

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 17 MARCH 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, Debbie Mora

Community Board Adviser

Peter Dow

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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 – 3 MARCH 2015**

The minutes of the Board's Ordinary Meeting of 3 March 2015 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's Ordinary Meeting of 3 March 2015, be confirmed.

17. 3. 2015

- 4 -

ATTACHMENT 1 TO CLAUSE 3

16. 4. 2015

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

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 3 March 2014 at 4.02pm in the Community Room,
Upper Riccarton Library, 71 Main South Road.**

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

APOLOGIES: An apology for lateness was received and accepted from
Jimmy Chen who arrived at 4.06pm and was absent for clauses 1
and 10.

An apology for lateness was received and accepted from
Vicki Buck who arrived at 4.15pm and was absent for clauses 1 to ,
7, 10 and part of clause 8.

At the commencement of the meeting, the Chairperson welcomed and introduced Robyn Steel, Manager
Community Governance for Fendalton/Waimairi and Riccarton/Wigram.

The Chairperson also welcomed journalism students from the University of Canterbury.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DECLARATION OF INTEREST

Nil.

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

Nil.

ATTACHMENT 1 TO CLAUSE 3 CONT'D

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information on upcoming Board related activities including an informal joint briefing of the Riccarton/Wigram and Fendalton/Waimairi Community Boards and Residents' Association representatives on 5 March 2015 regarding the Replacement District Plan (quarrying) and the Joint Extraordinary Meeting of the Board and Spreydon/Heathcote Community Board on 11 March 2015 regarding the Annex/Birmingham/Wrights Road project.

Nomination forms for the Riccarton/Wigram Community Service and Youth Awards 2015 were tabled and **received** for members to distribute.

Clause 7 continued (Part C) of these minutes, records a decision made by the Board regarding its Submissions Committee.

8. MEMBER'S INFORMATION EXCHANGE

Mention was made of the following matters:

- Old West Coast Road - informal meeting with local residents on quarrying issues
- Hornby Courts, Goulding Avenue – gum trees
- Canterbury Track Cycling – considering other site options
- Community Pride Garden Awards – very successful recent Board hosted functions
- Culture Galore, 7 March 2015 - attendance by elected members welcomed
- Council Draft Long Term Plan – consultation process

9. MEMBER'S QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING MINUTES – 17 FEBRUARY 2015

The Board **resolved** that the minutes of its Ordinary Meeting of 17 February 2015, be confirmed.

7. COMMUNITY BOARD ADVISER'S UPDATE CONTINUED

Further to clause 7 (Part B) of these minutes, the Board made the following decisions.

SUBMISSIONS COMMITTEE – BOARD SUBMISSIONS

The Board **resolved**:

- 7.1 That its Submissions Committee be convened on dates to be arranged in March and April 2015 respectively, to formulate a Board response on Environment Canterbury's Proposed Canterbury Air Regional Plan, and to prepare a draft submission on the Council's Draft Long Term Plan 2015/25, for adoption by the Board.

The meeting concluded at 4.22pm.

CONFIRMED THIS 17TH DAY OF MARCH 2014

**MIKE MORA
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 BRADSHAW TERRACE RESIDENTS

Natalie Sneddon of Bradshaw Terrace, has been granted speaking rights to address the meeting in relation to local issues in Bradshaw Terrace as previously raised with the Board.

Clare Mouat will also address the Board.

4.2 TEMPLETON RESIDENTS' ASSOCIATION

Val Kenyon on behalf of the Templeton Residents' Association, has been granted speaking rights to request the provision of a bus shelter on Kirk Road in the vicinity of the doctors/chemist premises and also the matter of localised historic flooding and drainage related issues.

4.3 DISABLED PERSONS ASSEMBLY

Philip Haythornthwaite, President of Disabled Persons Assembly Christchurch and Districts (DPA), has been granted speaking rights to address the Board to request the relocation of a bus stop in Mandeville Street

The DPA's submission is **attached**.

Submission to the Christchurch City Council

Riccarton\Wigram Community Board

Relocation of Bus Stop on Mandeville Street from outside the Philatelic Centre to a position about 20 Metres North on Mandeville Street

WE WISH to be heard in support of this submission.

Submitter: Mr Philip Haythornthwaite
President - Disabled Persons Assembly - Christchurch and Districts

Address: Christchurch Community House
Room 23, 301 Tuam Street
CHRISTCHURCH

Pages: 2 + Cover letter

Proposal: **THAT** The Bus Stop located outside the Philatelic Centre at 67 Mandeville Street be removed and that it be Re-installed in a correct and legal location about 20 METRES NORTH ON MANDEVILLE STREET as the bus stop in its current location *does not meet the requirements of the Christchurch City Councils Bus Stop Guidelines 2009, it also breaches s21 of the Human Rights Act 1993 as it is located in a place that is DANGEROUS AND DISCRIMINATORY TO THE DISABLED PERSON.*

Reasons in support of the above proposal:

- A) The Christchurch City Council in 2014 installed this bus stop on Mandeville Street in spite of strong objection from the owners of the Philatelic Centre who made it very clear that it was not an acceptable place to have this bus stop interfering with their driveways as well as access routes to other private properties. Despite this the CCC has installed the bus stop which operates as part of Route 21
- a) Upon examination by me last year and follow-up discussion with CCC staff we were told that **the bus stop would not be moved northwards** as the community board was opposed to:
- A) The loss of the roadside grass berms that would occur
 - B) The loss of the roadside car parking spaces that would occur
 - C) The bus route was not used enough to **justify installing the bus stop in its correct and legal position, by sacrificing the roadside car-parks.**
 - D) It did not matter to the board whether or not the bus stop was installed correctly.
- b) The Disabled Persons Assembly - Christchurch and Districts submits that:
- A) The bus stop does not meet the requirements of a person with a disability.
 - B) Where the bus stop is placed, the front door of the bus opens over **DRAINAGE SUMPS** and if a person with a disability, in particular a person who is blind or elderly was to allow their cane or stick to go straight down and miss the kerb-side they would it would go into the sump and they would fall while exiting the bus. It is also badly placed for a person in a wheelchair as well

ATTACHMENT 1 TO CLAUSE 4.3 CONT'D

B) COMMENT

The Christchurch City Council (hereinafter CCC) own manual named "Christchurch City Bus Stop Guidelines" dated 1 February 2009 states very clearly in Section 4 how a bus stop *shall be laid out!!!* The Mandeville Bus Stop is only one of many bus stops that are totally *non-compliant* with the CCC's own documentation and that ALL BUS STOPS CITY WIDE must comply with these bus stop guidelines that the CCC itself has created.

It is therefore very clear that this bus stop on Mandeville Street is illegally placed and should be moved northwards up Mandeville Street immediately on the grounds of occupational safety and health, disability access, human rights compliance and ease of access to the bus would be better suited to the installation of a seat or bus shelter as well.

C) SUMMARY

- a) The Disabled Persons Assembly in whose name this request to be heard is lodged asks of the Riccarton\Wigram Community Board to ensure that all of the Bus Stops in its Community Board area of responsibility are up to legal standard as at many bus stops city wide are not!!
- b) If every bus stop City-wide was properly marked out, while it would mean the loss of some car-parking spaces, nobody can say that our bus service is not up-to-date and that buses would have easier access and service provided to the passenger in travel-time would be much faster.
- c) We also want to see these bus stop installed and placed correctly once so that ratepayer funding is not wasted as will have to occur here by moving the bus stop again!!

D) CONCLUSION

We look forward to a hearing date on this issue and the board recognizing the essential fact of the Public Transport System that "everybody wins when the bus passenger comes first".

.....
Philip Haythornthwaite
President
DPA-Christchurch and Districts
10th February 2015

5. PETITIONS

6. NOTICES OF MOTION

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

6.1 KIRK ROAD – BUSH 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.

6.2 OWAKA PIT

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:

1. Is the MDF waste at Owaka pit a recyclable material and does it have viability as a hogfuel 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 hogfuel - 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.
7. If not recycled or recyclable as hogfuel 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



9. RICCARTON ROAD BUS PRIORITY PROJECT - CONSULTATION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Assets and Network	N	
Author:	Philip Basher Transport Policy Engineer – OP Assets and Network	Y	941-8605

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The report outlines for the Riccarton/Wigram Community Board the proposal to consult on the on-street measures for bus priority on Riccarton Road between Deans Avenue and Matipo Street and seeks the Board's view on the consultation plan.
- 1.2 On 20 March 2014, the Environmental Committee resolved that:
 - 1.2.1 Request that staff investigate bus priority measures along Riccarton Road.
- 1.3 An informal seminar was held on 19 December 2014 to enable staff to engage with the elected members of the Infrastructure, Transport and Environment Committee, (ITE) Riccarton/Wigram and Hagley/Ferrymead Community Boards on the bus priority measures proposed for Riccarton Road. The members were advised that both Community Boards and the Committee will have the opportunity to consider the proposed consultation through reports.

2. EXECUTIVE SUMMARY

- 2.1 This Part A report provides details of the consultation plan for the Riccarton Road Bus Priority Project as it is considered to be of Metropolitan significance the final decision will be taken by the Infrastructure, Transport and Environment Committee on 2 April 2015 and the Community Board's recommendations will be reported separately to that Committee.
- 2.2 For the purposes of this report the remit of the Riccarton/Wigram Community Board is limited between the Ward Boundary at the Riccarton Road/Avenue and Deans Avenue intersection and Matipo Street. The Community Board will advise the Infrastructure, Transport and Environment Committee formally for Stage 1 Deans Avenue to Matipo Street bus priority measures through this Part A report.

3. BACKGROUND

- 3.1 The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post-earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies:
 - 3.1.1 Regional Passenger Transport Plan (RPTP), Environment Canterbury (ECan) 2014 – 2024. The Regional Public Transport Plan introduces a new operational model for the city's public transport network, based on a "hubs and spokes" approach. The system relies on the establishment of a series of suburban interchanges where feeder services will link passengers on to the core high frequency service routes.
 - 3.1.2 The Christchurch Transport Strategic Plan (CTSP), Christchurch City Council (CCC) 2012 – 2042. The CTSP confirms support for the principles of the RPTP and the new "hubs and spokes" model, and identifies Riccarton Road as a key public transport corridor.

9. Cont'd

- 3.1.3 Greater Christchurch Transport Statement (GCTS) UDS Partnership, 2012. The GCTS identifies public transport and priorities measures as one of the top priorities for recovery and future growth of the city.
- 3.1.4 Three Year Plan (TYP); CCC 2013/16 plus the Crown/Council funding agreement covers the anchor projects in the central city, one of which is the Public Transport interchange and directly associated improvements to Metro services outside the central city which includes the Riccarton Road Bus Priority.
- 3.1.5 An Accessible City (CERA) 2013. The transport chapter of the Central Christchurch Recovery Plan highlights the importance of the core public transport routes coming into the City from the North and West. Riccarton (Westfield) is a key hub for bringing in passengers from the western suburbs and the University to meet the core routes to and through the central city as well as transfers onto the orbital services. Ten of the city's core bus routes pass through this interchange.
- 3.2 The Council's Three Year Plan (TYP) for 2013-16 and the Crown/Council Funding Agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project.
- 3.3 The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study. The study identified measures for the Riccarton Road corridor that will improve reliability and reduce journey times for public transport.

