prohibited at any time on the south east side of Harvard Avenue commencing at its intersection with Red Checkers Place and extending in a north easterly direction for a distance of 12 metres.
- 22.25 That the stopping of vehicles be prohibited at any time on the north east side of Red Checkers Place commencing at its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 24 metres.
- 22.26 That the stopping of vehicles be prohibited at any time on the south west side of Red Checkers Place commencing at its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 16 metres.
- 22.27 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Mustang Avenue and extending in a north westerly direction for a distance 12 metres.
- 22.28 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at a point 86 metres south east of its intersection with Harvard Avenue and extending in a south easterly direction for a distance of six metres.
- 22.29 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Mustang Avenue and extending in a south easterly direction for a distance of 20 metres.
- 22.30 That the stopping of vehicles be prohibited at any time on the south east side of Mustang Avenue commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 14 metres.
- 22.31 That the stopping of vehicles be prohibited at any time on the north west side of Mustang Avenue commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 14 metres.

22. Cont'd

- 22.32 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 13 metres.
- 22.33 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at a point 56 metres north west of its intersection with Mustang Avenue and extending in a north westerly direction for a distance of 18 metres.
- 22.34 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at its intersection with Harvard Avenue and extending in a north westerly direction for a distance of 12 metres.
- 22.35 That the stopping of vehicles be prohibited at any time on the north west side of Harvard Avenue commencing at its intersection with Corsair Drive and extending in a north easterly direction for a distance of 19 metres.
- 22.36 That the stopping of vehicles be prohibited at any time on the south east side of Harvard Avenue commencing at its intersection with Corsair Drive and extending in a north easterly direction for a distance of 19 metres.
- 22.37 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Grebe Place and extending in a north westerly direction for a distance of 12 metres.
- 22.38 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at a point 172 metres north west of its intersection with Harvard Avenue and extending in a north westerly direction of 15 metres.
- 22.39 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Grebe Place and extending in a south easterly direction for a distance of 19 metres.
- 22.40 That the stopping of vehicles be prohibited o at any time n the south east side of Grebe Place commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 14 metres.
- 22.41 That the stopping of vehicles be prohibited at any time on the north west side of Grebe Place commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 17 metres.

The meeting concluded at 7.06pm.

CONFIRMED THIS 14TH DAY OF APRIL 2015

**MIKE MORA
CHAIRPERSON**

14. 4. 2015

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ATTACHMENT 3 TO CLAUSE 3

14. 5. 2015

**RICCARTON/WIGRAM COMMUNITY BOARD
31 MARCH 2015**

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 31 March 2015 at 4pm in the Community Room,
Upper Riccarton Library, 71 Main South Road.**

PRESENT: Mike Mora (Chairperson), Helen Broughton, and Peter Laloli

APOLOGIES: Apologies for absence were received and accepted from
Natalie Bryden, Jimmy Chen, Vicki Buck and Debbie Mora.

The Board reports that:

PART B - REPORTS FOR INFORMATION

In accordance with Standing Order 3.5, the meeting lapsed due to the failure of a quorum.

The intended business of the meeting stands adjourned until the next Ordinary Meeting of the Board on 14 April 2015.

The meeting concluded at 4.10pm.

CONFIRMED THIS 14TH DAY OF APRIL 2015

**MIKE MORA
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 UNIVERSITY OF CANTERBURY RE WAIMAIRI ROAD AT DOVEDALE AVENUE

Sander Kriek, Stakeholder Relations Advisor, University of Canterbury, has been granted speaking rights to address the Board in relation to Waimairi Road at Dovedale Avenue - Signalised Pedestrian and Cycle Crossing.

Clause 15 of the agenda refers.

5. PETITIONS

6. NOTICES OF MOTION

6.1 OWAKA PIT

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

That the Riccarton/Wigram Community Board allocate up to \$5,000 from its 2014/15 Discretionary Response Fund to provide answers to the following questions in relation to the matter of Medium Density Fibreboard (MDF) at Owaka Pit:

1. *Is the MDF waste at Owaka Pit a recyclable material and does it have viability as a hog fuel use?*
2. *Once the MDF material is burnt does it still remain MDF? If not what is the description of the material.*
3. *Is the burnt MDF inflammable and does it fit into being a recyclable material?*
4. *Can you outline any scientific evidence supporting that the MDF present at Owaka Pit is recyclable?*
5. *It is known that MDF waste has been dumped at the Owaka Pit for over 10 years. Is there any evidence of a recycling process being in place for the MDF, or having ever been in place for the MDF?*
6. *We understand the only recyclable use of MDF waste is as hog fuel - is that correct? Are there any plants in the South Island which would accept MDF material from the Owaka pit? If so, which plants?*
7. *If not recycled or recyclable as hog fuel how best should this material be disposed of?*
8. *Are there other risks with the burnt or other MDF waste remaining at Owaka Pit?*

7. CORRESPONDENCE

8. BRIEFINGS

8.1 CULTURE GALORE

Tracy Tai, Acting Community Recreation Adviser, will provide feedback on the recent Culture Galore event held at Ray Blank Park.

9. MENIN GATE CRESCENT - ROAD NAMING

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Planning Officer, Strategy and Planning Group	N	
Officer responsible:	Resource Consents Unit Manager	N	
Author:	Subdivisions Officer (Bob Prichard)	Y	941-8644

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to obtain the Riccarton/Wigram Community Board's approval for the naming of a new road.
- 1.2 This is a staff initiated report resulting from naming requests from the subdivision developer.

2. EXECUTIVE SUMMARY

- 2.1 The Community Boards in Christchurch City have delegated authority from the Christchurch City Council to approve road and right-of-way names.
- 2.2 The Australian/New Zealand Standard for Road Types states that a crescent shaped road, especially where both ends of the road join the same road shall be called a "Crescent".
- 2.3 The name proposed for this road is Menin Gate Crescent.

3. BACKGROUND

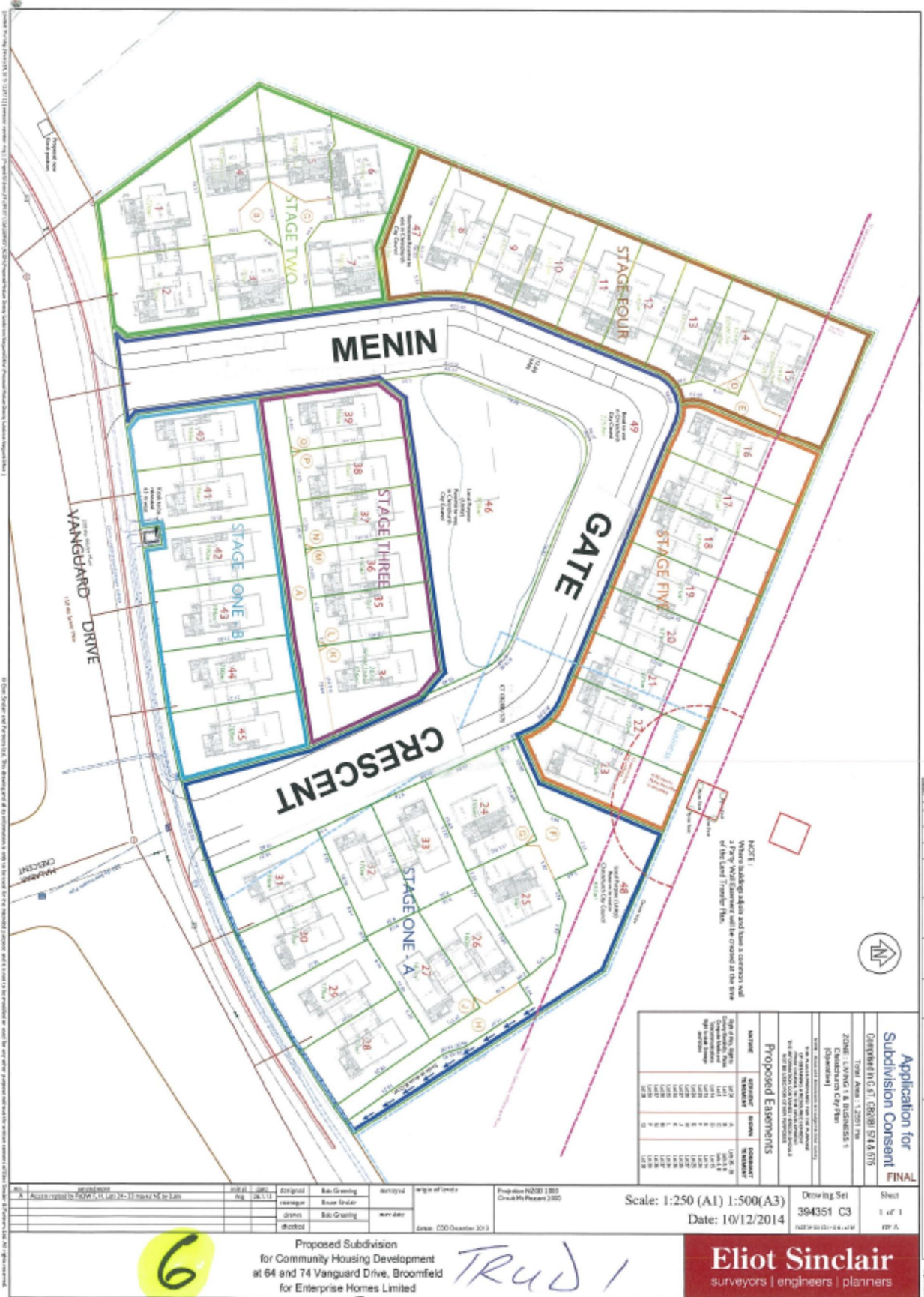
- 3.1 The Menin Gate Memorial is a war memorial in Ypres, Belgium, dedicated to the British and Commonwealth soldiers who were killed in the Ypres Salient of World War I and whose graves are unknown. The memorial is located at the eastern exit of the town and marks the starting point of one of the roads that led out of town which led Allied soldiers to the front line. Designed by Sir Reginald Blomfield, built and maintained by the Commonwealth War Graves Commission, the Menin Gate Memorial was unveiled on 24 July 1927. The name is considered appropriate, particularly given the number of events currently being held to commemorate the 100 years since World War I. There is a connection as well with the road from which this crescent runs off, Vanguard Drive. Vanguard is the name given to the leading part of an advancing military formation.
- 3.2 It would have been desirable to call the road "Menin Gate", however Land Information New Zealand do not recognise "Gate" as a road name suffix.

4. FINANCIAL IMPLICATIONS

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

5. STAFF RECOMMENDATION

- 5.1 It is recommended that the Riccarton/Wigram Community Board approve the road name of Menin Gate Crescent.



10. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – APPLICATION - HEI HEI BROOMFIELD COMMUNITY DEVELOPMENT TRUST

		Contact	Contact Details
Executive Leadership Team Responsible:	Director, Office of the Chief Executive	N	
Officer Responsible:	Unit Manager Community Governance and Support	N	
Author	Karla Gunby, Strengthening Communities Adviser	Y	941-6705

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is for the Riccarton/Wigram Community Board to consider the funding application from the Hei Hei Broomfield Community Development Trust for the Opening Ceremony project for the amount of \$1,150 from its 2014/15 Discretionary Response Fund.
- 1.2 This is a staff initiated report.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable.

3. BACKGROUND

- 3.1 The purpose of the Fund is to assist community groups where the project and funding request falls outside other Council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
- 3.2 At its meeting on 22 April 2010, the Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
- 3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - 3.3.1 Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - 3.3.2 Projects or initiatives that change the scope of a Council project; and
 - 3.3.3 Projects or initiatives that will lead to ongoing operational costs to the Council.

The Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (3.3.2) and (3.3.3)."*

4. COMMENT

- 4.1 In 2014/15, the total budget available for allocation in the Riccarton/Wigram Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
- 4.2 Based on the above criteria, the application from the Hei Hei Broomfield Community Development Trust is eligible for funding.
- 4.3 Detailed information on the application and staff comments are included in the Decision Matrix (**Attachment 1**)

10. Cont'd

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently a balance of \$28,122 in the Board's 2014/15 Discretionary Response Fund.
- 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 approve a grant of \$750 from its 2014/15 Discretionary Response Fund to the Hei Hei Broomfield Community Development Trust towards the tree and promotions for the Hei Hei Broomfield Community Development Trust Building Opening Ceremony.

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.

00053102	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	<p>Organisation Details</p> <p>Service Base: 126 Hei Hei Road Legal Status: Incorporated Society Established: 18/07/2008</p> <p>Target groups: Isolated Hei Hei/ Broomfield Residents, People on Limited Incomes, Older Adults, Families</p> <p>Annual Volunteer Hours: 1275 Project Participants: 121</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Strategy: 4, 5, 6 Riccarton/Wigram Community Board Objectives: 2 <p>CCC Funding History</p> <p>2014/15 - \$2,450 (Programme Costs) SGF 2013/14 - \$2,000 (Programme Costs) SGF 2013/14 - \$6,000 (Rent) SCF 2013/14 - \$325,000 (Purchase of Building) CEF 2012/13 - \$500 (Equipment) SGF 2012/13 - \$2,000 (Operational Costs) SGF 2012/13 - \$1,500 (Programme Costs) SGF</p>	<p>Opening Ceremony</p> <p>The Hei Hei Broomfield Community Development Trust board wishes to hold a celebration to open and rename their building.</p>	<p>\$ 1,270</p> <p>\$ Requested</p> <p>\$ 1,150 (91% requested)</p>	<p>Food - \$400 Invitations/Postage/Signs - \$550 Tree - \$200</p>	<p>\$ 750</p> <p>That the Riccarton/Wigram Community Board makes a grant of \$750 to Hei Hei Broomfield Community Development Trust towards the tree and promotions for the Hei Hei Broomfield Community Development Trust Building Opening Ceremony.</p>	2
		<p>Other Sources of Funding (This Project Only)</p> <p>Funds on Hand - \$120</p> <p>Staff Assessment</p> <p>In 2014 the Hei Hei Broomfield Community Development Trust purchased the building formally known as St Adams Church. This purchase was made possible through Capital Endowment Fund.</p> <p>The Board wishes to hold an Opening Ceremony special celebratory lunch on the 27 March 2015 at 12pm. The building will be renamed and opened. Invitations will be open to the public, local community or organisations and the Christchurch City Council who have supported their work over the years and made the building purchase possible.</p> <p>They intend to hold a 2 course meal. In between courses there will be an unveiling of the new sign and name, a cutting of the cake and planting of a tree. It is hoped that between 50 to 80 people from the local area will attend.</p> <p>This type of occasion is an ideal opportunity for the Trust to highlight their services and publicise their new name as well as thank the local community for their support.</p>				

11. WIGRAM ROAD LOCAL PURPOSE RESERVE - CHANGE OF RESERVE CLASSIFICATION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Parks	N	
Author:	Dan Egerton, Property Consultant	Y	941-8477

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to publicly notify the partial change of classification, and partial revocation of 3.1162 hectares of the Local Purpose (Drainage) Reserve, legally described as Section 1-2 Survey Office Plan 447161 (refer **Attachment 1**), to Recreation Reserve. The Board has delegated authority from the Council for reserve change of classifications.
- 1.2 This is required in order to create 7,490 square metres of Recreation Reserve, the remaining 23,672 square metres will be retained for stormwater from the proposed subdivision. The costs associated with this change of classification and partial revocation will be covered by the subdivision developers Reserve Development Contributions.