4. COMMENT

Bus Priority Scheme

- 4.1 A number of scheme options have been considered based on previous studies including the Riccarton Corridor study. This has led staff to deduce that the proposed Riccarton Road Bus Priority scheme can be divided into two key components:

- 4.1.1 Deans Avenue – Clarence Street/Straven Road

- 4.1.2 Riccarton Town Centre – Clarence Street/ Straven Road – Matipo Street

Deans Avenue – Clarence Street/Straven Road

- 4.2 This section of the Riccarton Road Corridor is considered more suitable for conventional bus priority and other traffic improvement measures which can be summarised as:
 - 4.2.1 Deans Avenue/Riccarton Road/Riccarton Avenue intersection to be signalised with bus lanes on the eastern and western approaches. The bus lanes on the approach to the intersection are to operate as full time bus lanes.
 - 4.2.2 Part time (both peak hours 0700 – 0900 hours and 1500 – 1800 hours) bus lanes for westbound buses between the Deans Avenue/Riccarton Road/Riccarton Avenue and the Riccarton Road/Picton Avenue intersection.
 - 4.2.3 Full time bus lane on the westbound approach to the Clarence Street/Straven Road intersection from the Riccarton Road/Picton Avenue intersection.

9. Cont'd

- 4.2.4 Most on street parking will be maintained although some car parks will not be available during the operational hours of the bus lanes. In the sections of permanent bus lane, four car parks will be permanently removed for the eastbound lane on the approach to Deans Avenue, there are no proposals to remove parking for the permanent westbound bus lane on Riccarton Avenue, however 15 car parks are removed for the intersection works, and eight car parks will be permanently removed for the westbound bus lane on the approach to Clarence Street.
- 4.2.5 Introduce short-term parking on Bartlett Street during the operational hours of the bus lanes for the local retail facilities.
- 4.2.6 An early start is proposed for westbound buses on Riccarton Road at the Riccarton Road/Clarence Street intersection to get ahead of general traffic.
- 4.2.7 It is proposed to remove the zebra crossing to the east of Mona Vale Avenue, and be replaced with a signal controlled pedestrian crossing on the western approach to the rail crossing. This will be future proofed to accommodate cyclists using the proposed Northern Line Major Cycleway Route that will cross Riccarton Road at this point.

Riccarton Town Centre

- 4.3 This section of the Riccarton Road corridor requires measures that reflects the unique character of this area. There are three options:
 - 4.3.1 Option One – Bus Friendly with peak bus lanes on both sides east and west bound between Clarence/Straven and Matipo Street; Attachment 1 which shows the likely street profile. The bus lanes would operate between 0700 – 0900 hours and 1500 – 1800 hours on both sides of the road.
 - 4.3.2 Option Two – Pedestrian Friendly with streetscape improvements to remove side friction and assist pedestrian movements. There would be no bus lanes, minimal on-street parking and restricted turns into and out of Riccarton Road from Kauri Street and Division Street as approved in the bus lounge design (**Attachment 2** for the possible street profile). Four car parks would be retained outside 105 and 107 Riccarton Road. This option allows for a tree lined median and on-road cycle lanes.
 - 4.3.3 Option Three – Hybrid incorporating elements from Options One and Two seeking to improve the streetscape and assist the movement of buses which is shown in profile in **Attachment 3**.
- 4.4 Traffic modelling has been undertaken to assess the option, and the scheme has been through the safety audit process for the scheme stage, and will continue through the process as schemes evolve into detailed design. In addition, the table assessment of the impact of each option is attached to this report (**Attachment 4**).
- 4.5 Staff believe that Options Two (Pedestrian Friendly) and Three (Hybrid) should go out to consultation with the public (**Attachment 5**) because they would address the main objectives of improving the pedestrian environment and assisting in improving bus movement through the area. Option One would not improve the pedestrian environment in the Riccarton Town Centre area.

Consultation plan summary

- 4.6 The objectives for the consultation and engagement process are:
 - 4.6.1 To ensure all relevant stakeholders are informed at appropriate stages of the project of its purpose, aims and timeframes.

9. Cont'd

- 4.6.2 To provide an appropriate process for feedback/discussion and a contact point for any input or concerns.
- 4.6.3 To ensure all submitters are aware of the process, procedure and parameters around the decision-making process.
- 4.6.4 To advise submitters of the final concept and how consultation feedback has influenced the plan.
- 4.6.5 To inform submitters of the final decision if it varies significantly from the final proposal.

Consultation scope

- 4.7 Consultation will be carried out within the following framework:
 - 4.7.1 Bus Priority is needed on Riccarton Road to meet ECan operational requirements for its new greater Christchurch bus network.
 - 4.7.2 Bus Priority on Riccarton Road is also required to ensure the successful operation of the new central City Exchange and the associated super stops on Manchester Street and at the Hospital Corner.
 - 4.7.3 The passenger lounge and associated bus stops have been confirmed as part of an earlier consultation and decision making process.
 - 4.7.4 The proposal is restricted to the legal road boundaries.

Consultation plan

- 4.8 The project team is working together with ECan staff to develop an integrated plan for consultation and communications. The stakeholder list will include businesses and property owners, bus users, residents, and key interested organisations and community. The consultation plan includes:
 - 4.8.1 Contacting key stakeholders such as business leaders and community groups ahead of the formal consultation period for preliminary engagement and information sharing.
 - 4.8.2 Community consultation will be via a Council 'Have Your Say' on the web site and leaflet with either a paper or electronic feedback form. It will also supported by posters and other publicity and educational material.
 - 4.8.3 Leaflets and fliers will be hand-delivered to adjacent residents and businesses, and mailed to property owners and the wider area and stakeholder list.
 - 4.8.4 The planned four week consultation period starting in April 2015 will include three drop-in information sessions, two of which will target different sections of the route (Deans to Clarence, Clarence to Matipo), while welcoming general interest, feedback and questions. The third drop in session will cover the whole route.
 - 4.8.5 The consultation period allows for additional meetings with stakeholders and community groups, email, and phone calls.
 - 4.8.6 Submitters will be sent the final plan, a summary of consultation feedback and response including changes made as a result of consultation, and details of the meeting ahead of the final decision.

9. Cont'd

Community Board input to consultation

- 4.9 A joint seminar with the Riccarton/Wigram and Hagley/Ferrymead Community Boards and the Infrastructure, Transport and Environment Committee was held on 19 December 2014 to introduce the project before a preferred option was developed by the project team.
- 4.10 The issues raised and project team responses were then circulated ahead of a seminar with Riccarton/Wigram Community Board and the ITE Committee on 18 February 2015, and a separate seminar for the Hagley/Ferrymead Community Board on 16 March 2015. The purpose of the seminars was to gain feedback on the three options and to explain the preferred option, before the report requesting approval to consult was finalised.
- 4.11 Formal Riccarton/Wigram and Hagley/Ferrymead Community Board input to the plan to consult will be via Part A report recommendations to the ITE Committee decision. Riccarton/Wigram Community Board will consider this matter on 17 March 2015 and the Hagley/Ferrymead Community Board on 18 March 2015. The Infrastructure, Transport and Environment Committee will consider this matter at its meeting on 2 April 2015.

Communications

- 4.12 The Council and Environment Canterbury communications staff are working together on key messages, frequently asked questions, online material and social media posts that align with bus system milestones. The joint agency communication aims are to:
 - 4.12.1 Focus public understanding of and support for the benefits of bus priority.
 - 4.12.2 Inform residents/property/business owners, commuters and the general public and manage their queries and expectations.
 - 4.12.3 Engage with key stakeholders from the outset to explain how bus priority fits into the city-wide network changes and the benefits.
 - 4.12.4 Brief key people and agencies, to manage their expectations and ensure they have the chance to express their views.
 - 4.12.5 Prepare public information e.g. messaging, media release, questions and answers.
 - 4.12.6 Partner on project communications.

Riccarton Passenger Waiting Lounge (Northern kerb)

- 4.13 Staff are actively seeking a passenger waiting lounge site on the north side of Riccarton Road and may shortly reach a lease agreement on a suitable property. This site is close to the approved lounge at 123/125 Riccarton Road, and if the lease is agreed before the Committee meeting, staff will conduct a limited stakeholder consultation in conjunction with the proposed bus priority exercise.

5. **FINANCIAL IMPLICATIONS**

- 5.1 Funding has already been allocated for the Riccarton Road Public Transport project as part of the Crown/Council Funding Agreement and is included the Annual Plan for 2014 – 2015.

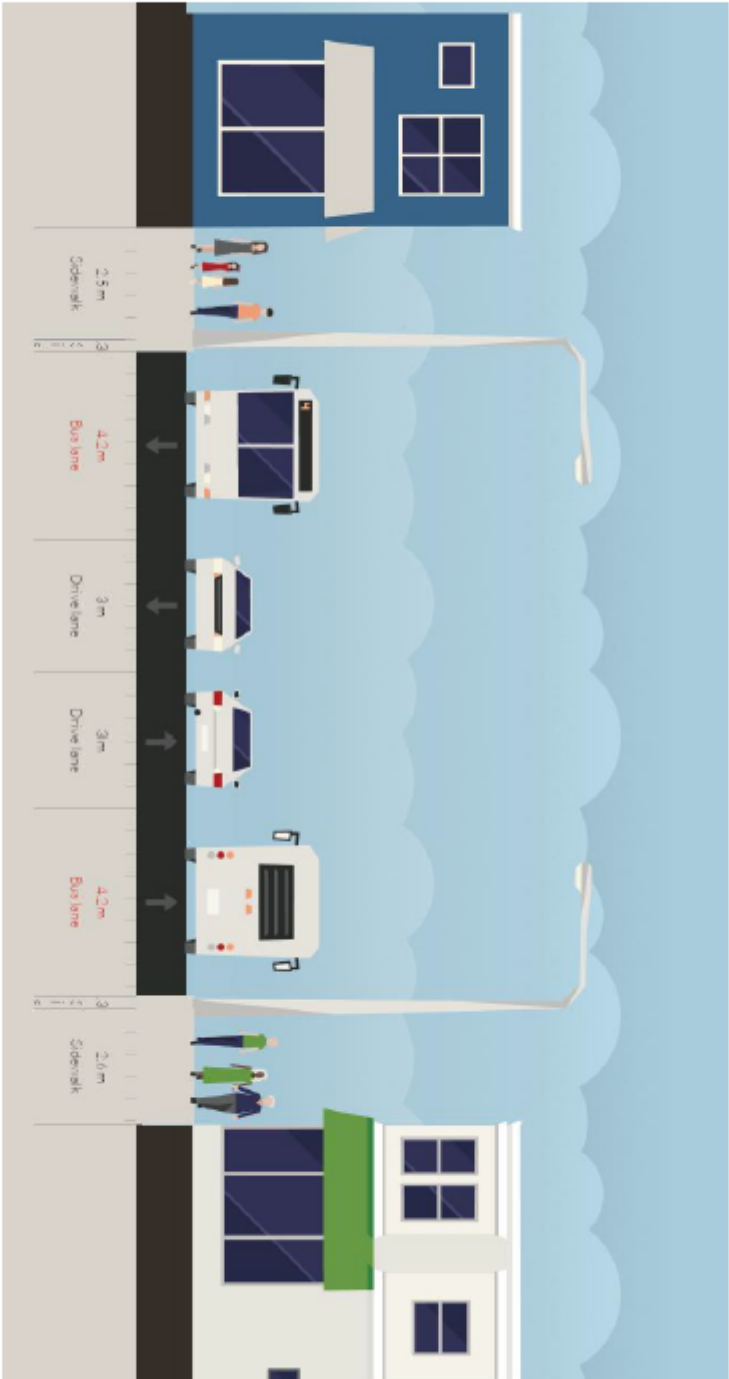
9. Cont'd

6. STAFF RECOMMENDATION

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

- 6.1 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, i.e. Riccarton Road between the Deans Avenue intersection and Matipo Street.
- 6.2 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 Community Board recommendations will then pass on to the Infrastructure, Transport and Environment Committee for consideration.

Option 1 – Peak hour bus lanes



Parking permitted outside operational hours of bus lane

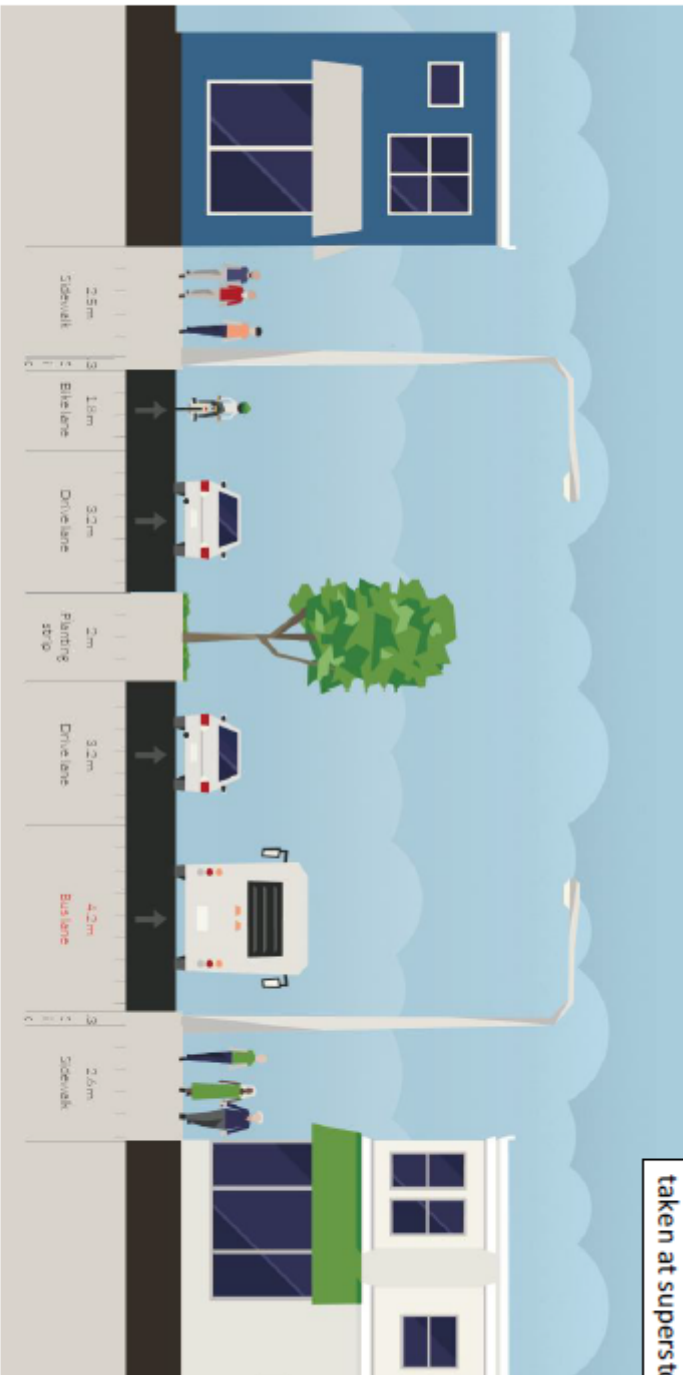


Image from <http://www.streetmix.net/>

Option 2 – Streetscape improvements to remove side friction



Cross-section taken at superstop



Minimal car parking available but improved street environment

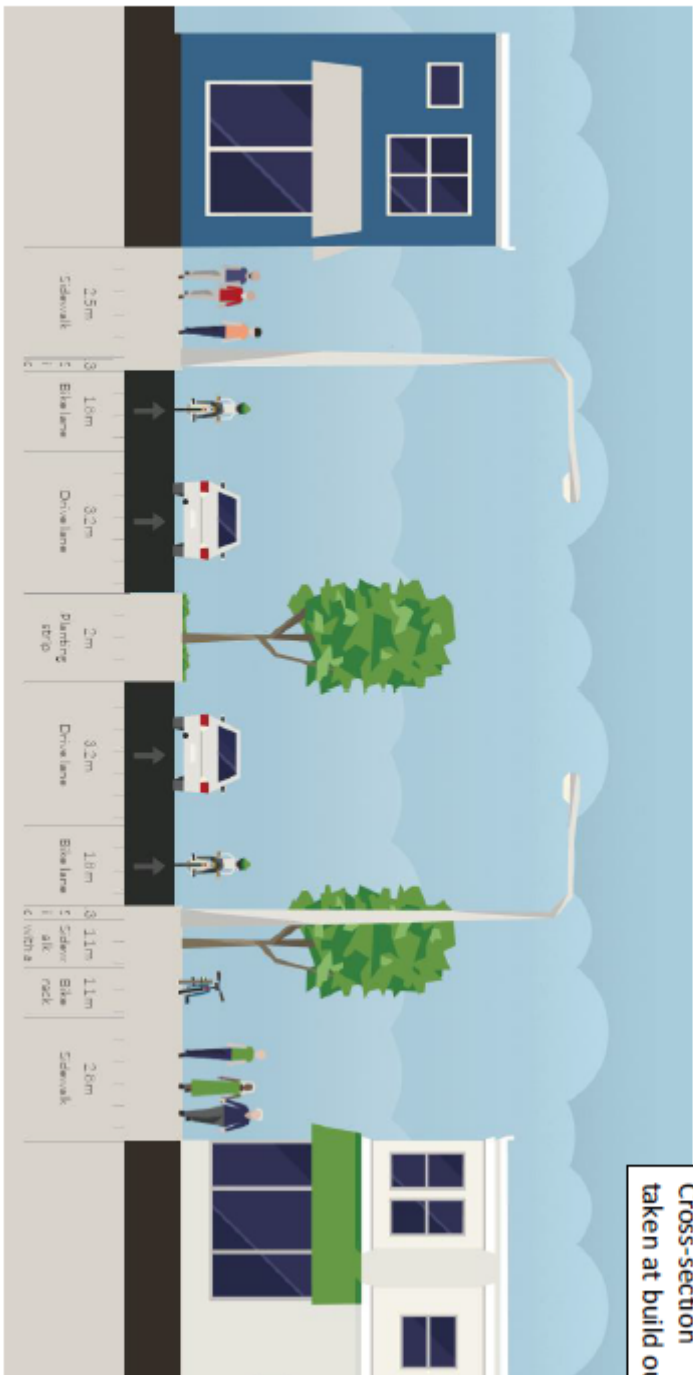


Image from <http://www.streetrix.net/>

Option 2 – Streetscape improvements to remove side friction



Cross-section taken at build out



Minimal car parking available but improved street environment



Image from <http://www.streetrix.net/>

Scheme – Option 3 Hybrid option, Matipo to Clarence

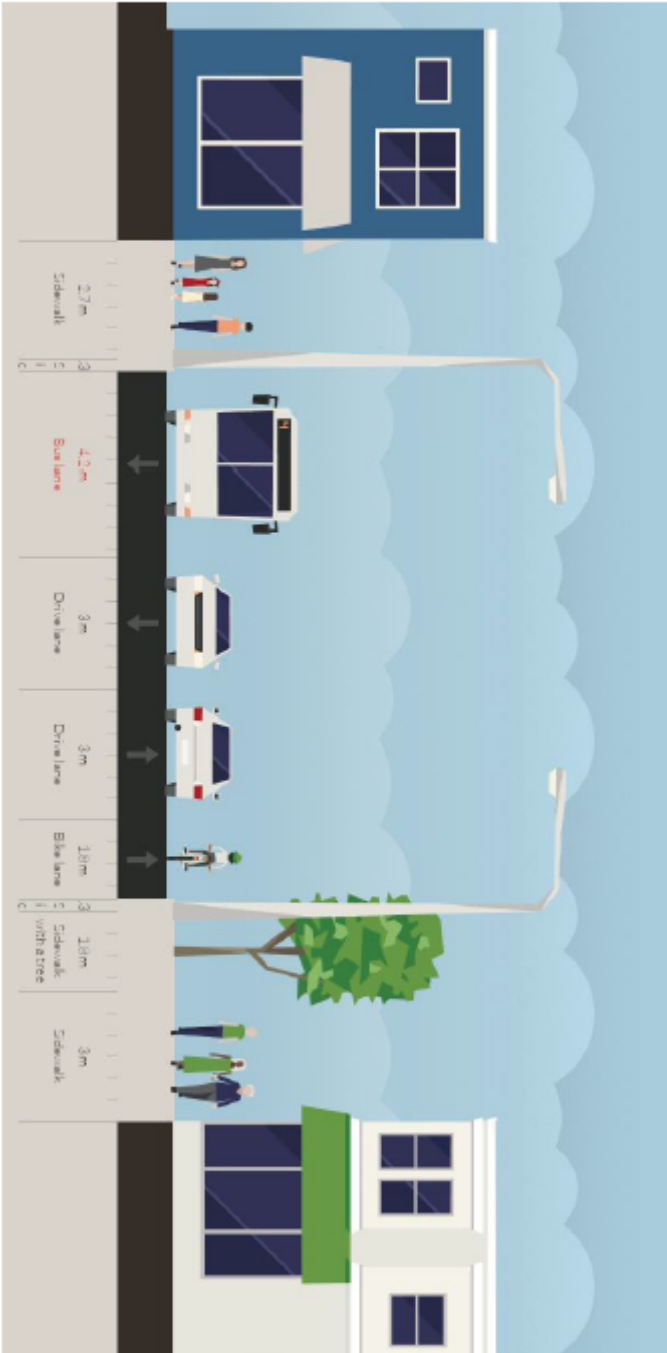


Image from <http://www.streetmix.net/>

ATTACHMENT 4 TO CLAUSE 9

Options Assessment for Riccarton Road - Clarence Street to Matipo Street

Option	Improve access and choice (Journey time reliability)	Create safe, healthy and livable communities (Improving Safety)	Support economic vitality	Create opportunities for environmental enhancements	Risks to Delivery
Option 1 - Peak Hour Bus Lanes	Improved bus journey reliability times in peak times.	Pedestrian crossing distances increased as all build outs removed.	Limited room on main street to provide cycle parking. Ten customers who arrive by bike fill in the parking space of one customer who arrives by car. ¹	Removal of all build outs. Reduce visual amenity and no opportunity for enhancements on main street.	On-street mobility/loading and short-term parking provided outside of peak times.
	Delays to general traffic, but parallel corridor (Blenheim Road) available for through traffic and large goods vehicles.	Reduced pedestrian areas and public space for Ingertin g and meeting.	Limited room for people to linger and enjoy the public space. May spend less as will stay only for duration that is needed for shopping.	No further room for tree planting as footpaths retained at 3 metres.	Park g available at rear of shops on northside and southside.
	✓✓	x	x	x	✓
Option 2 - Streetscape Improvements to Remove Side Friction (limited on-street parking)	Journey time steady as no priority. Reduced side friction should ease flow (Parking and other forms of side friction in complex environments slows vehicle speeds). ²	Parallel cycle route being developed as part of Major Cycleway Network.	Removal of parking to prioritise the bus means more people can travel per vehicle to Riccarton (average bus can hold up to 50 passengers). ³	Over-dimension designation would remain.	
	Delays to general traffic, but parallel corridor (Blenheim Road) available for through traffic and large goods vehicles.	Pedestrians can use the median to undertake informal crossings along the street. Reduced vehicle speeds by enhancing the surroundings. Reduced severity if crash occurs.	Increase support for local businesses through improved pedestrian spaces to increase foot traffic. Well-planned improvements to public spaces can boost footfall and trading by up to 40%. ⁴	Yes increase public space areas allowing for improvements to planting and landscaping.	On-street loading and short-term parking provided on southern side.
	✓	✓✓	✓✓	✓✓	✓
Option 3 - Peak hour bus lane inbound and streetscape improvements on southern side.	Improved bus journey reliability times in peak times. Westbound bus journey time steady as no priority with reduced side friction that should ease flow.	Potential for increase tree plantings to improve air quality	Better streets attract more people. Improve quality of Riccarton Road shopping experience by improving the streetscape on the south side (sunny side). ⁵	NZTA research also showed that shoppers considered landscaping, pedestrian crossings and frequent bus services more important than on-street car parking in making their decision to shop in an area. ⁶	Smaller number of on-street loading and short-term parking provided at all times to reduce side friction for bus movements on south side. Parking available on north side outside of peak times. Parking available at rear of shops on northside and southside.
	Delays to general traffic, but parallel corridor available for through traffic and large goods vehicles.	Pedestrian crossing distances increased as build outs removed on north side.	Parallel cycle route being developed as part of Major Cycleway Network.	Over-dimension designation would remain.	Park g available at rear of shops on northside and southside.
	✓	x	✓✓	✓	✓

¹ Protected Bike Lanes Mean Business (How 21st Century Transportation Networks Help New Urban Economies Boom), People for Bikes and Alliance for Biking and Walking
² Appraisal of Shared Space
³ The Pedestrian Pound (The Business Case for Better Streets and Places), Sustrans
⁴ Re-allocation of Road Space, NZTA
⁵ The Pedestrian Pound (The Business Case for Better Streets and Places), Sustrans
⁶ The Economic Benefits of Sustainable Streets, New York City, Department of Transport

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

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

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval for the naming of eight new roads and four new rights-of-way, including access to a lot. The Community Board has the delegated authority to approve road and rights-of-way names.
- 1.2 This is an staff initiated report arising from naming requests from subdivision developers.