2. EXECUTIVE SUMMARY

- 2.1 The land was acquired by the Council in December 2012 for stormwater and drainage purposes in anticipation of the adjoining land being developed into residential housing.
- 2.2 The developer has opted to contribute money, as opposed to land, as payment for their Reserve Development Contributions. The proposed subdivision will not have a playground in the development and therefore the Council is seeking to create a recreation reserve on the adjoining drainage reserve land. All of the existing drainage reserve is not required for stormwater mitigation from the adjoining subdivision. The proposed recreation reserve will contain a playground and open green space for the community to enjoy.
- 2.3 A portion of the Recreation Reserve will be utilised as car-parking for the purposes of the public enjoying the reserve.
- 2.4 It will be necessary for the Council to undertake a subdivision as it is not possible to have multiple reserve classifications over one parcel of land.
- 2.5 The proposed areas are shown on the attached plan with Section 3 being retained as Local Purpose (Drainage) Reserve, and Sections 1 and 2, proposed to be changed to Recreation Reserve.

3. BACKGROUND

- 3.1 Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 24 November 2011. The delegations table for the Community Boards under section 5.3 Change of Classification delegated to all Community Boards states: Change of classification or purpose or revocation of a reserve (sections 24 and 24A of the Reserves Act 1977).
- 3.2 The Reserves Act 1977, Section 24 (1) clarifies the Local Authority as the administering body and outlines the circumstances and process for changing and revoking the classification of reserves. Section 24 (2) states the requirement to publicly notify the proposed change of classification and the right of objection to the change provided it is within one month after the date of the first publication of the notice. The administering body after considering the objections and making a resolution is to notify the Department

11. Cont'd

of Conservation of the change and for the change of classification to be notified in the Gazette.

4. **COMMENT**

- 4.1 The chance of reserve classification under the Reserves Act 1977 s24 2(c) states: "Every person claiming to be affected by the proposed change of classification ... shall have the right of objection ... at any time within one month after the date of the first publication of the notice of the proposal".
- 4.2 If there are submissions received a hearings panel will need to hear said submissions and give due consideration to them before making a recommendation back to the Community Board.
- 4.3 If no submissions are received the Community Board has the delegation to make the decision.

5. **FINANCIAL IMPLICATIONS**

- 5.1 The costs associated with this process will be covered by the Reserve Development Contributions from the adjoining subdivision. A Private Development Agreement has been entered into between the Developer and the Council to include the development of the recreation reserve on the Council land adjoining the subdivision, as per the Development Contributions Policy 2013-22.

6. **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approves the public notification of its intention to pass a resolution to change the classification of 7,490 square metres the Local Purpose (Drainage) Reserve being Section 1-2 Survey Office Plan 447161 (refer **Attachment 1**) to Recreation Reserve; in a local paper and calls for objections and/or submissions in writing allowing for at least a period of one month for submissions to be made pursuant to Section 24(2)(c) Reserves Act 1977; and
- 6.2 That if no submissions are received the Riccarton/Wigram Community Board approve to change the classification of 7,490 square metres the Local Purpose (Drainage) Reserve being Section 1-2 Survey Office Plan 447161 to Recreation Reserve; or
- 6.3 That if submissions are received, a Hearings Panel will be appointed to hear said submissions and make a recommendation to the Riccarton/Wigram Community Board in regards to the above.
- 6.4 That the Community Board notes that staff will undertake a subdivision in order to facilitate the dual reserve statuses.
- 6.5 Delegates authority to the Property Consultancy Manager to implement all of the above.



Title Plan - SO 480143

Survey Number SO 480143
Surveyor Reference C18296/2 Legalisation
Surveyor Warren John McCall
Survey Firm Davie Lovell-Smith Ltd
Surveyor Declaration

Survey Details

Dataset Description Sections 1 - 3
Status Initiated
Land District Canterbury
Submitted Date

Survey Class Class A
Survey Approval Date
Deposit Date

Territorial Authorities

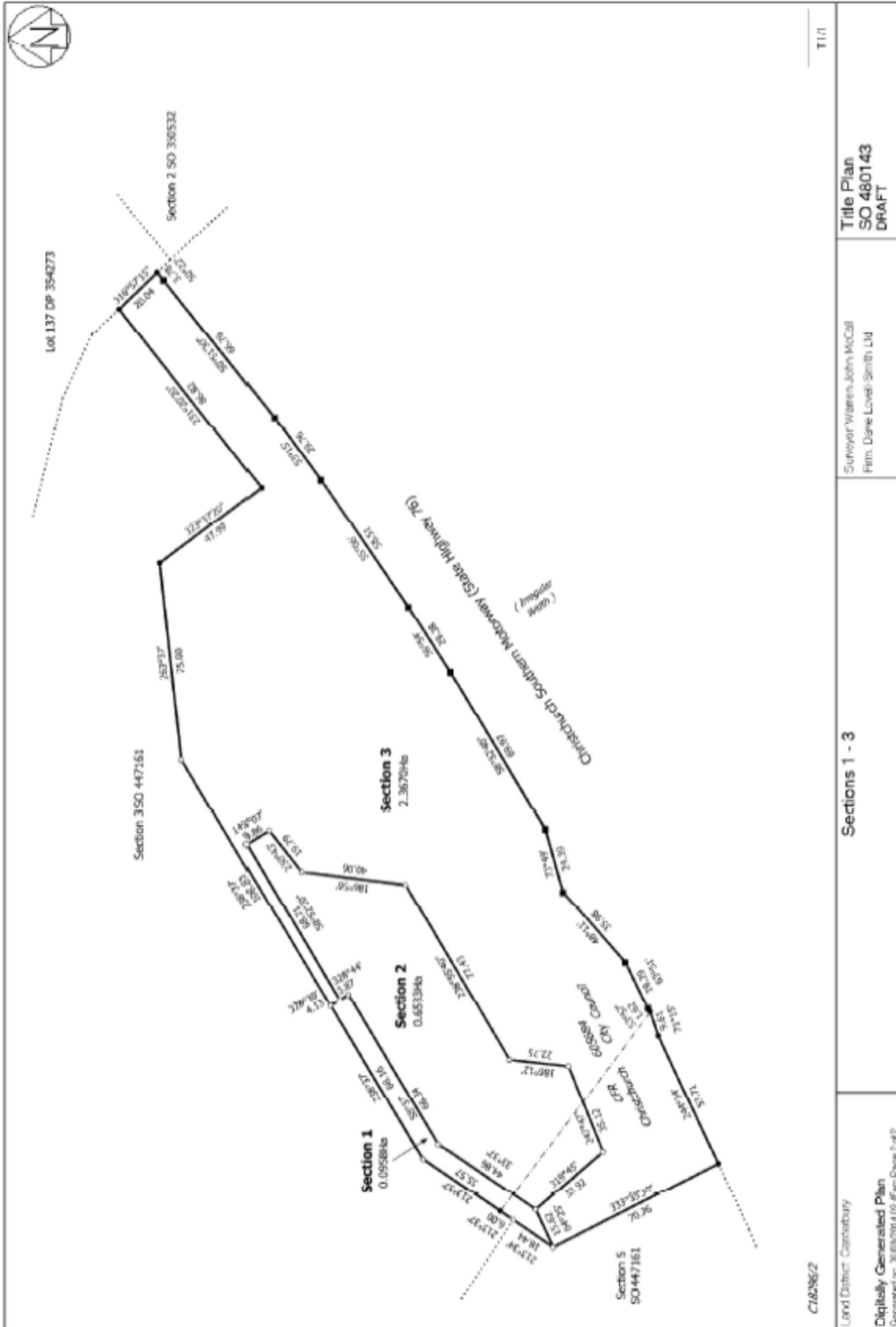
Christchurch City

Comprised In

CT 605684

Created Parcels

Parcels	Parcel Intent	Area	CT Reference
Section 1 Survey Office Plan 480143	Legalisation	0.0958 Ha	
Section 3 Survey Office Plan 480143	Legalisation	2.3670 Ha	
Section 2 Survey Office Plan 480143	Legalisation	0.6533 Ha	
Total Area		3.1161 Ha	



12. KIRKWOOD SUBDIVISION - ROAD RESERVES TO BE DEDICATED AS ROAD

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer	N	
Officer responsible:	Unit Manager Assets and Networks	N	
Author:	Stuart McLeod	Y	941-8520

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's recommendation to the Council to authorise existing road reserves being 36 and 37 DP 335365 and Lot 567 DP 375351 to be dedicated as road pursuant to Section 111 of the Reserves Act 1977.
- 1.2 This report originates from the requirements of Resource Consent RMZ92024248.

2. EXECUTIVE SUMMARY

- 2.1 Subdivision work on the Kirkwood residential subdivision is almost complete. The conditions of the resource consent require Lots 36 and 37 DP 335365 and Lot 567 DP 375351 to be dedicated as road pursuant to Section 111 of the Reserves Act 1977.
- 2.2 Dedicating these lots as road will provide connectivity between existing subdivisions and Kirkwood.
- 2.3 There is no financial impact for the Council as under the resource consent the consent holder is to meet all costs and value of dedicating these lots as road.

3. BACKGROUND

- 3.1 The Kirkwood subdivision in Halswell is being undertaken in stages, the work on stages 1 and 2 is nearly complete. A copy of the proposed subdivision plan with the location of the road reserves to be dedicated as road, is shown in **Attachment 1**.
- 3.1.1 The dedication of these lots as road will provide connectivity from the new subdivision to the existing Broken Run and Aidanfield subdivisions.
- 3.1.2 Lots 108 and 112 on the proposed subdivision are the new roads and will vest in the Council on deposit of the subdivision plan.
- 3.2 The Council acquired the road reserves upon deposit of adjoining subdivision plans with a view to ensuring connectivity to future subdivisions.
- 3.3 The dedication of these three road reserves as road is a condition of the subdivision consent and must be complied with prior to the deposit of the plan of subdivision with Land Information New Zealand.
- 3.4 If this does not happen, technically purchasers of the lots will not be able to access them to construct their dwellings.

4. COMMENT

- 4.1 The Council has the statutory authority to dedicate road reserve under Section 111 of the Reserves Act 1977.

12. Cont'd

- 4.2 Section 111 of the Reserves Act states *“Where any land is vested in any local authority for the purposes of a road reserve and the land is required for the purposes of a road, the land may be dedicated as a road by resolution of the local authority”*.
- 4.3 The Community Board does not have the authority to dedicate road reserves as road, such decisions need to be made by the full Council. The Board however does have recommendatory powers.

5. FINANCIAL IMPLICATIONS

- 5.1 None as the resource consent is conditional upon the consent holder meeting the costs of the road dedication and reimbursing the Council for the value of Lot 567 DP 375351.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board recommend to the Council that it pass the following resolution:

- 6.1 Pursuant to Section 111 of the Reserves Act 1977 the Christchurch City Council hereby resolves to dedicate the existing road reserves more particularly described as Lots 36 and 37 DP 335365 and Lot 567 DP 375351 as road.

13. RICCARTON ROAD AT PURURI STREET - SIGNALISED CROSSING

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Transport and City Streets Unit Manager	N	
Author:	Michael Thomson, Senior Traffic Engineer	Y	941-8950

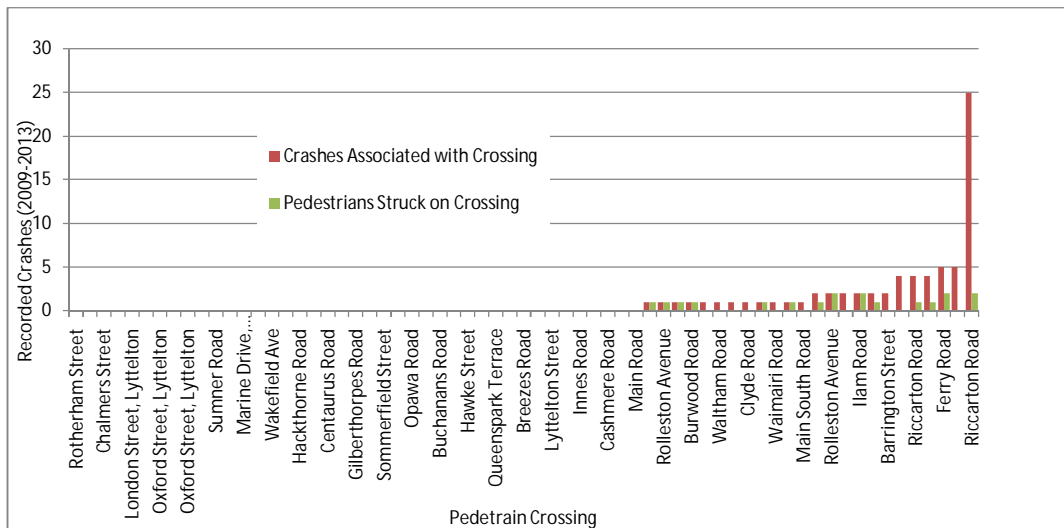
1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's recommendation to the Council to approve the removal of the zebra pedestrian crossing facility on Riccarton Road at Pururi Street, and to upgrade this facility to a signalised pedestrian crossing (refer **Attachment 1**).
- 1.2 This is a staff initiated report in response to a study which identifies this zebra crossing as having the highest recorded collision rate of all zebra pedestrian crossings in Christchurch City.

2. BACKGROUND

- 2.1 In 2014, Council traffic engineering staff conducted a study of reported collision rates at zebra pedestrian crossings in Christchurch City. The predominant collision types are:
 - 2.1.1 Motor vehicle colliding with crossing pedestrian.
 - 2.1.2 "Nose to tail" (rear end) collisions between approaching motor vehicles.
- 2.2 There are approximately 100 zebra pedestrian crossings in Christchurch City, although this number is changing due to significant changes within the Central Business District (CBD). Zebra pedestrian crossings will generally have one or two reported collisions over the four year survey period. Seven zebra crossings had a rate of two to three collisions reported, whereas this zebra crossing on Riccarton Road far exceeded all others with 13 collisions reported.

Recorded Collisions at Zebra Pedestrian Crossings



- 2.3 For many years, the adjacent school management (St Teresa's), have had concerns about the safety of their students crossing at this zebra crossing.

13. Cont'd

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

3. **COMMENT**

- 3.1 There are contributing factors to this high collision rate. The central island through the zebra crossing can create confusion about whether the zebra should be crossed in one movement, versus two movements i.e. on either side of the central island. This can manifest into approaching motorists stopping suddenly, as they thought the pedestrian would stop in the middle, but do not, resulting in the following motorist crashing into the leading/stopping car. Also, there is potential for a pedestrian to be hit by a vehicle that fails to stop due to the approaching motorist believing the pedestrian will stop at the central island when they do not as they are legally entitled to cross the entire roadway without stopping at a central island. A signalised facility reduces these risks significantly.
- 3.2 Approximately 150 consultation pamphlets were distributed to affected residents, businesses and property owners in February 2015 showing the proposed signalised pedestrian crossing at 193 Riccarton Road.
- 3.3 Thirty nine responses were received.
 - 3.3.1 Seven (18 per cent) of these supported the proposal.
 - 3.3.2 21 (54 per cent) were against.
 - 3.3.3 11 (28 per cent) made no commitment.
- 3.4 Each person who gave contact details received the result of the consultation and a summary of the comments. They were advised that a report would be presented to the Riccarton/Wigram Community Board for approval. Contact details of the Board Adviser were provided so that interested parties could attend and/or address the Board prior to a decision being made.
- 3.5 Consultation feedback is detailed in **Attachment 2**.