2. DISCUSSION

- 2.1 Two residential subdivisions, being Knights Stream Park and Kintyre Estates, are seeking approval for four and five road/rights-of-way names. An industrial development, known as the former glass works site or Goodman Industrial Park, is also seeking approval for one road name.
- 2.2 Knights Stream Park - Stage 7 – this stage of the subdivision will create four new roads. They will continue the theme of national park names which include:
- Killarney Avenue, after the Killarney National Park in County Kerry Ireland;
 - Bouma Street, named after Bouma National Heritage Park in Fiji;
 - Kokoda Street, named after Kokoda National Park, Papua New Guinea; and
 - Harz Street, named after Harz National Park in Germany.
- 2.3 In addition, if the above names are not approved, the following suggestions are also submitted in order of preference: Lorentz Street, Bolivar Street, Amazonia Street and Patagonia Street.
- 2.4 The land to the north-west of the subdivision contains a grass swale which generally follows the line of the old bed of Knights Stream. There will be four new roads in this location. The subdivision developer has been in discussions with Mahaanui Kurataiao Limited to provide names for the four roads that will be constructed in the future. These will be presented to the Riccarton/Wigram Community Board in due course. The diagram is attached that shows the subdivision (refer to **attachment 1**).
- 2.5 Kintyre Estates - Stage 6 and 7 – one new road and four new rights-of-way will be created in these two stages. As with earlier stages, the names were drawn from names and features in the locality of Kintyre in Scotland:
- Ardnave Lane, after a point and archaeological site off Nave Island;
 - Ciaran Close, after a significant loch in the north of Kintyre;
 - Glenbarr Lane, after the Abby Channell in the Parish of Dunoon;
 - Torbeg Lane, after the name of the village on the Island of Arran. Torbeg means "Black Water";
 - Kilkivan Lane, an old parish name. It was the site of the ruins of an old church.

10. Cont'd

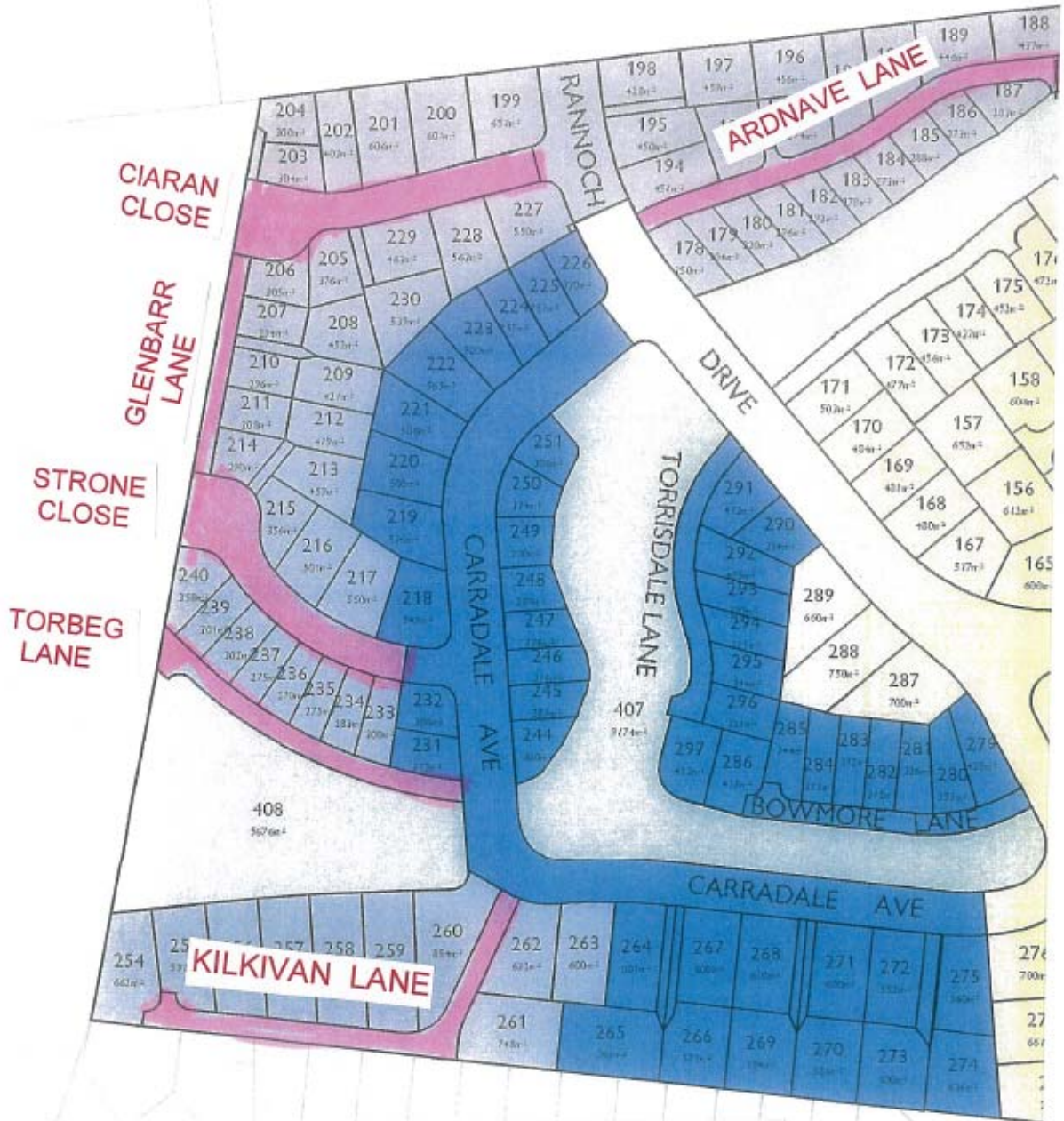
- 2.6 3-49 and 4-50 Seymour Street – a business development is underway on the former glass works site at 69a Shands Road. It is not a subdivision and all building sites are leased. Roading construction is now completed and the applicants are seeking to name the carriageway, which is normally not required, but it would be desirable to have it named for identification by emergency services. Directly opposite the roadway is the existing road, "Seymour Street" and the applicants wish to continue the use of Seymour Street across Shands Road. This is supported by the present allocation of property numbers commencing at Main North Road and continuing through to Shands Road. There has been discussion and enquiries made from Council's Insight team as to whether Seymour had any connection with the glass works. Deposit Plan 1246 created 50 sections in 1900. The subdivision was undertaken by George Hamill, a local real estate agent in Christchurch. It was noted that Hamill's subdivision was named Jersey Town. It is also noted that on the Island of Jersey there is a large coastal Defence Tower known as the Seymour Tower which was built by Sir Seymour Conway. The Seymour Street subdivision preceded the glass works by 50 years. Placemakers, Fisher and Paykel, Big Chill, Palmerston Transport, DHL and Bridgestone all have completed buildings within the development.

3. FINANCIAL IMPLICATIONS

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

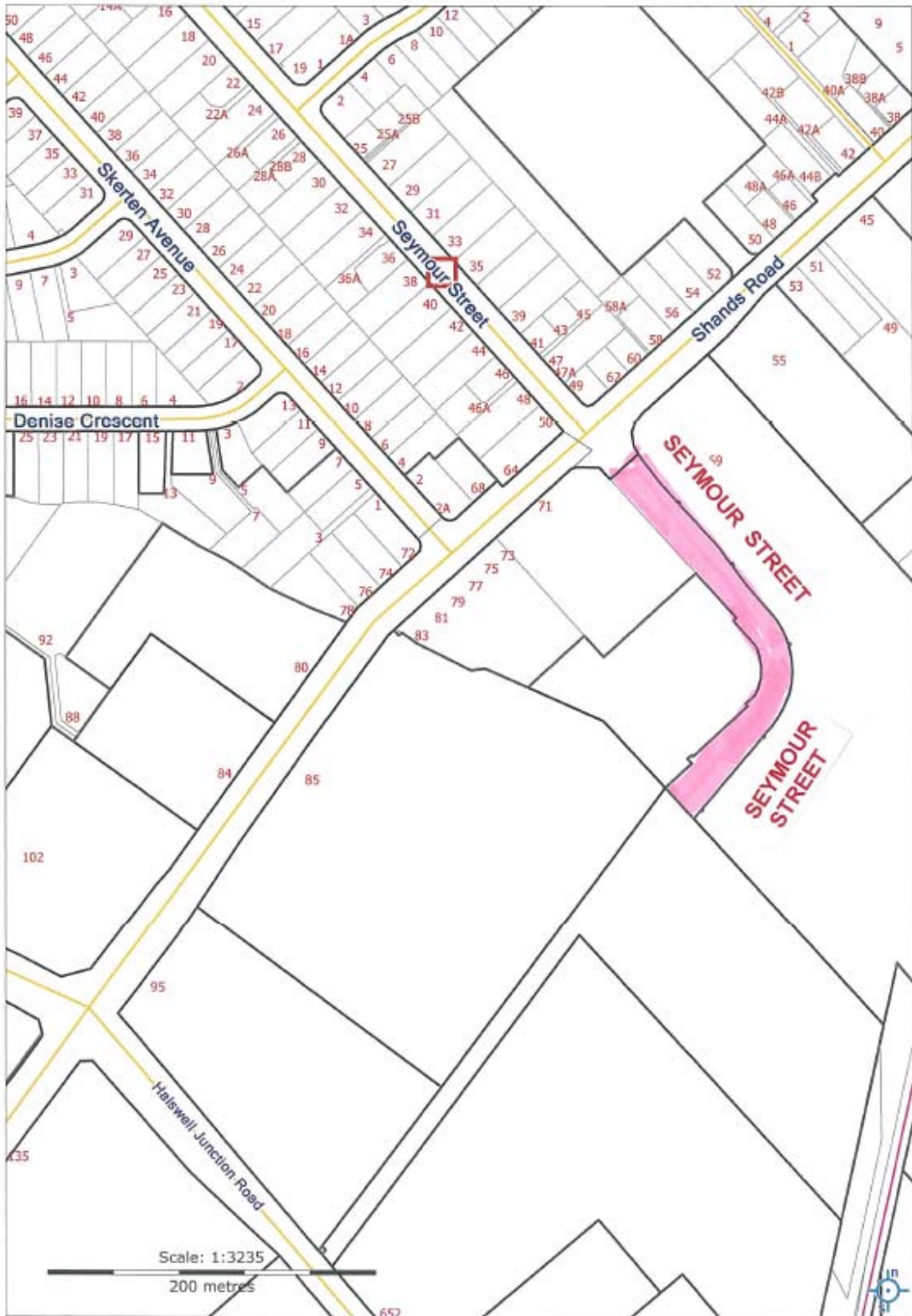
4. STAFF RECOMMENDATION

- 4.1 It is recommended that the Riccarton/Wigram Community Board approve the following proposed names:
- 4.1.1 Knights Stream Park – Killarney Avenue, Bouma Street, Kokoda Street and Harz Street (Alternatively: Lorentz Street, Patagonia Street, Bilivar Street and Amazonia Street)
 - 4.1.2 Kintyre Estates – Ardnave Lane, Ciaran Close, Glenbarr Lane, Strone Close, Torbeg Lane and Kilkivan Lane
 - 4.1.3 69 Shands Road – Seymour Street (from Shands Road south east)

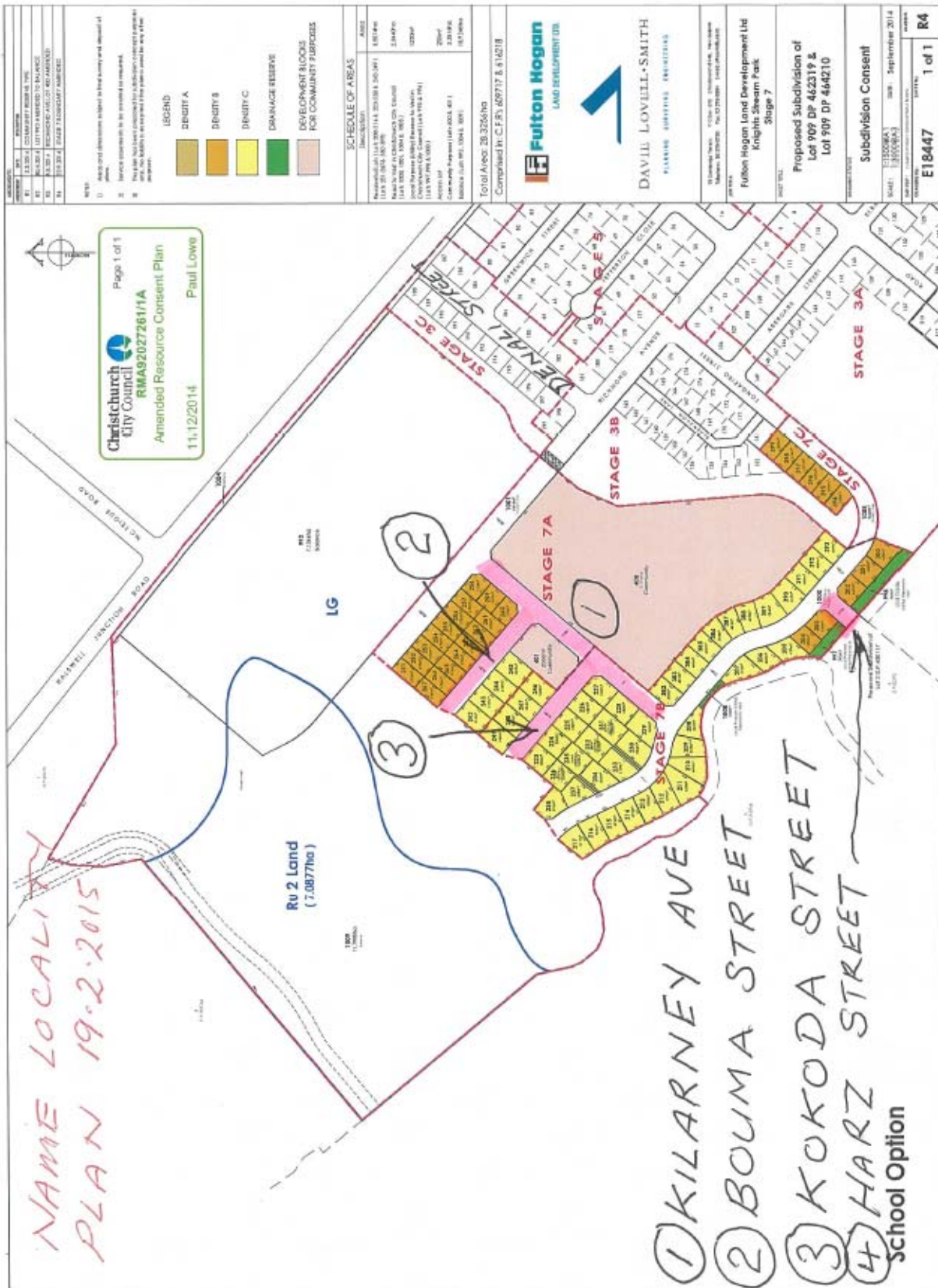


KINTYRE ESTATES
Proposed Names Stage 6

4



SEYMOUR STREET





11. RICCARTON/WIGRAM WARD - NAMING OF NEW RESERVES

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture, Leisure and Parks	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Russel Wedge, Senior Network Planner Parks	Y	941-8270

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The report is a staff request to ensure the naming and classification of reserves follows the Council's Policy Register.
- 1.2 The purpose of this report is to seek approval from the Riccarton/Wigram Community Board for:
 - 1.2.1 The proposed reserve names as listed in Attachment One and for the Board's recommendation to be referred to the Council for adoption.
 - 1.2.2 The proposed classification of the reserves as specified in Attachment One and for the Board's recommendation to be referred to the Council for adoption.
- 1.3 The Council Policy Register: Naming of Reserves and Facilities, outlines the procedure for the naming of reserves, which is for the proposed reserve names to be referred to the Community Board in the first instance, and then referral to the Council for adoption.

2. EXECUTIVE SUMMARY

- 2.1 A number of new reserves have been vested in the Council as part of subdivision developments in the Riccarton/Wigram Ward. The Council Policy Register: Naming of Reserves and Facilities states that all reserves vested in or under the control of the Council shall be given an appropriate name. New reserves are required to be allocated a name before they can be entered into the Council's maintenance contracts.
- 2.2 Under the Reserves Act 1977, Section 16 (2A) any land that has been vested with the Council can declare that land to be a reserve providing it has been given a classification through Council resolution. The classification of the reserve will provide the basis as to how the reserve should be managed and administered e.g. a recreation reserve compared to a drainage reserve (refer **Attachment One**).

3. SIGNIFICANCE

- 3.1 The decision to be made is of low significance in relation to assessment of the criteria in the Christchurch City Council's Significance and Engagement Policy.
- 3.2 Confirmation of statutory compliance. In accordance with section 76 of the Local Government Act 2002, this report contains:
 - 3.2.1 Sufficient information about the options and their benefits and costs, bearing in mind the significance of the decision; and
 - 3.2.2 A process of community engagement to determine and consider, the views and preferences of affected and interested parties veering mind the significance of the decision.

11. Cont'd

4. COMMENT – COMMUNITY CONSULTATION

4.1 The reserve land identified in this report has been vested in the Council at the time of the development of the subdivision. The naming of the reserves usually commences before the land titles have been issued both for the proposed reserve and any adjoining prospective residential land owners. It is therefore not possible to consult with adjoining residents or any neighbourhood or residential groups on the proposed reserve names.

4.1.1 The naming of the reserves in subdivisions follows a similar process to the Community Board consideration of appropriating names for public roads within the subdivision.

5. FINANCIAL IMPLICATIONS

5.1 There are no direct financial implications associated with the allocation of reserve names, which is an administrative process undertaken as an operational expense.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

6.1 Approve the proposed reserve names as specified in Attachment One, and the Board's recommendation be referred to the Council for adoption.

6.2 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.

Attachment One - Proposed Reserve Names and Classifications

Proposed Name	Address	Legal Description	Area (ha)	Reserve Classification	Page Number
Eastman Wetlands	332,334,388 Sparks Road & 482A, 484 Cashmere Road	Lot 2 DP 401332 / Lot 5 DP 3216 / Lot 2 DP 82730 / Lot 2 DP 406674 / Lot 2 DP 81757	41.0883	Local Purpose (Utility) Reserve	1
Butchers Brothers Subdivision (101 Awatea Road)					
Heathcote Esplanade Reserve	25R Dow Square	Lot 101 DP 479291	0.0305	Recreation Reserve	1
Heathcote Esplanade Reserve	No road address	Lot 100 DP 479291	0.2642	Local Purpose (Esplanade) Reserve	1
Dow Park	21R Dow Square	Lot 102 DP 479291	0.0340	Recreation Reserve	1
Taunton Estates Subdivision (141 & 185 Awatea Road) (Page 2)					
Heathcote Esplanade Reserve	2R Vahsel Bay Place	Lot 54 DP 477367	0.2649	Recreation Reserve	2
Heathcote Esplanade Reserve	4R Vahsel Bay Place	Lot 60 DP 477367	0.5634	Recreation Reserve	2
Platinum Drainage Reserve	16R Platinum Place	Lot 55 DP 477367	0.1637	Local Purpose (Utility) Reserve	2
Platinum Park	14R Platinum Place	Lot 61 DP 477367	0.1931	Recreation Reserve	2
Whittaker Brothers Subdivision (205 Awatea Road)					
Heathcote Esplanade Reserve	18R Colt Place	Lot 151 DP 479119	0.0586	Recreation Reserve	2
Heathcote Esplanade Reserve	20R Colt Place	Lot 150 DP 479119	0.6014	Local Purpose (Esplanade) Reserve	2
Wigram Estates (280 Wigram Road)					
Heathcote Esplanade Reserve	No Road address	Lot 65 DP 482951	0.5735	Local Purpose (Esplanade) Reserve	2
Heathcote Esplanade Reserve	29R Edwin Ebbett Place	Lot 66 DP 482951	0.0446	Recreation Reserve	2