4. **FINANCIAL IMPLICATIONS**

- 4.1 Funding for this project will be allocated from the Road Safety at Schools budget within the 2013-16 Three Year Plan. The estimated cost of this project is \$155,000.

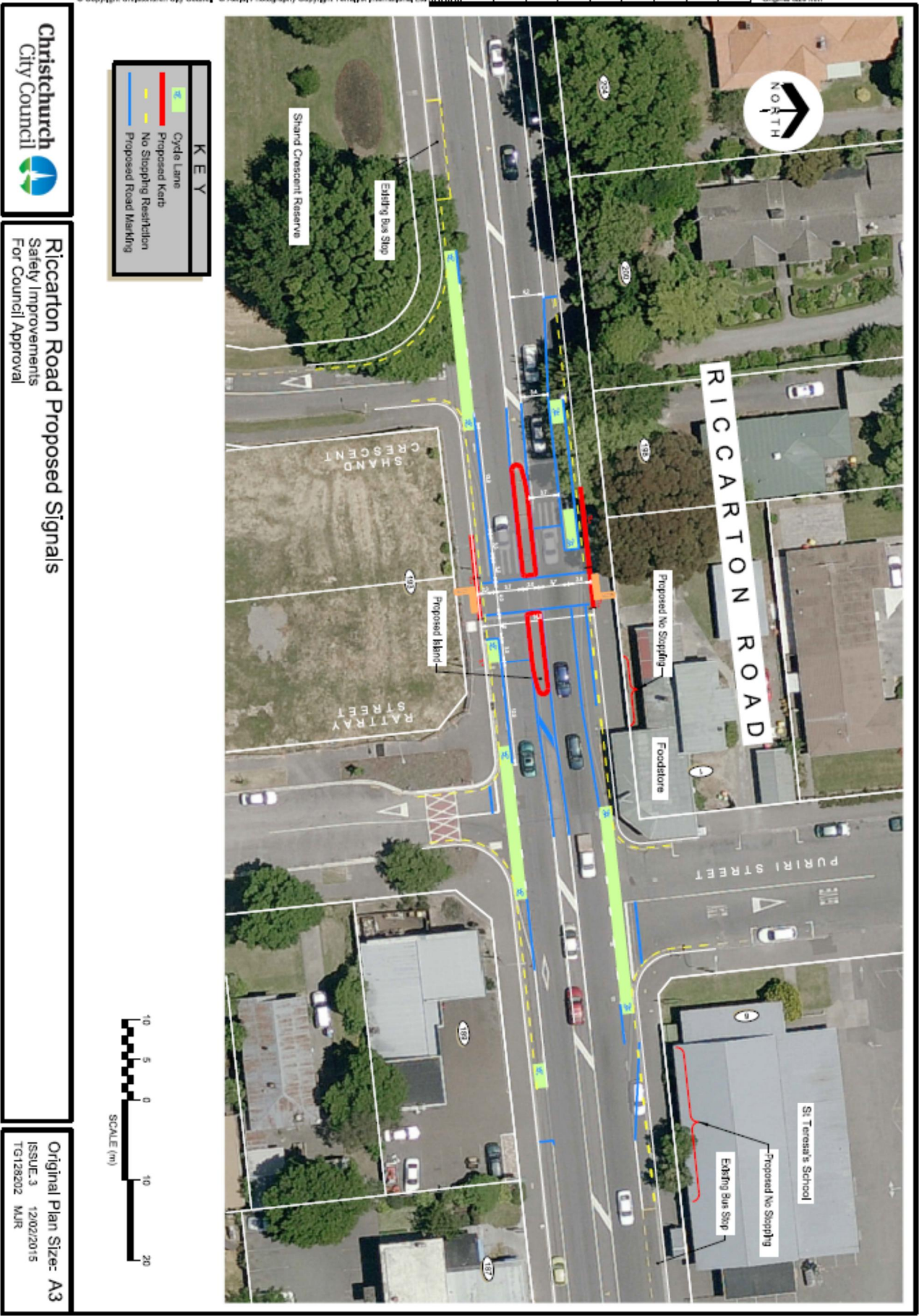
5. **STAFF RECOMMENDATION**

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

- 5.1 Approve that the existing zebra pedestrian crossing on Riccarton Road located at a point 40 metres west of its intersection with Puriri Street, be removed.
- 5.2 Approve that a pedestrian crossing, controlled by traffic signals be installed on Riccarton Road located at a point 40 metres west of its intersection with Puriri Street.
- 5.3 Approve the road marking and central island changes as detailed on attachment 1.

13. Cont'd

- 5.4 Approve that all existing parking and stopping restrictions on the north side of Riccarton Road, commencing at its intersection with Puriri Street and extending in a westerly direction for a distance off 69 metres, be revoked.
- 5.5 Approve that all existing parking and stopping restrictions on the north side of Riccarton Road, commencing at its intersection with Puriri Street and extending in an easterly direction for a distance off 51 metres be revoked.
- 5.6 Approve that all existing parking and stopping restrictions on the south side of Riccarton Road, commencing at its intersection with Rattray Street and extending in an easterly direction for a distance of 38 metres, be revoked.
- 5.7 Approve that all existing parking and stopping restrictions on the south side of Riccarton Road, commencing at its intersection with Rattray Street and extending in a westerly direction to its intersection with Shands Crescent (the eastern intersection), be revoked.
- 5.8 Approve that all existing parking and stopping restrictions on the south side of Riccarton Road, commencing at its intersection with Shands Crescent (the eastern intersection) and extending in a westerly direction for a distance off 35 metres, be revoked.
- 5.9 Approve that the stopping of vehicles be prohibited at all times on the north side of Riccarton Road, commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 69 metres.
- 5.10 Approve that the stopping of vehicles be prohibited at all times on the north side of Riccarton Road, commencing at its intersection with Puriri Street and extending in an easterly direction for a distance of 31 metres.
- 5.11 Approve the a Bus Stop be installed on the north side of Riccarton Road, commencing at a point 31 metres east of its intersection with Puriri Street and extending in an easterly direction for a distance of 16 metres.
- 5.12 Approve that the stopping of vehicles be prohibited at all times on the north side of Riccarton Road, commencing at a point 47 metres east of its intersection with Puriri Street and extending in an easterly direction for a distance of four metres.
- 5.13 Approve that the stopping of vehicles be prohibited at all times on the south side of Riccarton Road, commencing at its intersection with Rattray Street and extending in an easterly direction for a distance of 38 metres.
- 5.14 Approve that the stopping of vehicles be prohibited at all times on the south side of Riccarton Road, commencing at its intersection with Rattray Street and extending in a westerly direction to its intersection with Shands Crescent (the eastern intersection).
- 5.15 Approve that the stopping of vehicles be prohibited at all times on the south side of Riccarton Road, commencing at its intersection with Shands Crescent (the eastern intersection), and extending in a westerly direction for a distance of 19 metres.
- 5.16 Approve the Bus Stop be installed on the south side of Riccarton Road, commencing at a point 17 metres west of its intersection with Shands Crescent (the eastern intersection) and extending in a westerly direction for a distance of 14 metres.
- 5.17 Approve that the stopping of vehicles be prohibited at all times on the south side of Riccarton Road, commencing at a point 31 metres west of its intersection with Shands Crescent (the eastern intersection) and extending in a westerly direction for a distance of four metres.



ATTACHMENT 2 TO CLAUSE 13

Submissions	Team Responses
<p>Riccarton Rd need to have more crossing access. Anything to improve the area.</p>	<p>Thank you for your feedback.</p>
<p>I live & see so many accidents I think it's a great decision.</p>	<p>Thank you for your feedback.</p>
<p>I think the new changes to the pedestrian crossing on Riccarton Road are a great idea and long overdue for the safety of children and general public.</p>	<p>Thank you for your feedback.</p>
<p>I believe that the existing time restricted parking on Riccarton Road outside the Naresh Foodstore should be retained. It is sufficiently distant enough from the crossing and currently doesn't impact sight of the crossing. If this was to be removed then it would add further pressure on the Puriri St side of this Foodstore which is more of a danger to the school entrance. Currently the Puriri St side can get quite comical and the google satellite view of this section shows what people in cars do if they turn left into Puriri St to shop at the Foodstore (try to find a park as close as possible and then perform a U turn to get back onto Riccarton Road. IF a signalised crossing is being installed then that increases the safety instantly due to the "Red" light. From using this section of road often, I see pedestrians are also at fault as they feel it is their right to simply enter the crossing without stopping to ensure traffic stops first (which are the rules I think). I also believe that it suffers from not having an extrusion of kerb on each side of the road. In summary, I oppose the increase of no stopping restrictions outside the Foodstore and feel this 1-2 limited time parking space needs to be retained. Kind Regards,</p>	<p>Thank you for your feedback. We have increased the No-Stopping restrictions to increase the safety of the pedestrian crossing. Time restricted parking will remain on Puriri Street for those wishing to shop at the Naresh Foodstore.</p>
<p>A better solution would be to have the crossing lights on the town side of Puriri St & incorporate the Puriri St Riccarton Road intersection in the light system. This would also be safer for St Teresa's children crossing Riccarton Rd. It would enable drivers to turn out of Puriri St.</p>	<p>Thank you for your feedback. On the City side of Puriri Street a signalised crossing would interfere with the bus stop and be too close to the Riccarton Road/Matipo Street intersection. Signals at the proposed location will provide more opportunities for vehicles turning out of Puriri Street.</p>
<p>I am grateful for this proposal as I am always concerned about my children crossing Riccarton Road - cars are often seen going through the crossing while children are waiting to cross the road. I would like to see a plan for Puriri Street - outside St. Teresa's School & church, to assist with children crossing - cars zoom around the corner!!</p>	<p>Thank you for your feedback. The request for a pedestrian crossing on Puriri Street is outside the scope of this project. However this street, amongst others, will be considered for improvements when the budget allows.</p>
<p>The Canterbury West Coast District of the NZAA are in support of the project with the following suggestions: - Make the crossing wide – perceived as safer - Crossing should be highly visible – will need to stand out against other lights and clutter further down the road (especially at night)</p>	<p>Thank you for your feedback. We have taken your comments on board in our design</p>

<p>Where the new proposed island extension crossing is. The right turning traffic exiting out of Puriri Street have had a lot of near misses with cyclist, pedestrian and motorist during the hours of before and after school run. The plan is great and fully support it but would like to have a no right turn exiting Puriri street onto Riccarton Road during pick up and drop off hours of school. There are a lot of vehicles exiting Riccarton Road onto Puriri Street. About 100 metres further up Puriri Street is where the school children cross the road to access St Teresa's school and the Riccarton crossing. We know there was work in the pipe lines to have an extended island out of both road sides, so vehicles could visually see the children crossing the road and not be blocked by cars parked along the street. Due to the tragic earthquake that took place 4 years ago this plan was put on hold. This plan would also reduce the near misses with the school kids and pedestrian. There have been reports of near miss by the staff of St Teresa's School but have not been reported to Police. Thank you I look forward to your reply</p>	<p>Thank you for your feedback. Where we have trialled this option in other areas this treatment has not been effective. We see the signalisation of this crossing facility improving the ability to turn out of Puriri Street.</p>
<p>Why fix something that is not broken. I am sure there are more needy projects around Christchurch that need urgent attention. I am a taxi driver that uses Riccarton Road on a regular basis and I have yet to see a problem with that crossing. My two daughters attended St Teresa's school until recently and before that the kindergarten in Rattray Street. I noted that every afternoon the deputy head Mr Jay accompanied the children in a group to watch them cross Riccarton Road. I am sure he would not mind to continue to do this. I believe putting lights here will add to more traffic delays along this very busy road. What about Naresh's dairy? Have you thought about the effect it will have on his small business? I stop outside his shop on Riccarton Road most days to buy small items. There will be nowhere for me to park my car so I will be forced to shop elsewhere. We should be promoting small business in Christchurch not trying to destroy it. Spend the money where it is more needed.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>Will impact shop sales for customer</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>If no parking out side the dairy was to go ahead it would have major effect my business as that is were the majority of my customers stop to come in to the shop when heading in to the city as I am the only dairy on the right hand side of Riccarton road. In the month November 2014 road works out side the shop on Riccarton road for the Internet cable caused 70% drop in business.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>Lack of parking in the area now, will only make things harder in finding car park.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>

If the pedestrian signals we're put down closer to Shand Reserve it would give children and the community safer entry to the park and the bus stop.	Pedestrian Surveys have been undertaken, where the crossing point is proposed it is the desire line for school children walking to school.
I use the car parks out Naresh Dairy on Riccarton road. Removing these would affect his business as if easy parking is not accessible I may find it easier to shop elsewhere. Maybe moving crossing towards park further west on Riccarton road would leaving parking available for customers.	Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.
I go to the dairy most mornings for some sort of supplies and not having easy access to the dairy would almost certainly stop me from going there.	Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.
I think the crossing should be moved down by the park on the other side of Shands Crescent to save the children having to cross two roads.	Pedestrian Surveys have been undertaken, where the crossing point is proposed it is the desire line for school children walking to school.
I think the zebra crossing should move further down towards the park so that it is easy to access the park safer!! I use the parking on Riccarton road to access the dairy every morning, as turning down Puriri is dangerous and hard to get out of.	Pedestrian Surveys have been undertaken, where the crossing point is proposed it is the desire line for school children walking to school. We have increased the No-Stopping restrictions to increase the safety of the pedestrian crossing. Time restricted parking will remain on Puriri Street for those wishing to shop at the Naresh Foodstore. We see the signalisation of this crossing facility improving the ability to turn out of Puriri Street.
We support the plan of a signalised pedestrian crossing because as pedestrians we often experienced that drivers didn't stop there, even when already starting to cross the street with a pram. Especially in the evening when the sun is low drivers from town who travel outwards can't see anyone waiting because of the glare. Important would be that pedestrians wouldn't have to wait for ages to get green light like it's the case at the signalised crossings around Riccarton Mall. This would not be an improvement to how it is now.	Thank you for your feedback.
Massive waste of funds which could be invested in a far wiser way. If it were to go ahead the crossing should be further towards the Riccarton Mall anyway for ease/safety for pedestrians. Flashing crossing signs would be a more cost effective way to warn motorists of upcoming traffic.	Pedestrian Surveys have been undertaken, where the crossing point is proposed it is the desire line for school children walking to school.
Can't understand why it would cost so much money to do this ... it seems so wrong.	
Just wrong in so many ways.	
Yes: - the pedestrian should be sufficient!	
I oppose any parking restrictions out-side the Naresh Dairy @ 1 Puriri St. Having no parking outside this business either on Riccarton Rd or Puriri St would certainly affect business. Please leave the parking outside this Dairy.	Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.