ATTACHMENT 1 TO CLAUSE 11 CONT'D

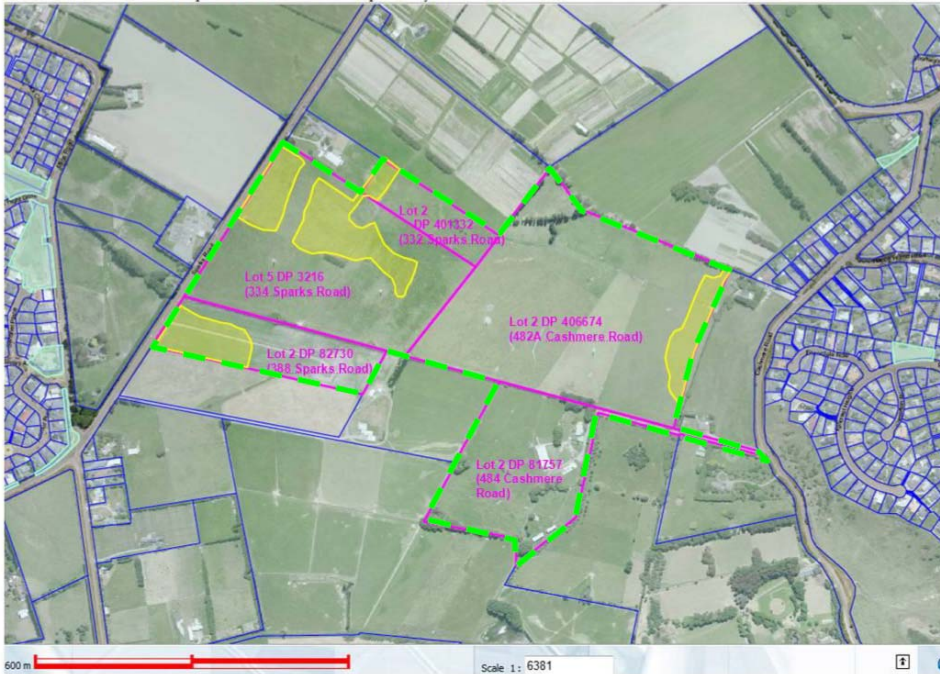
Longhurst Subdivision – Fulton Hogan Ltd (Halswell Junction Road) (Page 3)						
John Annan Park	52R John Annan Street	Lot 957 DP 470876	0.1441	Recreation Reserve	3	
John Annan Drainage Reserve # 1	36R John Annan Street	Lot 945 DP 470876	0.0186	Local Purpose (Utility) Reserve	3	
Bamber Drainage Reserve	46R Bamber Crescent	Lot 954 DP 480473	0.0220	Local Purpose (Utility) Reserve	3	
Caulfield Drainage Reserve	55R Greenaway Street	Lot 947 DP 470876	0.4603	Local Purpose (Utility) Reserve	3	
Caulfield Drainage Reserve	100R Caulfield Avenue	Lot 955 DP 470876	0.0860	Local Purpose (Utility) Reserve	3	
Caulfield Drainage Reserve	45R Greenaway Street	Lot 948 DP 470876	0.3131	Local Purpose (Utility) Reserve	3	
Caulfield Drainage Reserve	70R Caulfield Avenue	Lot 947 DP 468679	0.4993	Local Purpose (Utility) Reserve	3	
Caulfield Drainage Reserve	35R Greenaway Street	Lot 948 DP 468679	0.3150	Local Purpose (Utility) Reserve	3	
Caulfield Drainage Reserve	90R Caulfield Avenue	Lot 955 DP 468679	0.0914	Local Purpose (Utility) Reserve	3	
Caulfield Drainage Reserve	60R Caulfield Avenue	Lot 956 DP 468679	0.1047	Local Purpose (Utility) Reserve	3	
Greenaway Park	7R Greenaway Street	Lot 958 DP 468679	0.3643	Recreation Reserve	3	
Ishwar Ganda Drainage Reserve	19R Ishwar Ganda Boulevard	Lot 960 DP 479336	0.0233	Local Purpose (Utility) Reserve	3	

Longhurst Subdivision – Fulton Hogan Ltd (Page 4)						
John Annan Drainage Reserve # 2	14R John Annan Street	Lot 946 DP 468679	0.0195	Local Purpose (Utility) Reserve	4	
Hedge Drainage Reserve	8R Hedge Close & 32R Hamill Road	Lot 926 DP 458806 & Lot 926 DP 462827	0.0178 & 0.0200	Local Purpose (Drainage) Reserve	4	
McDermott Drainage Reserve	19R McDermott Place	Lot 935 DP 453318	0.0208	Local Purpose (Drainage) Reserve	4	
Halswell Junction Drainage Reserve	251R Halswell Junction Road	Lot 930 DP 453318	0.0385	Local Purpose (Drainage) Reserve	4	
Graycliffe Drainage Reserve	7R Graycliffe St & 22R Gosling Crescent	Lot 928 DP 453318 & Lot 928 DP 458806	0.0180 & 0.0180	Local Purpose (Drainage) Reserve	4	
Belgrave Drainage Reserve	14R Caulifield Avenue	Lot 921 DP 458806	0.0156	Local Purpose (Drainage) Reserve	4	
Knights Stream Park Subdivision – Fulton Hogan (Page 5)						
Greenwich Drainage Reserve # 1	34R Greenwich Street	Lot 904 DP 462319	0.0150	Local Purpose (Drainage) Reserve	5	
Greenwich Drainage Reserve # 2	14R Greenwich Street	Lot 903 DP 459896	0.0150	Local Purpose (Drainage) Reserve	5	
Monsanto Drainage Reserve	4R Monsanto Street & 17R Oakdene Place	Lot 902 SP 432319 & Lot 902 DP 459896	0.0126 & 0.0162	Local Purpose (Drainage) Reserve	5	
Aberdare Drainage Reserve	23R Richmond Ave & 7R Aberdare Street	Lot 901 DP 462319 & Lot 915 DP 464210	0.0156 & 0.0166	Local Purpose (Drainage) Reserve	5	
Richmond Park	39R Richmond Avenue	Lot 917 DP 472718	0.4055	Recreation Reserve	5	
Richmond Drainage Reserve	41R Richmond Avenue	Lot 921 DP 472718	0.5833	Local Purpose (Utility) Reserve	5	
Kruger Drainage Reserve	12R Aberdare Street	Lot 914 DP 464210	2.9224	Local Purpose (Drainage) Reserve	5	

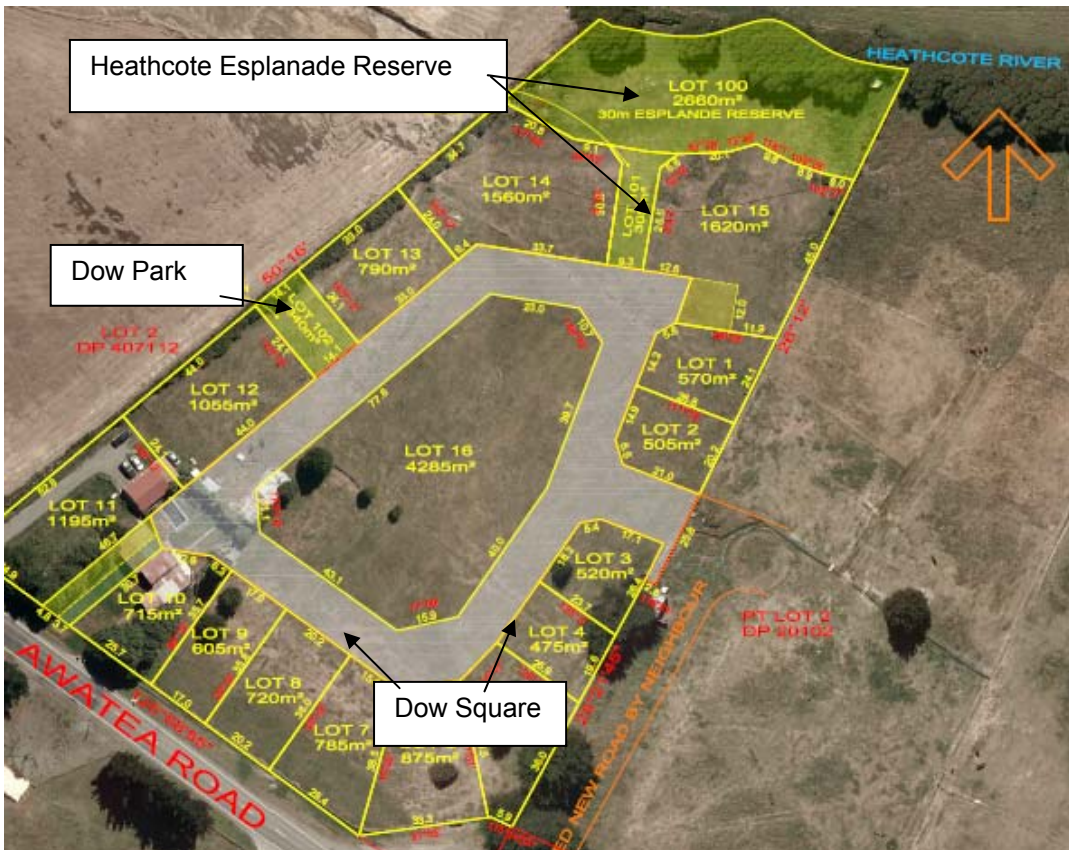
Attachment Two - Proposed Names and Location Maps

Eastman Wetlands

2010: Park boundary - green dashed line
Council owned land bounded in pink. Yellow shaded areas - potentially for residential.

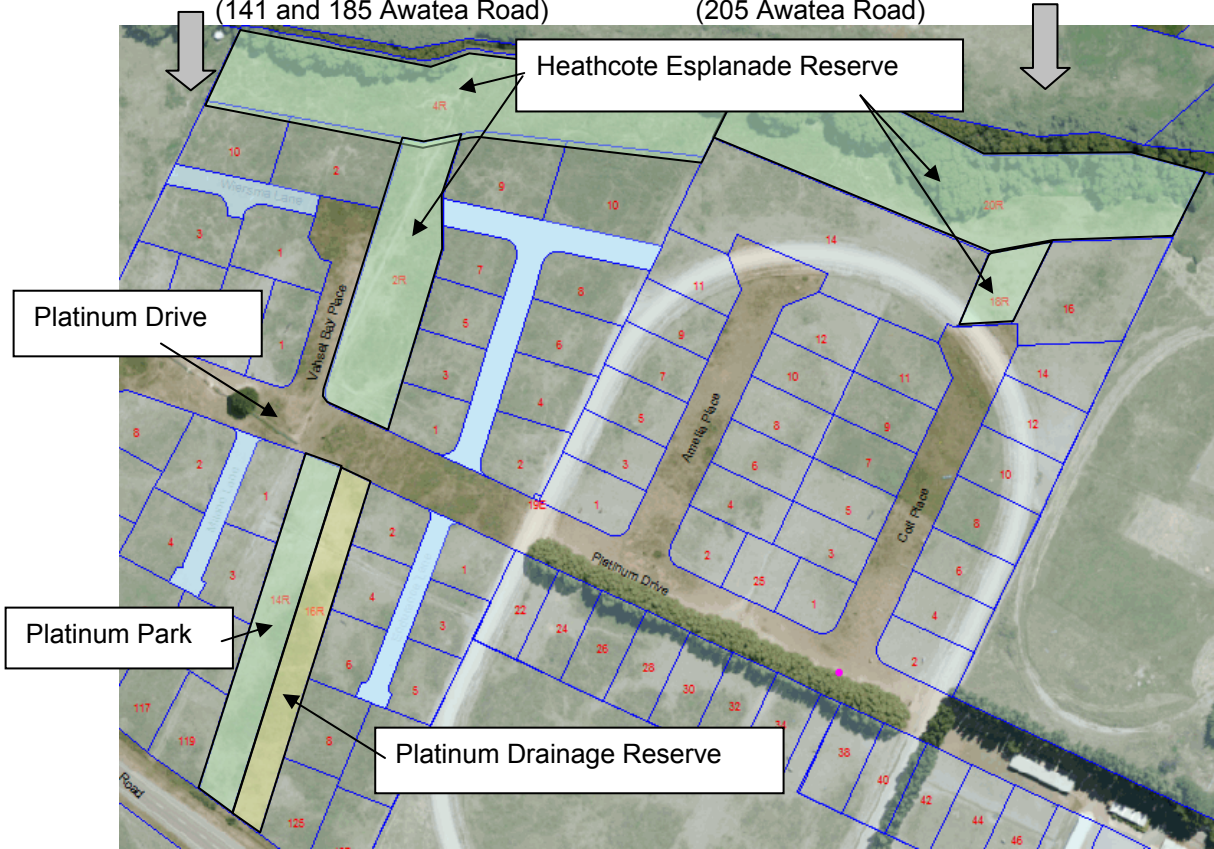


Butchers Brothers Subdivision (101 Awatea Road)