<p>I strongly oppose parking restrictions as in no-parking outside the Naresh Dairy at 1 Puriri St (on the corner of Puriri & Riccarton). Having no parking on Riccarton Rd from the pedestrian crossing to the corner of Puriri St would certainly seriously affect the business - as many people stop run in and buy their goods. This a well run business offering a good service to us. So please no parking restrictions on Riccarton Rd or Puriri St. There is no need for parking here as it <u>does NOT</u> affect their crossing.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>The traffic lights are fine. But removing the parking spaces outside the Naresh Dairy is NOT okay. I use those parks on a daily basis and a lot of other people do as well.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>I use the diary on the corner of Riccarton Road and Puriri Street everyday and being able to park outside is great. If this plan goes ahead it won't be beneficial to me or the owner when parking is a premium after 8.30am.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>Do not "remove parking" for the "dairy" on the corner please. Lights good idea in general. But must keep "parks". Maintenance of blinking lights has not been forthcoming over years. Better to "slow" traffic down.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>We agree with the pedestrian crossing makes perfect sense on this busy road. We do <u>not</u> agree with restricting vehicle parking on Puriri Street. This will cause unnecessary inconvenience to both users and deliveries to the local dairy as well as local residents. We visit this diary at least 3 times a week. This street is extremely wide!</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>Fix your bulbs, get the lights working. I like to use the car park on Riccarton Road outside the diary regularly.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>I use the parking outside the diary on a regular basis and feel the plan will take the parking away.</p>	<p>Surveys of all Zebra Crossings in Christchurch show this crossing as having the highest number of pedestrian and nose to tail vehicle crashes. The Council prioritises the safety of pedestrians/cyclists and vehicular users over the loss of kerb side parking. The parking spaces on Puriri Street remain unaffected.</p>
<p>The accessibility on our place will be blocked and it will not be easy for us to make a right turn especially when coming from the city going into our house. And it will be hard for us going out from the house. If this plan will push through our place be blocked.</p>	<p>We see the signalisation of this crossing facility improving the ability to turn in and out of Puriri Street. There</p>

<p>The idea of pedestrian crossing which is signalised is a great idea for the safety of our pedestrians. As long as the island itself will remain as is. When the island layout as well as parking spaces will be affected, an option to those residents along the area should be given/provided.</p>	<p>We have increased the No-Stopping restrictions to increase the safety of the pedestrian crossing. Time restricted parking will remain on Puriri Street for those wishing to shop at the Naresh Foodstore. Pedestrian Surveys have been undertaken, where the crossing point is proposed it is the desire line for school children walking to school.</p>
<p>Don't want car parks taken from dairy because I use to deliver milk daily. Crossing should be moved down Riccarton park on Shands Crescent. So kids can go to park without crossing to roads.</p>	<p>We have increased the No-Stopping restrictions to increase the safety of the pedestrian crossing. Time restricted parking will remain on Puriri Street for those wishing to shop at the Naresh Foodstore. Pedestrian Surveys have been undertaken, where the crossing point is proposed it is the desire line for school children walking to school.</p>
<p>The accessibility of our place "might" be affected when changes with the layout will take place. As there is already limited access at the moment to the property.</p>	<p>We do not expect there to be any changes to the use of your property access from what currently exists.</p>
<p>Ok do the lights just don't take away the parking spaces from the Naresh Dairy. They have delivery vans frequently and parking is important to them. Plus a lot of their customers stop and can stop right outside.</p>	<p>We have increased the No-Stopping restrictions to increase the safety of the pedestrian crossing. Time restricted parking will remain on Puriri Street for those wishing to shop at the Naresh Foodstore.</p>
<p>I use the parking on a daily basis outside Naresh Dairy on Riccarton Road as to difficult to get back on to Riccarton Road of Puriri Street.</p>	<p>We have increased the No-Stopping restrictions to increase the safety of the pedestrian crossing. Time restricted parking will remain on Puriri Street for those wishing to shop at the Naresh Foodstore. We see the signalisation of this crossing facility improving the ability to turn out of Puriri Street.</p>

14. ATHOL TERRACE - PROPOSED NO STOPPING RESTRICTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture, Leisure and Parks	N	
Officer responsible:	Unit Manager, Transport and City Streets	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 that the Riccarton/Wigram Community Board approve no stopping restrictions on Athol Terrace between Peer Street and Brodie Street (refer **Attachment 1**).
- 1.2 This report was prepared following a request by a member of the public to review parking restrictions on Athol Terrace.

2. BACKGROUND

- 2.1 Fifteen Minute Parking restrictions currently exist on the south side of Athol Terrace between Peer Street and Brodie Street. These restrictions were installed to prevent all day parking by employees of the Carpet Factory. The Carpet Factory closed in 2006.
- 2.2 A large retirement village is presently under construction on the Carpet Factory site which is likely to create a high demand for kerb side parking. Staff employed by the village are likely to park all day on Athol Terrace and compete with residents for kerbside parking.
- 2.3 An 18 metre pedestrian island was installed on Athol Terrace at its intersection with Peer Street during development of the New World Supermarket on Peer Street. However, the no stopping restriction on this corner extends only 12 metres from the intersection. If a vehicle is parked at the end of the current extent of the no stopping restriction it creates a pinch point between the parked vehicle and the end of the pedestrian island.

3. COMMENT

- 3.1 It is proposed to extend the no stopping restrictions at the intersections of Athol Terrace with Peer Street and Athol Terrace with Brodie Street to improve safety and sight lines at these intersections.
- 3.2 The existing no stopping restrictions at the southern corner of Athol Terrace and Peer Street extend 12 metres from the corner. It is proposed to extend this no stopping restriction to 24 metres to ensure vehicles do not park within six metres of the pedestrian island and block access to Athol Terrace, removing the pinch point.
- 3.3 The existing no stopping restrictions at the northern corner of Athol Terrace and Brodie Street will remain unchanged under this proposal.
- 3.4 It is proposed to extend the existing no stopping restrictions at the intersection of Athol Terrace and Brodie Street by eight metres.
- 3.5 It was initially proposed to revoke the existing 15 minute parking restriction on the south side of Athol Terrace and install 120 minute parking restriction on the north side of Athol Terrace.
- 3.6 Residents and property owners were advised of the proposal by a combination of post and letter drop. Four responses were received from residents concerned about the proposal.

14. Cont'd

- 3.7 The majority of responses opposed the 120 minute parking restrictions because it would restrict their ability to park outside their properties. One response supported parking restrictions for both sides of the street, and another response suggested no stopping restrictions along the south side of Athol Terrace while allowing parking on the north side.
- 3.8 Residents and property owners were then advised by a combination of letter box drop and post that since the majority of residents oppose the previously proposed 120 minute parking restrictions these restrictions would be dropped from the report to be presented to the Riccarton/Wigram Community Board, and that the 15 minute parking restrictions would remain on the south side of Athol Terrace. Residents were advised that staff would reconsider installing parking restrictions in the future if residents reached a consensus and indicated a preference to the Community Board or via letter. Following the delivery of the second letter no further responses have been received from residents or property owners of Athol Terrace.
- 3.9 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.10 Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions.
- 3.11 The installation of any street markings must comply with the Land Transport Rule Traffic Control Devices 2004.
- 3.12 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

4. FINANCIAL IMPLICATIONS

- 4.1 The estimated cost of this proposal is approximately \$750.

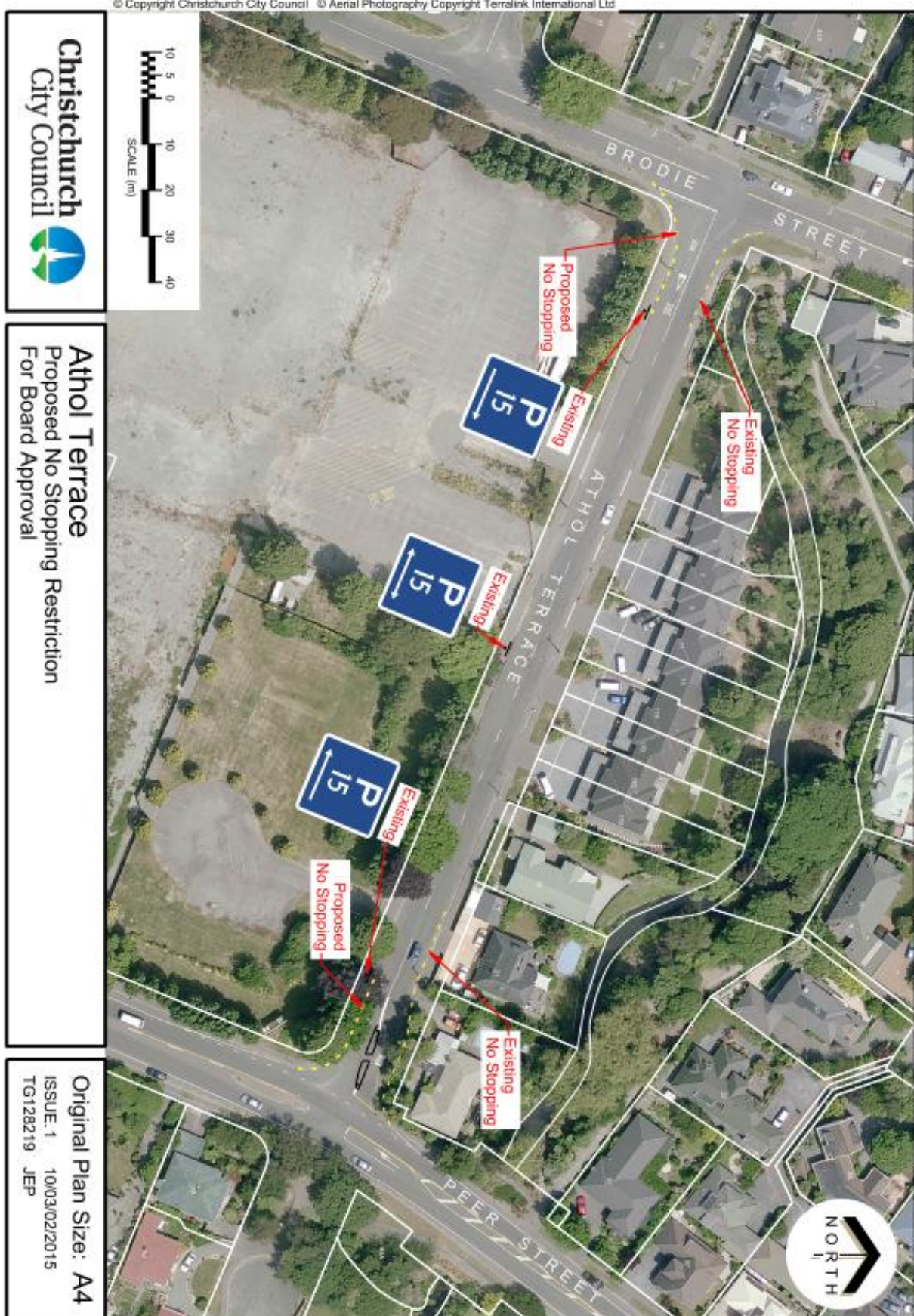
5. STAFF RECOMMENDATION

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

- 5.1 Revoke all existing parking and stopping restrictions on the north side of Athol Terrace commencing at its intersection with Brodie Street and terminating at its intersection with Peer Street.
- 5.2 Approve that the stopping of vehicles be prohibited at any time on the north side of Athol Terrace commencing at its intersection with Brodie Street and extending in an easterly direction for a distance of 25 metres.
- 5.3 Approve that the stopping of vehicles be prohibited at any time on the north side of Athol Terrace commencing at its intersection with Peer Street and extending in a westerly direction for a distance of 46 metres.
- 5.4 Revoke all existing parking and stopping restrictions on the south side of Athol Terrace commencing at its intersection with Brodie Street and terminating at its intersection with Peer Street.
- 5.5 Approve that the stopping of vehicles be prohibited at any time on the south side of Athol Terrace commencing at its intersection with Peer Street and extending in a westerly direction for a distance of 24 metres.

14. Cont'd

- 5.6 Approve that parking of vehicles be restricted to a maximum period of 15 minutes on the south side of Athol Terrace commencing at a point 24 metres west from its intersection with Peer Street and extending in a westerly direction for a distance of 157 metres.
- 5.7 Approve that the stopping of vehicles be prohibited at any time on the south side of Athol Terrace commencing at its intersection with Brodie Street and extending in an easterly direction for a distance of 26 metres.



15. WAIMAIRI ROAD AT DOVEDALE AVENUE - SIGNALISED PEDESTRIAN/CYCLE CROSSING

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer Operations Group	N	
Officer responsible:	Unit Manager Assets and Networks	N	
Author:	Bill Rice, Senior Traffic Engineer	Y	0274 355 466

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's recommendation to Council to approve the removal of the pedestrian refuge facility on Waimairi Road immediately south of Dovedale Avenue, and upgrade this facility to a signalised pedestrian and cycle crossing (refer **Attachment 1**)
- 2.1 This is a staff initiated report in response to concerns raised by the University of Canterbury regarding the safety of large numbers of students crossing Waimairi Road following the relocation of the Engineering School to Dovedale Campus during earthquake repairs at the Engineering School

2. BACKGROUND

- 2.1 The crossing point on Waimairi Road at Dovedale Avenue is part of a key pedestrian and cycle link between the main University campus and the Dovedale campus, as well as being located on the proposed route for the Uni-Cycle Major Cycleway (MCR). Waimairi Road is an arterial road, and carries approximately 25,000 vehicles per day.
- 2.2 A bus route runs along Dovedale Avenue turning left into Waimairi Road, and right from Waimairi Road into Dovedale Avenue. Dovedale Avenue is a local road.
- 2.3 Some of the Dovedale campus is presently used by the University for temporary student residential accommodation. As of the start of the 2015 academic year, the Engineering School teaching facilities have been temporarily relocated to Dovedale campus whilst their facilities are rebuilt. As a result of this, large numbers of students travel between the Dovedale campus and the main University Campus (see count numbers below).
- 2.4 Pedestrian, cyclist, and vehicle turning movements were counted on Tuesday 17 March 2015 between 1100 and 1300 hours. Morning and evening counts have not been carried out. Vehicles travelling straight through on Waimairi Road were not counted. The peak hour during this period was between 1130 and 1230 hours, and are summarised below:

Table 1 Vehicles Turning at the Dovedale Avenue / Waimairi Road Intersection

Vehicle Movement	Number (veh/hr)
Right turn out of Dovedale	27
Left turn out of Dovedale	28 (incl 2 buses)
Right turn into Dovedale	40 (incl 2 buses)
Left turn into Dovedale	33

15. Cont'd

Table 2 Pedestrian / Cycle Numbers Crossing Waimairi Road

	Eastbound (/hr)	Westbound (/hr)	Total (/hr)
Pedestrian	87	37	124
Cycle	35	37	72
Total	122	74	196

- 2.5 The University has widened the existing path through the access way located between 132 and 134 Waimairi Road on the east side of the road. They have also installed a new path within the Dovedale campus that joins to the existing 1.4 metre wide footpath on the southern side of Dovedale Avenue, approximately 56 metres from Waimairi Road.
- 2.6 A Traffic Management Plan (TMP) has been operating at this location since the beginning of the 2015 Academic year. This TMP has used delineators, cones, and a new central island to provide more space for pedestrians waiting at either side of Waimairi Road, and at the existing pedestrian refuge, and includes a temporary 30 kilometre per hour speed limit. The delineators and cones effectively narrow the lane width and provide some traffic calming.
- 2.7 However anecdotal evidence suggests that the measures in the TMP are not achieving speed reductions to 30 kilometre per hour, and that the narrowing is resulting in a pinch point for cyclists travelling on Waimairi Road.
- 2.8 The TMP expires, and will require renewal, on 31 March 2015.
- 2.9 The University has requested a signalised crossing be urgently installed at this location to alleviate safety concerns for the large numbers of students crossing Waimairi Road.

3. COMMENT

- 3.1 The very large number of pedestrians and cyclists crossing Waimairi Road has resulted in an immediate and significant safety issue at this location. A signalised crossing reduces the risk to crossing pedestrians and cyclists.
- 3.2 A signalised crossing is proposed at this location as part of the Uni-Cycle MCR. However, construction of the Uni-Cycle MCR is not expected to commence until 2016. Providing a crossing which meets the needs of the Uni Cycle MCR will minimise the amount of re-work required when the MCR is constructed.
- 3.3 The University has widened their existing path on the access way between Ilam Fields and Waimairi Road, and have constructed a new pathway to the Dovedale Campus, approximately 56 metres from Waimairi Road. The existing footpath on the south side of Dovedale Avenue is 1.6 metres wide. This does not provide sufficient width for the numbers of pedestrians and cyclists using it between Waimairi Road and the new path to the Dovedale Campus. A widened path would improve the capacity of this section of path.
- 3.4 It is proposed to widen the existing footpath on the south side of Dovedale Avenue to four metres wide, and to designate it as a shared pedestrian and cycle path, as part of the Uni-Cycle MCR. It is proposed to locate the widened path one metre back from the existing kerb line, to allow for the overhang of vehicles parked in the angle parking. This results in the path extending approximately 1.2 metres into the University land over the length of Dovedale Avenue

15. Cont'd

- 3.5 Negotiations are currently underway between staff and the University to establish easements or other legal devices to allow Council to construct a path over that strip of University land, and other University land affected by the proposed MCR. It is not expected that those negotiations will be concluded in time for the path to be constructed in May/June 2015.
- 3.6 The widened path as designed in the interim will extend from the back of the existing kerb to the University boundary giving a width of approximately 3.8 metres. The effective width of the path is likely to be less than this due to angle parked vehicles overhanging the path.
- 3.7 Council staff briefed the Riccarton/Wigram Community Board members on the project at the Board meeting on Tuesday 17 March 2015. This was followed by a memo on Thursday 26 March 2015 outlining the proposed engagement and decision making process, as well as the information notice and safety improvement plan for stakeholders.
- 3.8 Owners of properties in the immediate vicinity of the crossing were emailed or posted information about the project. The plan and notice were then delivered to residents of 45 homes near the crossing and emailed to the Ilam and Upper Riccarton Residents' Association, the cycling advocacy group SPOKES and a spokesperson for the Blind Foundation. The University also emailed the information to the 388 residents on its database for quarterly community meetings.
- 3.8 In the information notice, stakeholders were invited to contact the project's consultation leader for further information about the signalised crossing, the associated shared path along Dovedale Avenue and the decision making process. Feedback provided by the University and residents is being collated and will be provided to Community Board members before the meeting on 14 April 2015.

4. **FINANCIAL IMPLICATIONS**

- 4.1 The estimated cost of this project is \$350,000.
- 4.2 Funding is available for this project from the Major Cycleway Uni-Cycle route (University to City) budget in the 2014/15 financial year as shown on page 303 in the 2013-16 Christchurch City Three Year Plan.
- 4.3 The University of Canterbury has indicated that it is likely to grant a "grace and favour" easement across University land for the Uni-Cycle Route, ensuring the correct location of the Waimairi Road crossing and protecting the Council's investment.

5. **STAFF RECOMMENDATION**

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

- 5.1 Approve the scheme designs for a pedestrian crossing, controlled by traffic signals be installed on Waimairi Road, 18m south of Dovedale Avenue as detailed in **Attachment 1**.
- 5.2 Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008, the Traffic and Parking Amendment Bylaw 2014, and Part 21 of the Local Government Act 1974

Part A RESOLUTIONS

Traffic Controls

- 5.3 Approve that all traffic controls including give way controls at the intersection of Dovedale Avenue and Waimairi Road be revoked.

15. Cont'd

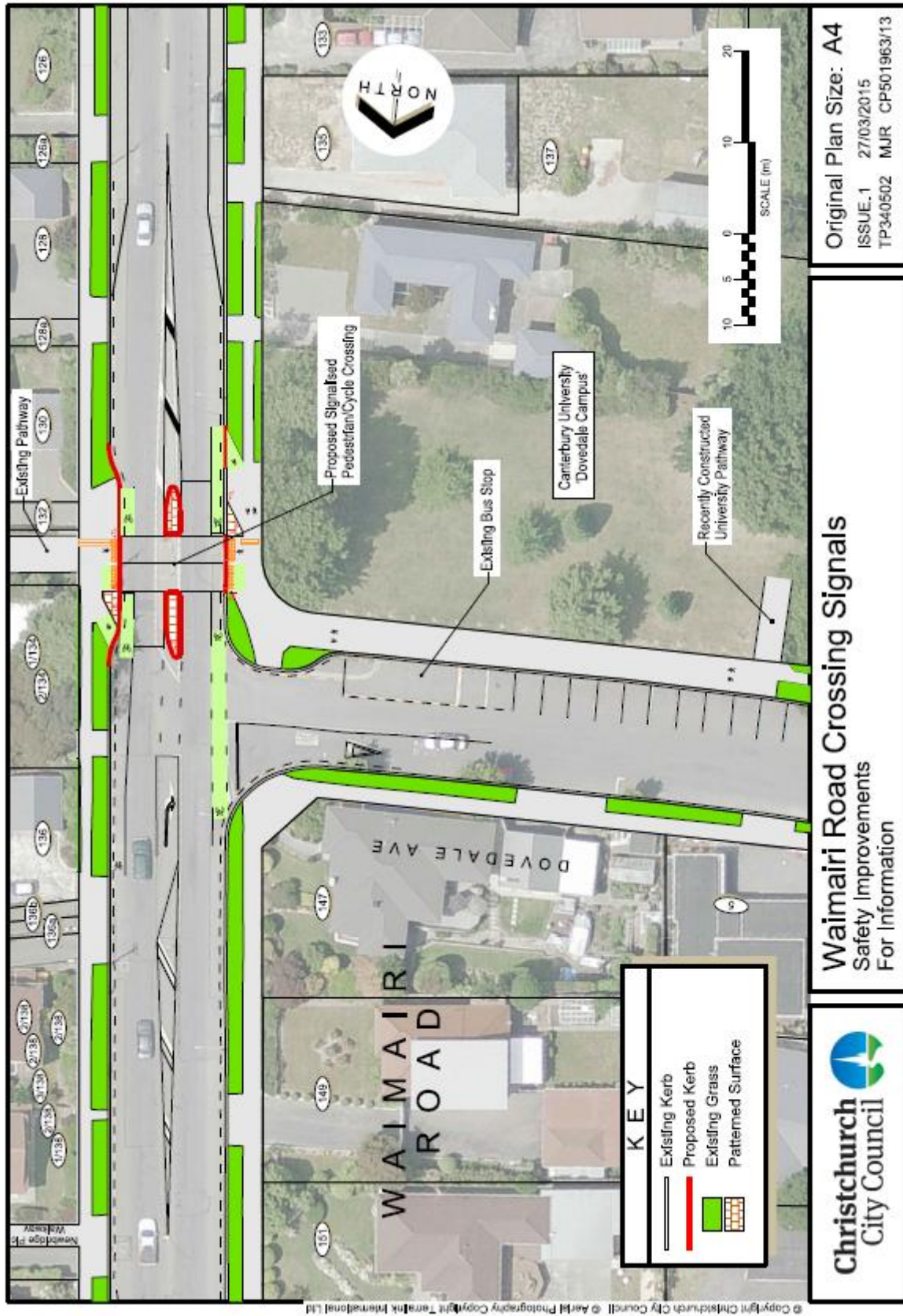
- 5.4 Approve that a shared pedestrian/cycle crossing, controlled by traffic signals be installed on Waimairi Road located at a point 11 metres south of its intersection with Dovedale Avenue in accordance with the Land Transport Rule: Traffic Control Devices 2004, and as detailed on Attachment 1.
- 5.5 Approve the lane marking changes, kerb alignment changes and raised islands at the Dovedale Avenue and Waimairi Road intersection as detailed on Attachment 1.
- 5.5 Approve that a give way control be placed against Dovedale Avenue at its intersection with Waimairi Road.
- 5.6 Approve that all traffic controls on the eastern side of Waimairi Road, commencing at a point 119 metres south of its intersection with Wadeley Road and extending in a southerly direction for a distance of 42 metres.
- 5.7 Approve that a special vehicle lane for the use of south bound bicycles only, be established on the eastern side of Waimairi Road against the kerb, commencing at a point 119 metres south of its intersection with Wadeley Road and extending in a southerly direction for a distance of 42 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 5.8 Approve that all traffic controls on the western side of Waimairi Road, commencing at a point 26 metres south of its intersection with Dovedale Avenue, and extending in a northerly direction for a distance of 45 metres.
- 5.9 Approve that a special vehicle lane for the use of north bound bicycles only, be established on the western side of Waimairi Road against the kerb, commencing at a point 26 metres south of its intersection with Dovedale Avenue, and extending in a northerly direction for a distance of 45 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Parking and Stopping Restrictions

- 5.10 Approve that all parking and stopping restrictions on the eastern side of Waimairi Road from its intersection with Wadeley Road to a point 196 metres south of its intersection with Wadeley Road be revoked.
- 5.11 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Waimairi Road, commencing at its intersection with Wadeley and extending in a southerly direction for a distance of 15 metres.
- 5.12 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Waimairi Road, commencing at a point 69 metres south of its intersection with Wadeley Road and extending in a southerly direction for a distance of 127 metres.
- 5.13 Approve that all parking and stopping restrictions on the western side of Waimairi Road commencing at its intersection with Dovedale Avenue, and extending in a southerly direction for a distance of 51 metres be revoked.
- 5.14 Approve that the stopping of vehicles be prohibited at any time on the western side of Waimairi Road, commencing at its intersection with Dovedale Avenue, and extending in a southerly direction for a distance of 51 metres.
- 5.15 Approve that all parking and stopping restrictions on the western side of Waimairi Road commencing at its intersection with Dovedale Avenue, and extending in a northerly direction for a distance of 82 metres be revoked.

15. Cont'd

- 5.16 Approve that the stopping of vehicles be prohibited at any time on the western side of Waimairi Road, commencing at its intersection with Dovedale Avenue, and extending in a northerly direction for a distance of 82 metres.
- 5.17 Approve that all parking and stopping restrictions on the south side of Dovedale Avenue, commencing its intersection with Waimairi Road, and extending in a westerly direction for a distance of 32 metres be revoked.
- 5.18 Approve that the stopping of vehicles be prohibited at any time on the south side of Dovedale Avenue, commencing at its intersection with Waimairi Road and extending in a westerly direction for a distance of 13 metres.
- 5.19 Approve that a Bus stop be created on the southern side of Dovedale Avenue, commencing at a point 13 metres west of its intersection with Waimairi Road, and extending in a westerly direction for a distance of 19 metres.



16. MARSHS/WHINCOPS/QUAIFES ROADS INTERSECTION - TRAFFIC CONTROL CHANGES

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Weng Kei Chen, Asset Engineer (Policy)	Y	941-8150
	Hamid Mirbaha, Transport Network Planner	Y	941-8081

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report is in response to the Community Board deferring its approval to the proposed traffic management measures for Whincops Road, Quaifes Road and Marshs Road intersection at its 5 August 2014 meeting. The Board requested that public consultation be undertaken on the proposal.
- 1.2 Public consultation was completed at the end of October 2014 and hence this report is to seek the Board's approval on the Whincops Road, Quaifes Road and Marshs Road intersection upgrade and 'stop' control priority changes.

2. EXECUTIVE SUMMARY

- 2.1 The proposed changes are to address the new roading hierarchy in the Christchurch Strategic Transport Plan. This plan has Marshs Road and Quaifes Road as 'main distributor roads', and Whincops Road as a 'local distributor road'.
 - 2.1.1 The planned changes include stop controls to be installed on Whincops Road on both sides of the intersection with Marshs Road and Quaifes Road (refer **Attachment 1**).
 - 2.1.2 Broken yellow lines indicating 'No Stopping' will extend along each arm of the intersection on Whincops Road, Marshs Road and Quaifes Road as indicated in the plan diagram (**Attachment 1**).
- 2.2 The proposed change is also timely with the change of road environment to Whincops Road between Marshs Road and Halswell Junction Road resulting from the recent city wide speed limit review project. Consultation on this review was carried out in July 2014, including the proposal to reduce the speed limit from 100 kilometres per hour to 50 kilometres per hour on the 'urban' section of Whincops Road from Marshs Road to Halswell Junction Road, and from 100 kilometres per hour to 80 kilometres per hour on the section from Marshs Road to Longstaffs Road.

3. BACKGROUND

- 3.1 Upgrading the Whincops/Marshs/Quaifes Road intersection and changing the 'Stop' control priorities at the intersection were proposed as part of a project approved by the Riccarton Wigram Community Board on 5 August 2014. The Board deferred their decision on this part of the proposal until the local community had been given more information about the proposed 'Stop' control changes. The whole project involves 'stopping' (or disestablishing) portions of the existing Whincops Road and road upgrades to Whincops Road, Halswell Junction Road and Wigram Road. The Whincops/Quaifes/Marshs Road intersection upgrade involves changing the location of the 'Stop' control signs. Currently these "Stop" controls are on Quaifes Road and Marshs Road. The proposal is to change the 'Stop' control signs to Whincops Road on both sides of the intersection. The change gives priority to traffic on Quaifes Road and Marshs Road.

16. Cont'd

- 3.2 The Christchurch Southern Motorway Stage 2 (CSM2) has no proposal to make alteration to the existing intersection at Springs Road and Marshs Road (refer **Attachment 2**) and the current traffic movements will remain with "Stop" controls on Marshs Road.

4. COMMENT

Consultation

- 4.1 A leaflet designed according to the 'Inform' level of consultation as described in the IAP2 Public Participation Spectrum was hand delivered to 190 properties in the area bounded by Springs Road, Halswell Junction Road, Sabys Road and Hodgens Road, and mailed to 36 land owners in this area whose contact address differs from the property address. In addition the leaflet was mailed and emailed to 120 transport interest stakeholders. This distribution totalled 346 recipients. Copies were also available at all Council Libraries and Service Centres.
- 4.2 The leaflet followed the style normally used by the Council when it is necessary to ensure that resident and property owners are informed and given the opportunity to ask questions about a project but where changes to the proposal are not negotiable. The template for this style of leaflet has a blue header and has 'Information Leaflet' at the top.
- 4.3 In this instance the roading hierarchy of Whincops Road, Quaifes Road and Marshs Road had been changed in 2012 in the Christchurch Strategic Transport Plan. The proposal to change the location of the 'Stop' control signs was made because Quaifes Road and Marshs Road now have priority over traffic on Whincops Road. Because the changes are a legal requirement and there is no alternative option available, the leaflet stated that the Community Board was not seeking feedback on the proposal.
- 4.4 This 'inform' level of consultation was not well understood by some residents, but is used frequently in all parts of Christchurch.
- 4.5 Four individuals responded:
- 4.5.1 Enable Services confirmed that they do not have construction scheduled in the project area but provided a map showing their reticulation.
- 4.5.2 The Chairperson of the Riccarton Wigram Community Board asked for confirmation that Marshs Road will stay connected to Springs Road after the next stage of the Southern Motorway is underway. Staff can confirm that the existing Springs Road/Marshs Road intersection will remain with "Stop" control for both sides of Marshs Road (refer **Attachment 2**).
- 4.5.3 Ross McFarlane, Chair of the Halswell Residents Association rang initially to say that New Zealand Transport Agency (NZTA) had proposed six weeks prior to the leaflet being delivered that they will not build a Marshs Road bridge over the Christchurch Southern Motorway Stage 2 (CSM2). Therefore, he said that the change in road hierarchy shown in the Christchurch Transport Strategic Plan 2012 should not happen and the stop signs at the intersection of Marshs and Whincops Road should not be changed around as the information leaflet indicated. After subsequent phone discussions Mr McFarlane wrote with various points which he summarised in his message as follows:
- Incorrect information stated in the 5 August 2014 Community Board Agenda regarding consultation.
 - Incorrect information stated in the September leaflet to a limited number of residents saying that the Community Board are not seeking feedback.
 - No consultation undertaken as required under the Local Government Act. Providing information is not consultation

16. Cont'd

- The proposed NZTA change as part of CSM2 is known by only a few residents, and possibly no Community Board Members. This is very concerning.