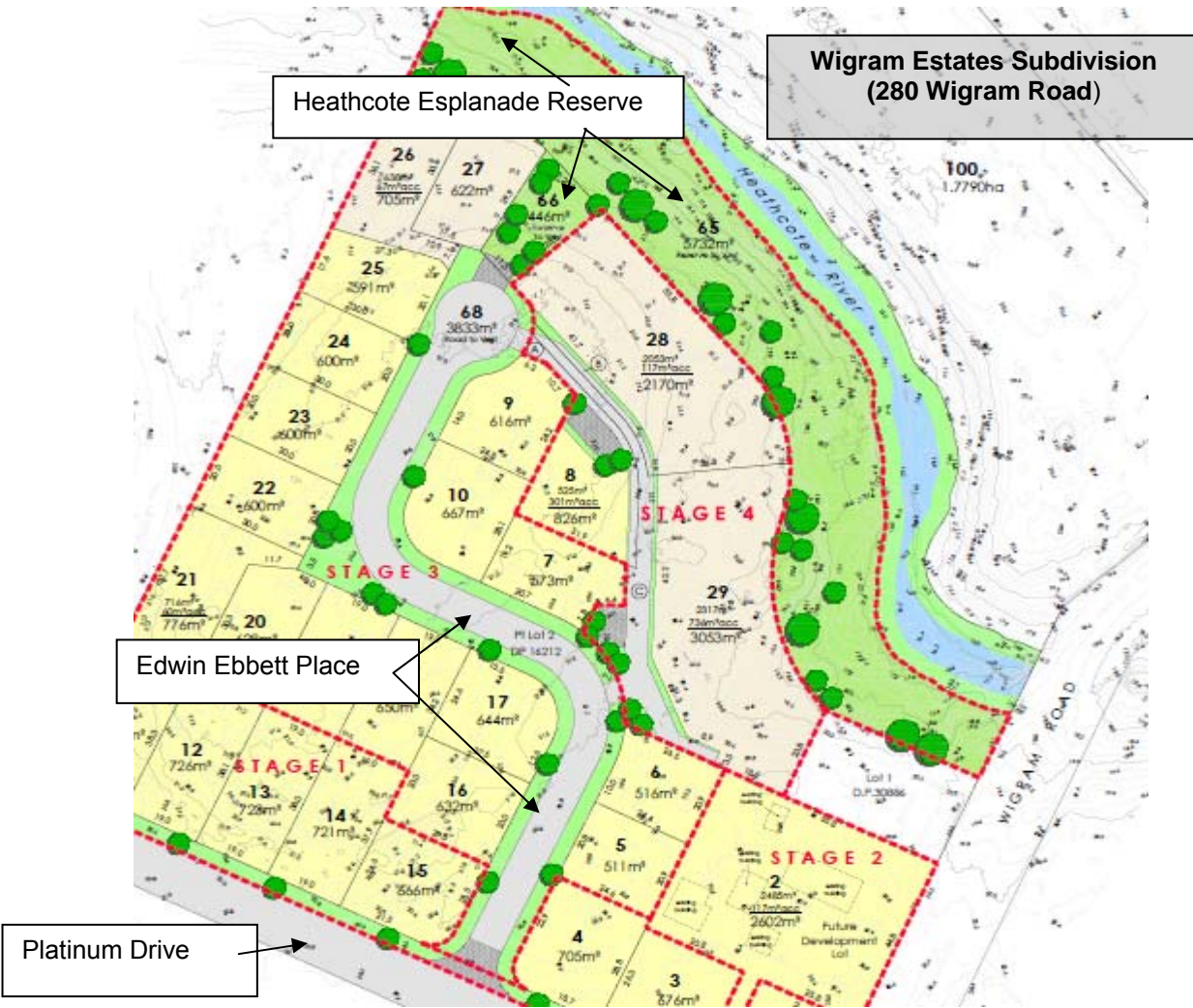


ATTACHMENT 2 TO CLAUSE 11 CONT'D

Taunton Estate Subdivision and Whittaker Brothers Subdivision (page 2)
(141 and 185 Awatea Road) (205 Awatea Road)

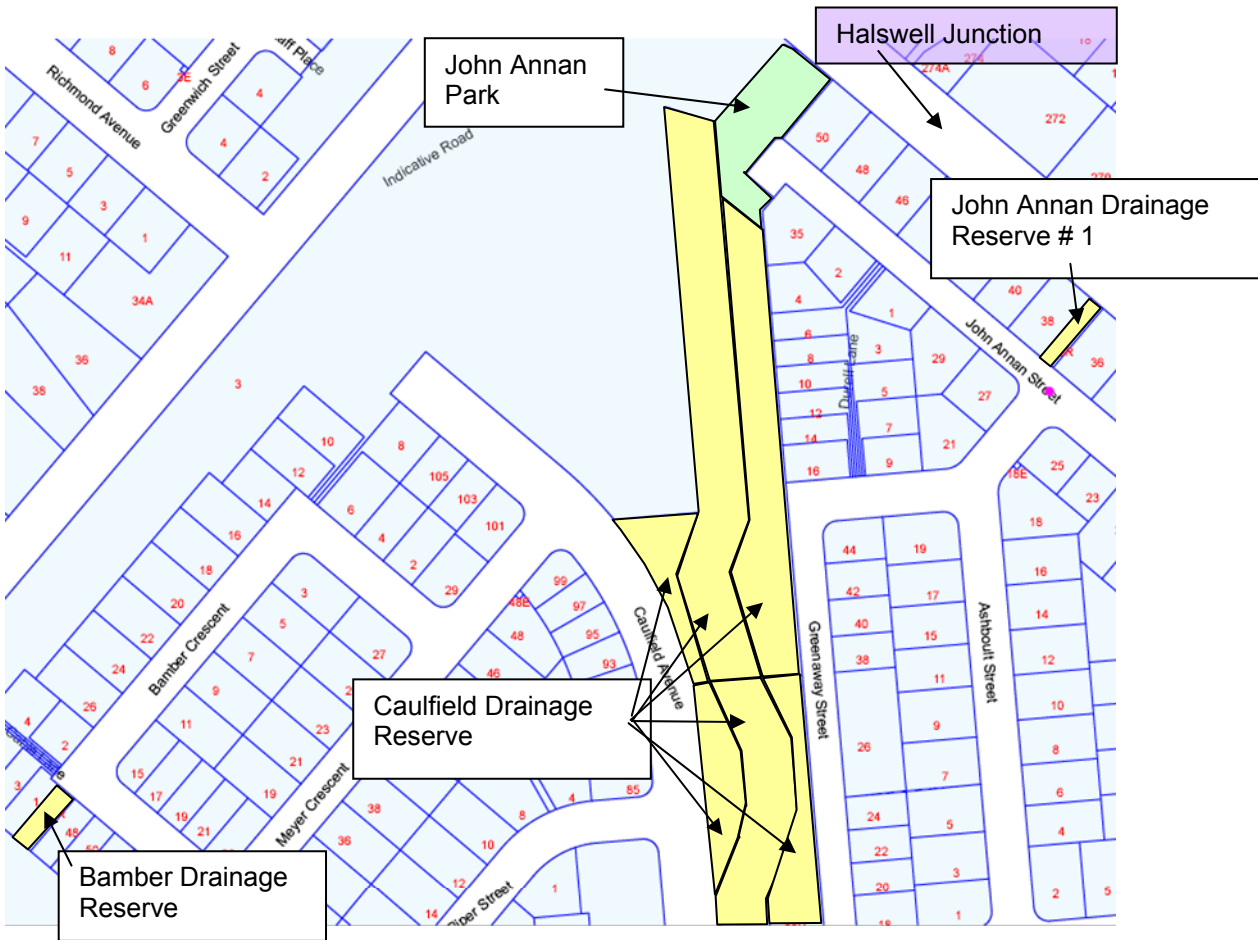


ATTACHMENT 2 TO CLAUSE 11 CONT'D

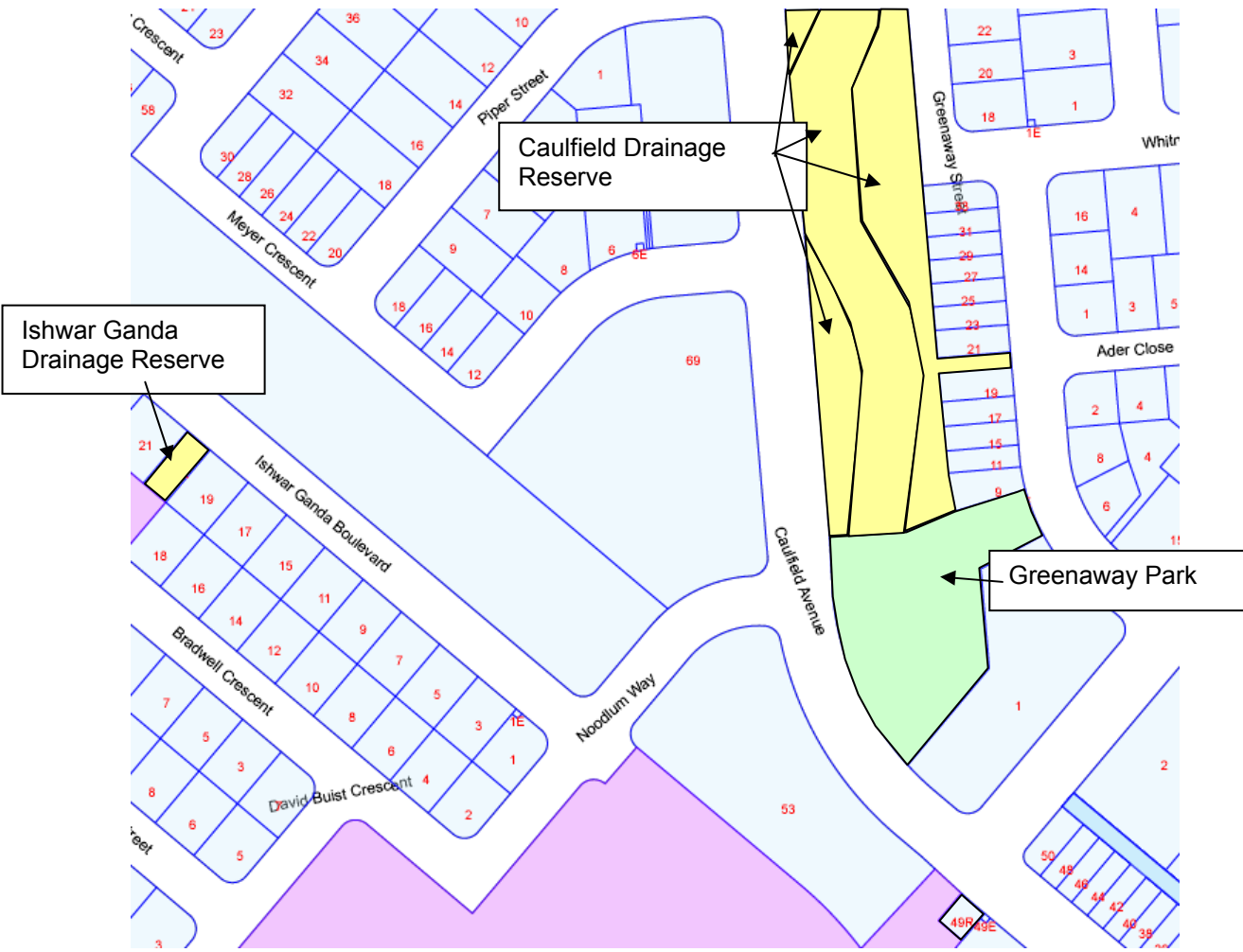


Longhurst Subdivision – Fulton Hogan Ltd (page 3)