Mr McFarlane also stated that there was no direct consultation with property owners and residents of changed road hierarchy and six new road types proposed and subsequently included in the Christchurch Transport Strategic Plan June 2012. He criticised the council's consultation carried out in that:

- In the past consultation did not give specific information regarding the changes to the 'Stop' control at the Whincops, Marshs and Quaifes Road intersection;
- For the current project the leaflet informed people about what is going to happen 'and as a consequence many residents feel as though nothing can change and their views are not sought or valued', and that 'providing information is not consultation';
- Some people said they did not receive the current leaflet;
- Few people in the area are informed about proposed changes to Marshs Road as part of the CSM2.

Staff explained the 'Inform' level of public participation and gave detail about the distribution area and methodology when speaking to Mr McFarlane.

4.5.4 Orion advised that as part of the residential subdivisions Longhurst and Knights Stream Park off Whincops Road, they will be undergrounding part of their existing overhead electrical network and that this would involve this intersection. They requested plans.

4.5.5 As advised in the leaflet, no changes can be made to the Stop control changes proposed as a result of the feedback. Technical advice has been passed to the relevant departments. The comments about consultation have been carefully considered. Staff are confident that the leaflet was delivered or mailed to every property owner and occupier within the stated area, and that the selection of the 'Inform' level was appropriate for this project.

5. FINANCIAL IMPLICATIONS

5.1 Funding has already been allocated for the Traffic Control changes at the Intersection of Marshs/Whincops/Quaifes Roads project as part of the planned capital program funding for "Wigram Road Extension: Halswell Junction Road to Marshs Road" and is included the Annual Plan for 2014 – 2015.

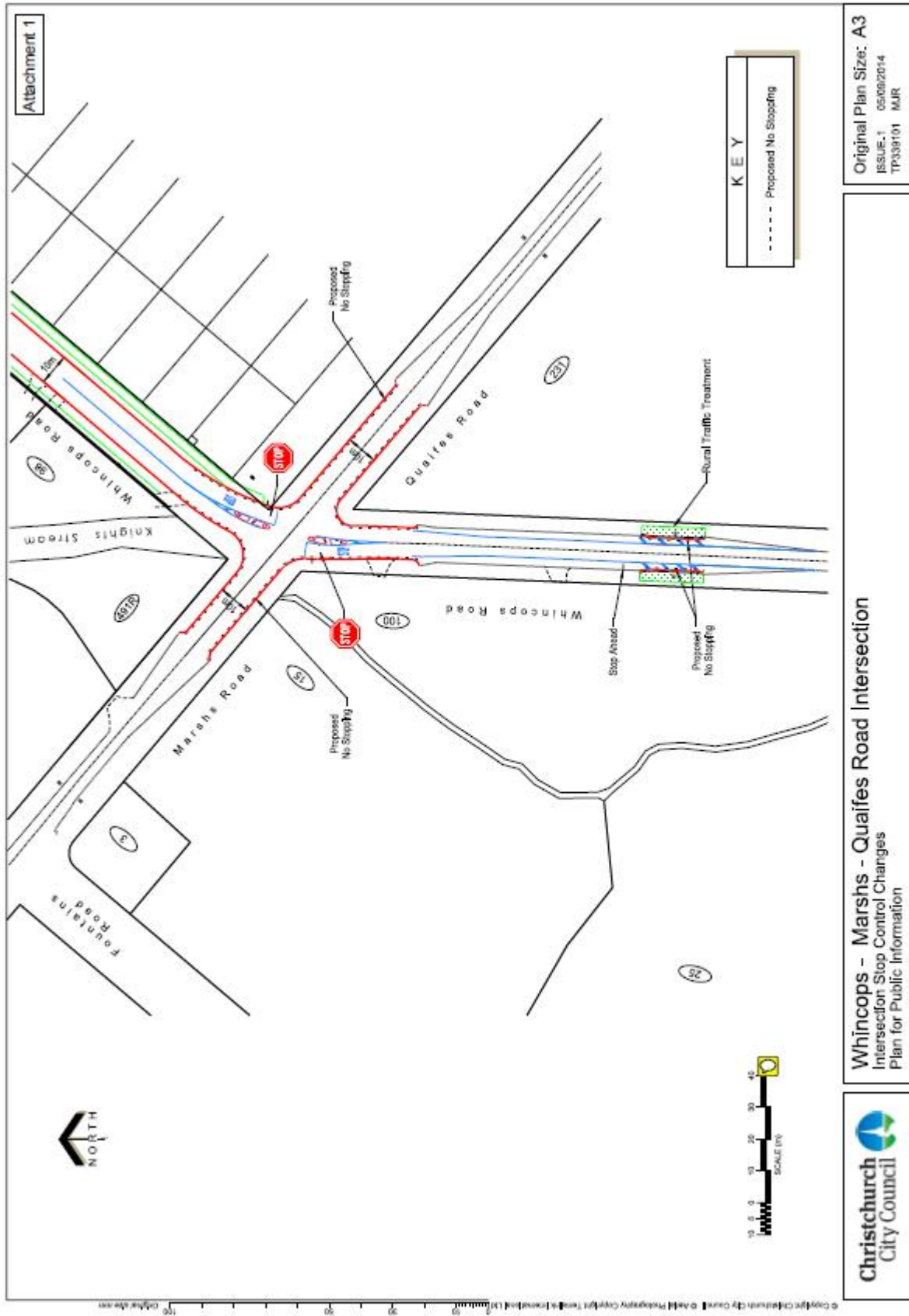
6. STAFF RECOMMENDATION

That the Riccarton/Wigram Community Board approve that:

- 6.1 That the stopping of vehicles be prohibited at any time on the north east side of Quaifes Road commencing at its intersection with Whincops Road and extending in a south easterly direction for a distance of 55 metres.
- 6.2 That the stopping of vehicles be prohibited at any time on the south west side of Quaifes Road commencing at its intersection with Whincops Road and extending in a south easterly direction for a distance of 50 metres.
- 6.3 That the stopping of vehicles be prohibited at any time on the north east side of Marshs Road commencing at its intersection with Whincops Road and extending in a north westerly direction for a distance of 40 metres.

16. Cont'd

- 6.4 That the stopping of vehicles be prohibited at any time on the south west side of Marshs Road commencing at its intersection with Whincops Road and extending in a north westerly direction for a distance of 45 metres.
- 6.5 That the stopping of vehicles be prohibited at any time on the east side of Whincops Road commencing at a point 95 metres south of its intersection with Quaifes Road and extending in a southerly direction for a distance of 25 metres.
- 6.6 That the stopping of vehicles be prohibited at any time on the east side of Whincops Road commencing at its intersection with Quaifes Road and extending in a southerly direction for a distance of 32 metres.
- 6.7 That the stopping of vehicles be prohibited at any time on the west side of Whincops Road commencing at a point 100 meters south of its intersection with Marsh Road and extending in a southerly direction for a distance of 30 metres.
- 6.8 That the stopping of vehicles be prohibited at any time on the west side of Whincops Road commencing at its intersection with Marshs Road and extending in a southerly direction for a distance of 40 metres.
- 6.9 That stop controls be installed on both sides of Whincops Road at its intersection with Marshs Road/Quaifes Road.



Attachment 2



CSM2 Plan Presented to Community Board on 2 Dec 2014

17. MAIN SOUTH ROAD - CENTRAL MEDIAN CHANGES BETWEEN BRYNLEY STREET AND CHAPPIE PLACE

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	.
Officer responsible:	Unit Manager, Assets and Network	N	
Author:	Weng Kei Chen, Asset Engineer (Policy)	Y	941-8150

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of the report is to seek the Riccarton/Wigram Community Board's approval for the removal of four plane trees on the central median between Brynley Street and Chappie Place to enable the median to be narrowed to accommodate a U-turn facility as shown in **Attachment 1**.
- 1.2 The narrowing is required to accommodate a U-turn facility for a food outlet on the former Clock Tower site. Resource Consent (RMA 92027865) has been granted for the development and required the developer to make changes to the existing median as shown in Attachment 1.

2. EXECUTIVE SUMMARY

- 2.1 The food outlet business is classified as a high traffic generating activity and in order to mitigate the traffic movements to the site and the current traffic safety issues encountered, a U-turn facility is proposed as shown in **Attachment 1**.
- 2.2 The modification of the central median was investigated by staff in its Transport Corridor Optimisation programme prior to this proposed development. For this reason staff are recommending that this modification be carried out in partnership with the developer with the Council funding the costs over and above what is required for the private development. This partnership will enable optimisation of the Council's roading expenditure and at the same deliver an improved service to the community. The traffic assessment for the development required a lesser modification as shown on **Attachment 2**.
- 2.3 The modification to the median will require the removal of four plane trees and these will require Board approval. Assessment of the existing trees was carried out by the Council's arborist and has recommended that these poorly maintained plane trees be replaced with a tree type more appropriate in this road environment. Plane trees when fully matured will likely have an effect on the function of the arterial road with their wide canopy and surface root structure. The shallow root structure will very likely cause deformation of the carriageway in the longer term.
- 2.4 The arborist is currently assessing all of the existing trees along the Main South Road median islands (from Carmen Road to Springs Road) with the view to replacing them with a more appropriate tree type - Fastigate Hornbeam, which has an upright form and is ideal in this environment.
- 2.5 In conjunction with the narrowing of the U-turn installation the existing Plane trees will be replaced with four Fastigate Hornbeam. These will be planted on the two medians immediately adjacent to the traffic signals at Chappie Place as shown in **Attachment 3**.

17. Cont'd

3. **BACKGROUND**

- 3.1 Main South Road from Carmen Road to the Sockburn Roundabout was transferred to Council ownership following the completion of Christchurch Southern Motorway Stage 1 (CSM1) by the New Zealand Transport Agency (NZTA). The landscaping along the road corridor which the Council inherited is less than the desirable standard for a main city road and staff are currently assessing the current state of existing trees and preparing a programme for their replacement in the next five years.
- 3.2 The road transfer has also resulted in Council staff reviewing the traffic operation of the Main South/Carmen/Shands Roads intersection. The main objectives are to enhance traffic safety and optimise the efficiency of the road corridors. The outcome of the review will be the subject of a separate report to the Board, but in brief the number of drivers turning right from the Main South Road into Carmen Road (SH1) creates queuing that extends beyond the formed right turn bay into the straight through lane reducing the capacity of the intersection substantially at peak times. Creating a longer turning bay will impact on the right turn into Brynley Street/Tower Street and a draft proposal has been developed that includes the formation of a U-turn facility east of the intersection.

4. **COMMENT**

- 4.1 The development of a food outlet on the site of the now demolished Clock Tower building, or any other development of the site for that matter, will add traffic to the intersection of Main South Road and Brynley Street/Tower Street unless an alternative facility is provided. To provide for drivers currently using the intersection and future demand it was proposed to form a U-turn bay to the east of the intersection. With the development of the food outlet this has provided an opportunity to share the costs of the facility between the developer and the Council which would result in an overall cost saving for the Council.
- 4.2 While the formation of the U-turn facility will result in the loss of four Plane trees the developer will be planting twelve Oak trees on the boundary of their site and there is also the opportunity to improve the overall environment of the Main South Road corridor by further planting along the medians.
- 4.3 The recent developments along the northern side of the Main South Road have also contributed additional landscaping to the road scene. Oak trees were planted all along the developed sites as part of their landscape requirements.

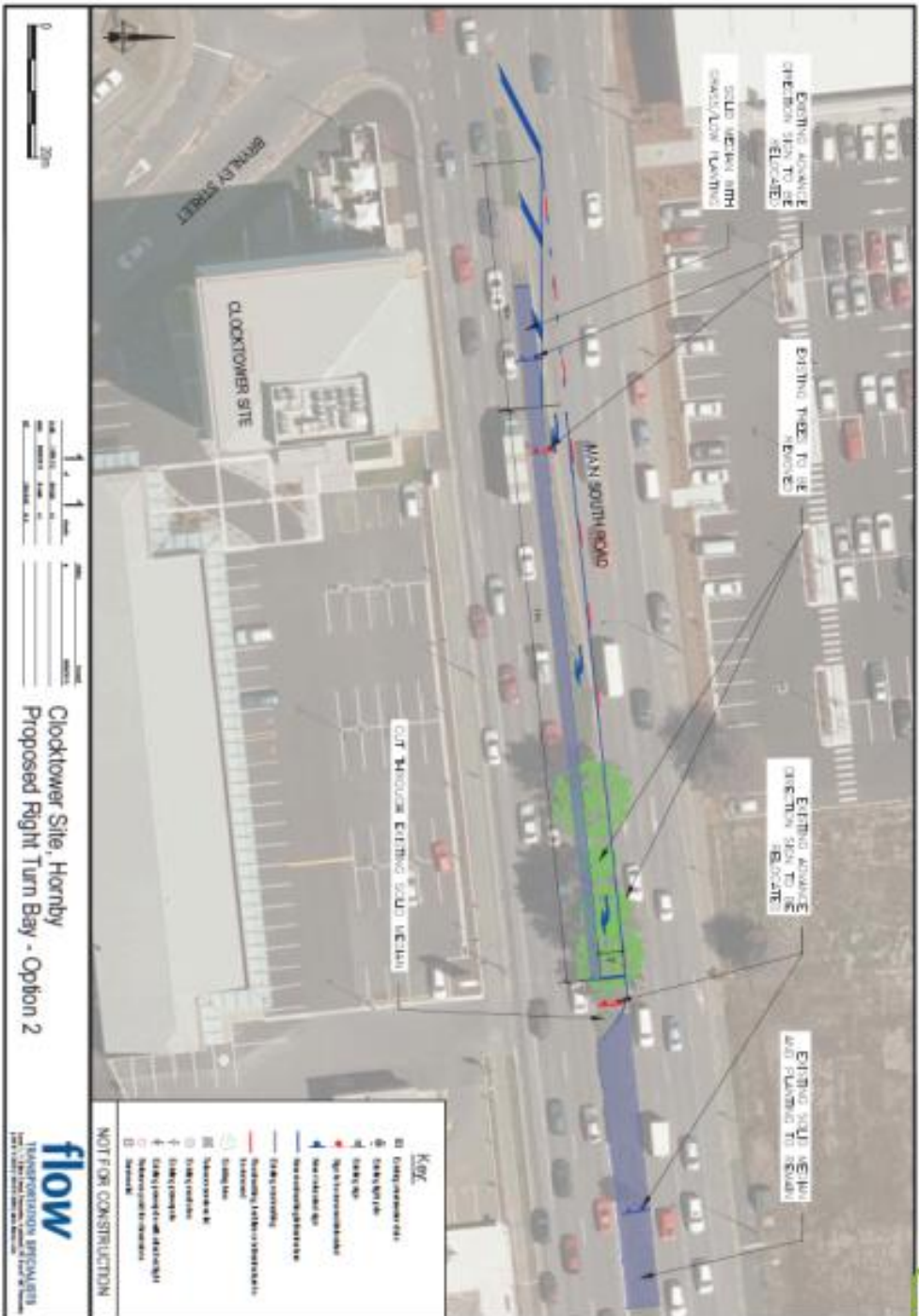
5. **FINANCIAL IMPLICATIONS**

- 5.1 Staff have negotiated a 30 per cent cost share toward the construction cost for the U-turn and funding is available in the Transport Corridor Optimisation Works Budget for 2014/15. The Council's share is estimated at \$95,000.

6. **STAFF RECOMMENDATION**

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

- 6.1 Approve the removal of the four existing plane trees enabling the U- turn facility be constructed as shown on Attachment 1 with replacement trees to be planted in the medians as shown on Attachment 3.

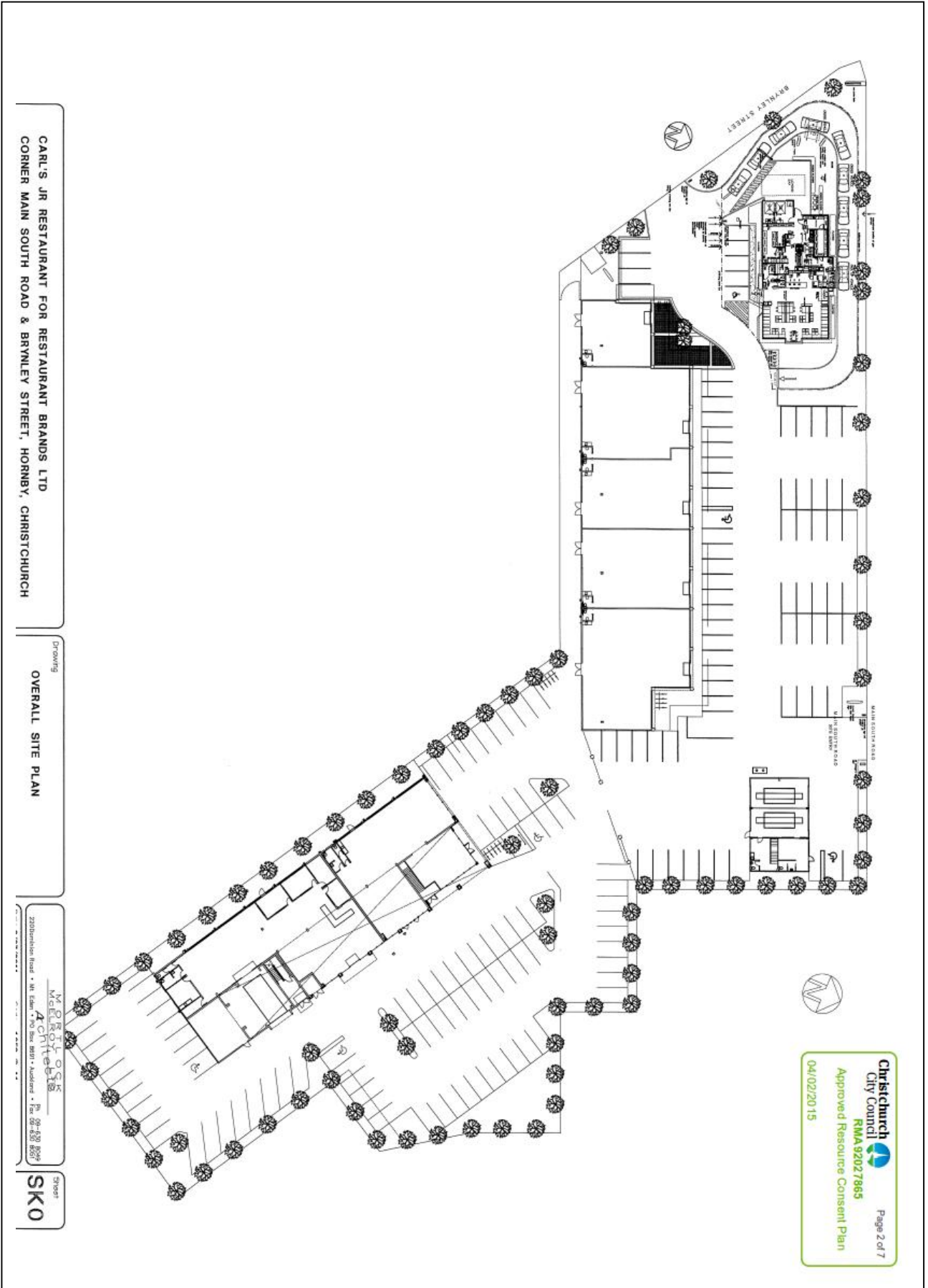


Clocktower Site, Hornby
Proposed Right Turn Bay - Option 2

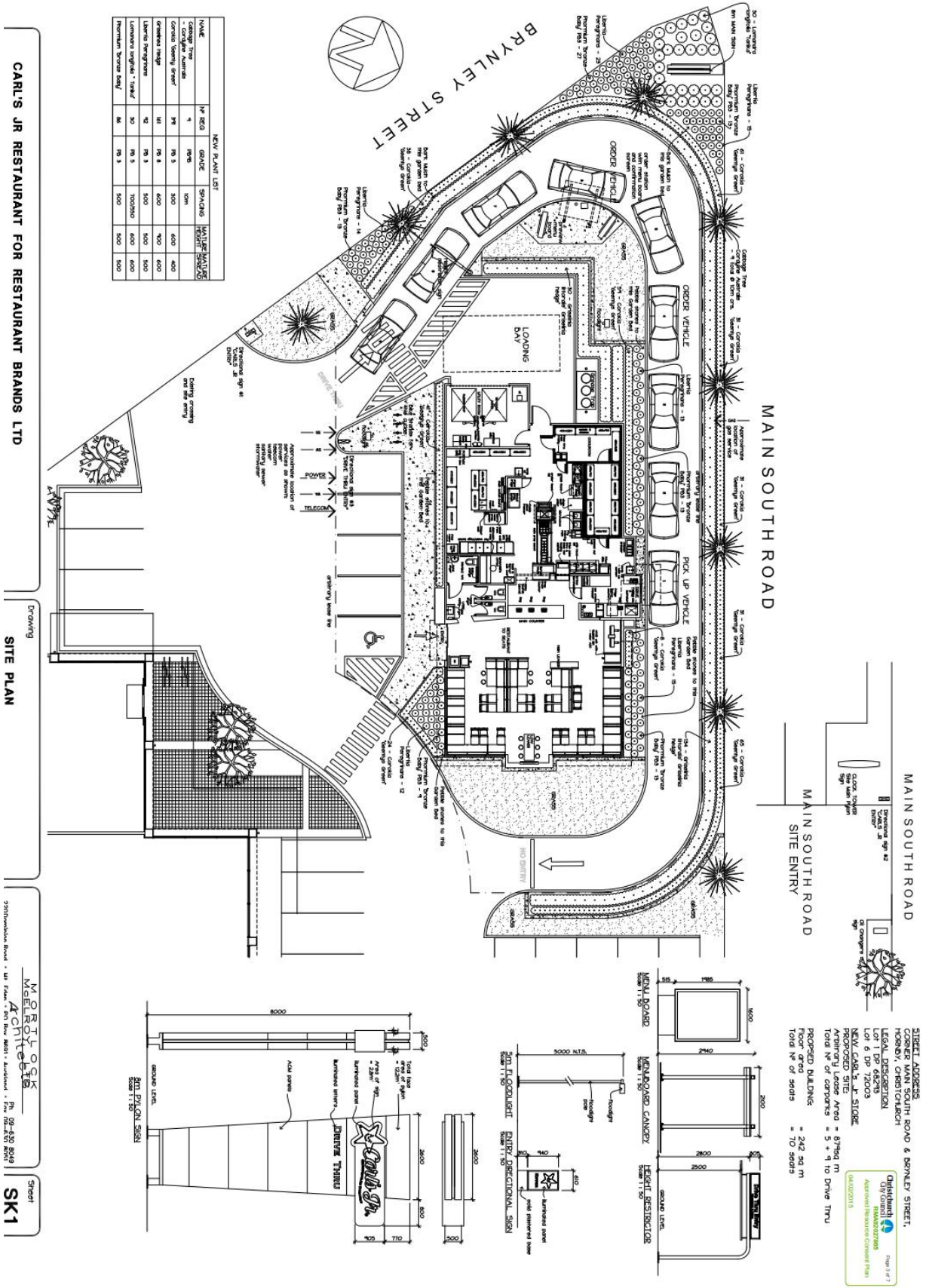


Christchurch
 City Council
 RMA92027865
 Approved Resource Consent Plan
 04/02/2015

Attachment 1



ATTACHMENT 1 TO CLAUSE 17 CONT'D



NEW PLANT LIST

NAME	HT REGS	GRADE	SPACING	PLANTING RATE
Cornish Spruce	4	R10	300	400
Cornish Yew	4	R10	300	400
Coronita Yew	3H	R10	300	400
Coronita Yew	4H	R10	300	400
Lilac	4H	R10	300	400
Lilac	5H	R10	300	400
Lilac	6H	R10	300	400
Lilac	7H	R10	300	400
Lilac	8H	R10	300	400
Lilac	9H	R10	300	400
Lilac	10H	R10	300	400
Lilac	11H	R10	300	400
Lilac	12H	R10	300	400
Lilac	13H	R10	300	400
Lilac	14H	R10	300	400
Lilac	15H	R10	300	400
Lilac	16H	R10	300	400
Lilac	17H	R10	300	400
Lilac	18H	R10	300	400
Lilac	19H	R10	300	400
Lilac	20H	R10	300	400
Lilac	21H	R10	300	400
Lilac	22H	R10	300	400
Lilac	23H	R10	300	400
Lilac	24H	R10	300	400
Lilac	25H	R10	300	400
Lilac	26H	R10	300	400
Lilac	27H	R10	300	400
Lilac	28H	R10	300	400
Lilac	29H	R10	300	400
Lilac	30H	R10	300	400
Lilac	31H	R10	300	400
Lilac	32H	R10	300	400
Lilac	33H	R10	300	400
Lilac	34H	R10	300	400
Lilac	35H	R10	300	400
Lilac	36H	R10	300	400
Lilac	37H	R10	300	400
Lilac	38H	R10	300	400
Lilac	39H	R10	300	400
Lilac	40H	R10	300	400

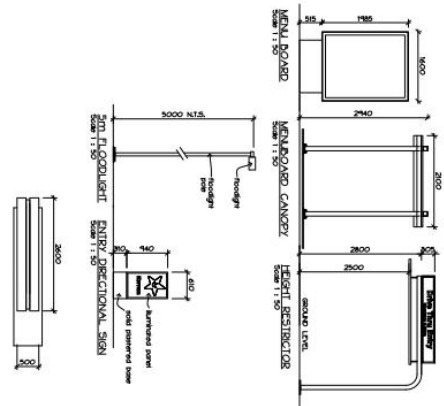
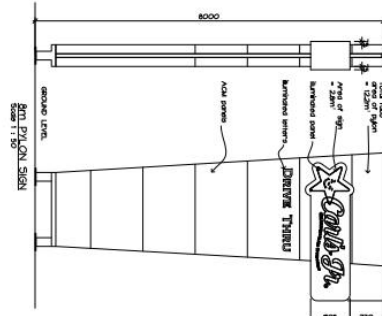
CARL'S JR RESTAURANT FOR RESTAURANT BRANDS LTD

SITE PLAN

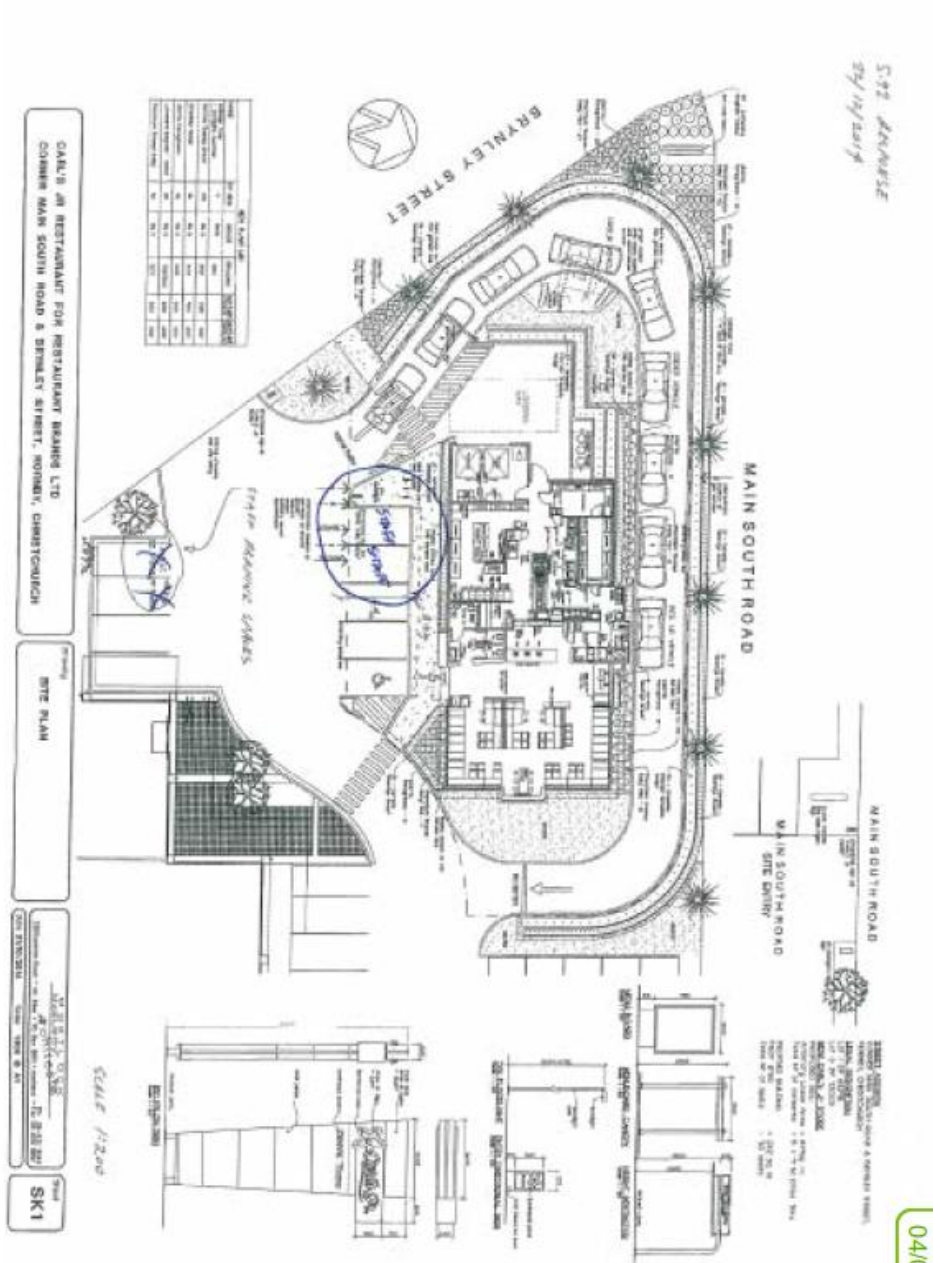
MERROL O'NEIL ARCHITECTS
 321Hawthorn Road • Mt Fawn • 301 Hwy Mt Fawn • Australia • Ph: 08 489 8400
 Street SK1



STREET ADDRESS
 CORNER MAIN SOUTH ROAD & BRYNLEY STREET,
 HOBSON, CHRISTCHURCH
 LEAD DEVELOPER
 LEAD DESIGNER
 LEAD ARCHITECT
 Lot 6 DP 72003
 NEW CARL'S JR STORE
 PROPOSED SITE
 APPROXIMATE AREA = 878sq m
 TOTAL NO OF CARPARKS = 5 x 1 to Drive THRU
 PROPOSED BUILDING
 FLOOR AREA = 242 sq m
 TOTAL NO OF SEATS = 10 SEATS

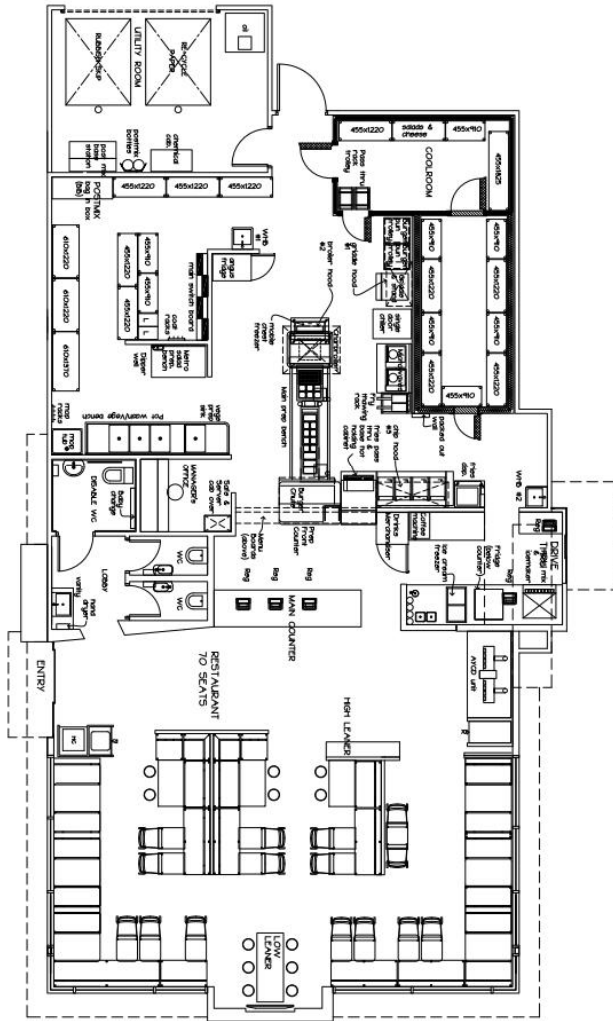


ATTACHMENT 1 TO CLAUSE 17 CONT'D




Christchurch City Council
 RMA92027865
 Approved Resource Consent Plan
 04/02/2015

CARL'S JR RESTAURANT FOR RESTAURANT BRANDS LTD
CORNER MAIN SOUTH ROAD & BRYNLEY STREET, HORNBY, CHRISTCHURCH



Drawing
FLOOR PLAN

MORTLOCK
ARCHITECTS
220 Dominion Road - Mt Eden - P.O. Box 8681 - Auckland - Fax 09-430 8551
Date 2/07/2014 Scale 1:80 @ A1

Sheet
SK2



ATTACHMENT 1 TO CLAUSE 17 CONT'D

Carl's Jr. RESTAURANT FOR RESTAURANT BRANDS LTD
 CORNER MAIN SOUTH ROAD & BRYNLEY STREET, HORNBY, CHRISTCHURCH

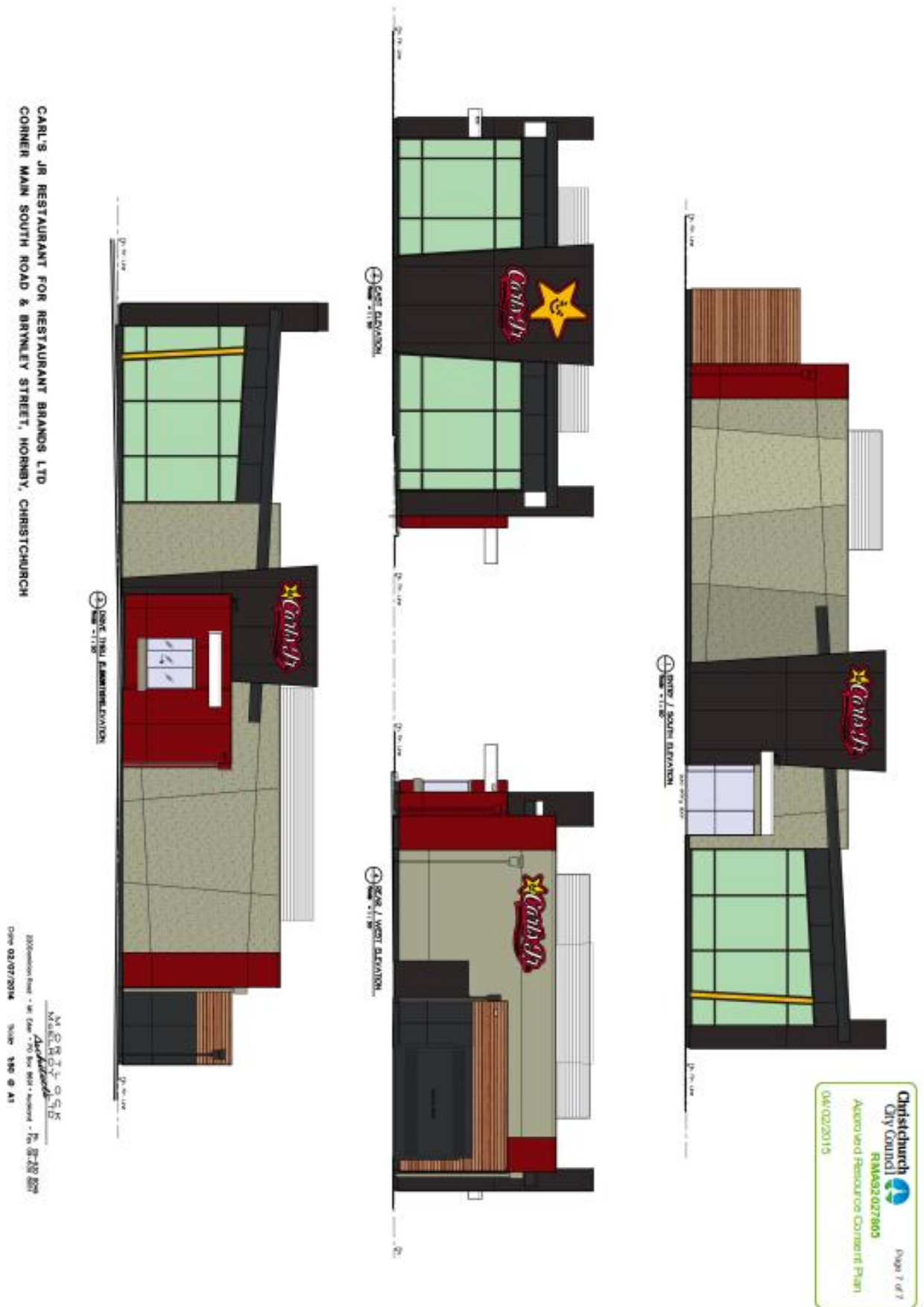
Drawings
ELEVATIONS

MORTON ARCHITECTS
 220 Dominion Road - Mt Eden - P.O. Box 8691 - Auckland - Fax 09-430 8049
 Date 2/07/2014 Scale 150 @ A1

SK3a

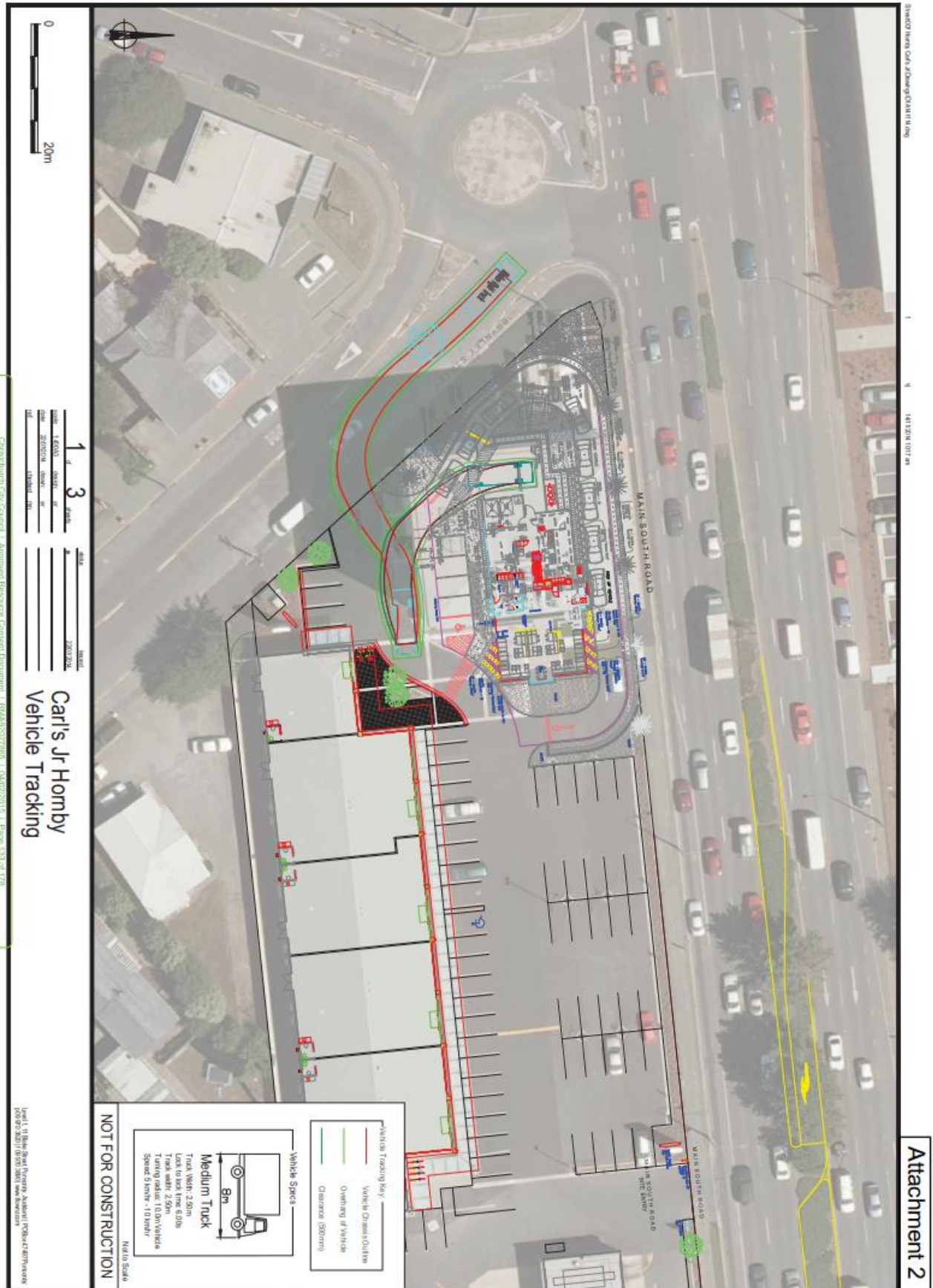
Checkmate **PLANIT**
 City Council **REMA2007 883**
 Approved Resource Consent Plan
 14/03/2015

ATTACHMENT 1 TO CLAUSE 17 CONT'D



Christchurch City Council
 RMA52/027865
 Approved Resource Consent Plan
 06/02/2015

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Attachment 2

Vehicle Tracking Key - Vehicle Ownership

Owning of Vehicle
Clearance (600mm)

Vehicle Spacing

Medium Truck
Truck Weight: 2.5tn
Lack to back fire: 6.0m
Truck wheel: 2.5m
Turning radius: 1.0m/vehicle
Speed: 5km/hr - 1.10km/hr

NOT FOR CONSTRUCTION

NOT TO SCALE

Carl's Jr Homby
Vehicle Tracking

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Level 1: 11 Blue Street (Victoria Avenue) P0464287885
P0464287885 | 04/02/2015 | www.ccc.govt.nz



Location of Replacement Trees

14. 4. 2015

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18. COMMUNITY BOARD ADVISER'S UPDATE

18.1 UPCOMING BOARD ACTIVITIES

18.2 BOARD FUNDS 2014/15 UPDATE

For information, the **attached** monthly status update refers.

ATTACHMENT 1 TO CLAUSE 18

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	
14-Oct	Riccarton/Wigram 2014/15 Community and Youth Service Awards and Community Garden Pride Awards	\$ 4,000	
18-Nov	Hornby Day Care Trust - entertainment for senior clients	\$ 1,000	
18-Nov	Avonhead Community Trust - entertainment and refreshments for its Community Event during Neighbourhood Week	\$ 475	
17-Feb	Community Board Conference - Member attendance	\$ 600	
17-Feb	Oak Development Trust - welcome to student 2015 event	\$ 1,500	
17-Feb	Oasis Baptist Church - clothing resource centre and fresh produce giveaway managers wages	\$ 3,500	
17-Feb	Low decile school children - day out in Christchurch City	\$ 1,500	
17-Mar	University of Canterbury - track hire and coaching costs	\$ 500	
		\$ 23,075	\$ 28,122
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	
14-Oct	Te Aho - New Zealand Boxing Nationals in Queenstown	\$ 250	
14-Oct	Te Matau - New Zealand Boxing Nationals in Queenstown	\$ 250	
14-Oct	Hinehau Flanagan - New Zealand Boxing Nationals in Queenstown	\$ 250	
14-Oct	Georgia Taylor - New Zealand National Rhythmic Gymnastics Championships in Auckland	\$ 250	
14-Oct	Paris Taylor - New Zealand National Rhythmic Gymnastics Championships in Auckland	\$ 250	
14-Oct	Anna Taylor - New Zealand National Rhythmic Gymnastics Championships in Auckland	\$ 250	
14-Oct	Millie Williamson - New Zealand Gymnastics Championships in Auckland	\$ 250	
14-Oct	Logan Rupapere - Nga Manu Korero Speak Competition in Napier	\$ 50	
16-Dec	Samuel Li - Spirit of Adventure Trophy Voyage in Auckland	\$ 250	
16-Dec	Grace Blackler - Great Murray River Jamboree - New South Wales - Australia	\$ 500	

16-Dec	Hamish Dale - 2015 Pacific Coast Slam Tour	\$ 500	
16-Dec	Logan Dick - New Zealand Secondary Schools Touch Nationals 2014	\$ 200	
16-Dec	Nick Saunders - New Zealand Secondary Schools Touch Nationals 2014	\$ 200	
17-Feb	Lucy McLeod - Harvard Model United Nations Conference	\$ 450	
17-Feb	Natasha Rogers - European Tour of WW1 sites	\$ 450	
17-Mar	Emma Swain - Mind Body Soul Course	\$ 300	
		\$ 8,000	\$ 6,618

19. MEMBERS' INFORMATION EXCHANGE

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

20. MEMBERS' QUESTIONS UNDER STANDING ORDERS