ATTACHMENT 2 TO CLAUSE 11 CONT'D

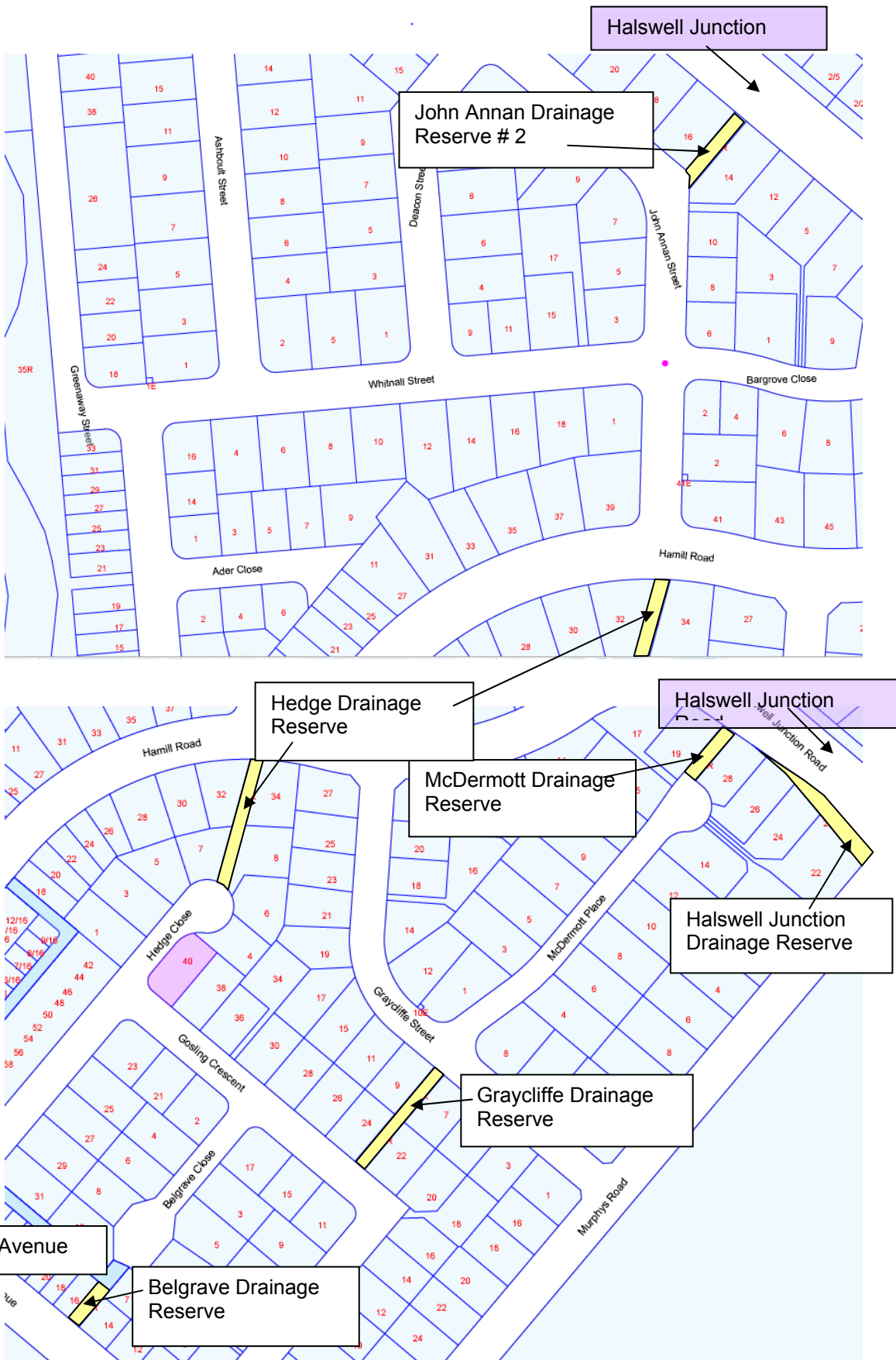


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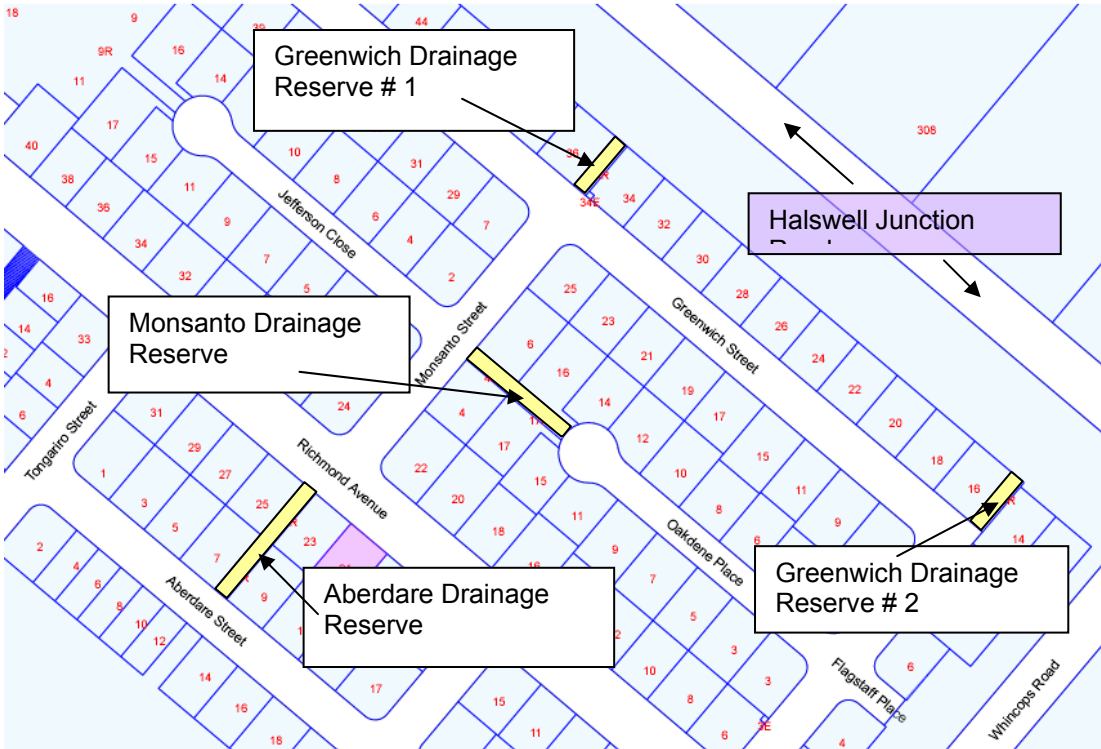


Longhurst Subdivision – Fulton Hogan Ltd (page 4)

ATTACHMENT 2 TO CLAUSE 11 CONT'D

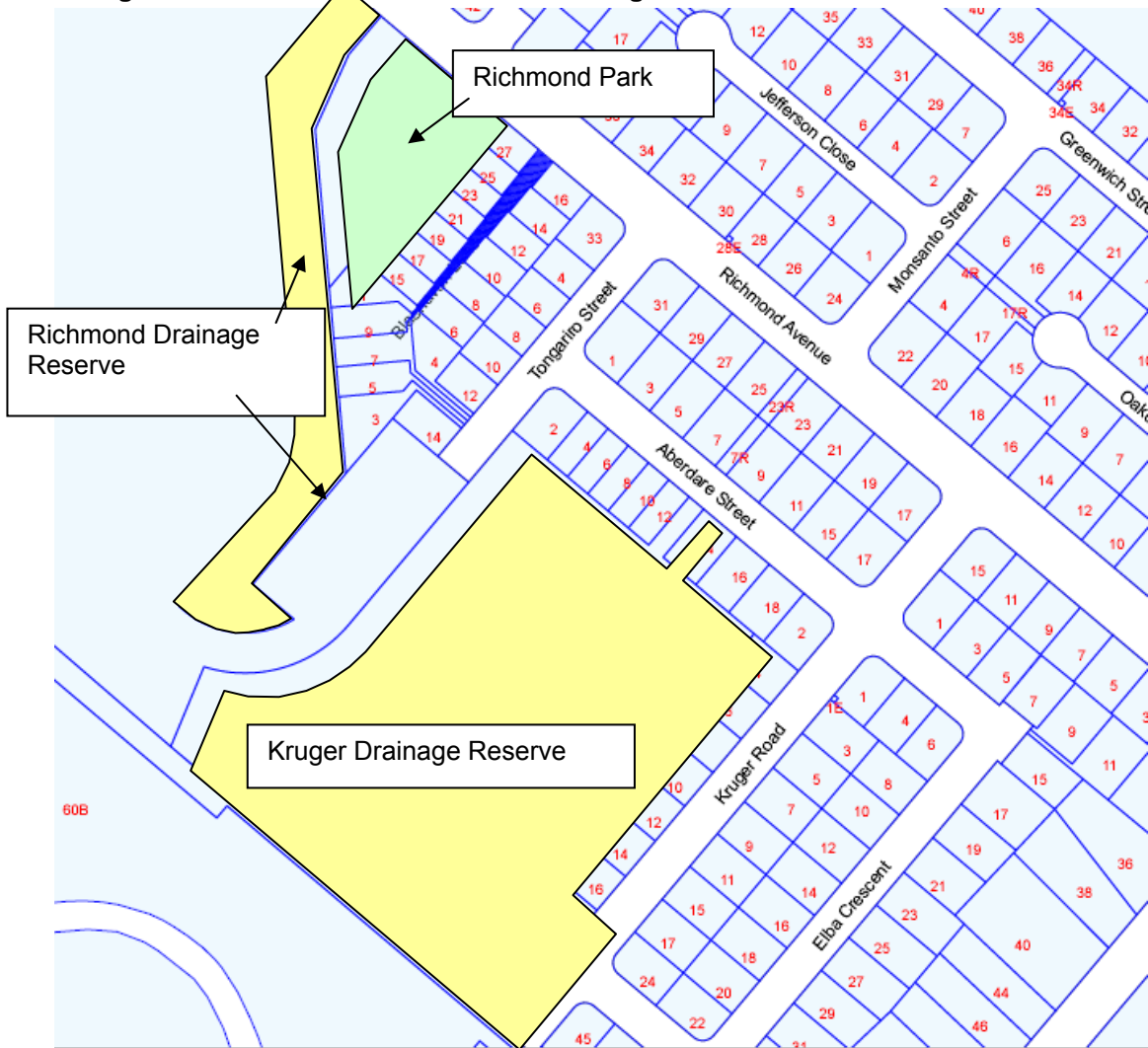


Knights Stream Park Subdivision– Fulton Hogan Ltd (page 5)



ATTACHMENT 2 TO CLAUSE 11 CONT'D

Knight Stream Park Subdivision – Fulton Hogan Ltd



12. NEW HALSWELL FACILITY - NAMING

		Contact	Contact Details
Executive Leadership Team Member responsible:	(Acting) Director, Council Facilities and Infrastructure	N	
Officer responsible:	Unit Manager, Libraries and Information Unit	N	
Author:	Dyane Hosler, Community Libraries Manager	Y	941-7842

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek endorsement from the Riccarton/Wigram Community Board for the English and Māori names for the new Halswell facility following intensive community, rūnanga (Taumutu and Ngāi Tuahuri) and Mahaanui Kurataiao Ltd (MKT) involvement.

2. EXECUTIVE SUMMARY

- 2.1 A community competition was launched in December 2014 to find a name for the new Halswell facility. Following a thorough community process an appropriate name has emerged. During the timeframe of the process, Council staff consulted with MKT and the two rūnanga to arrive at a significant Māori name to complement the competition name. It is recommended that the Riccarton/Wigram Community Board endorses the recommendation as determined by the community competition to accept the name of The Halswell Centre and adopt the new name of the facility to be called Te Hāpua: The Halswell Centre.

3. BACKGROUND

- 3.1 A community competition was launched in December 2014 to find a name for the new Halswell facility currently under construction and scheduled to open late 2015. The purpose was to find a name that reflected the community using community involvement. A panel Council project group was formed using the expertise from those involved in the recent naming of the cycle ways and the Scarborough Paddling Pool and also included staff from pools, libraries and customer services. Terms and conditions were drawn up and made available on line. The competition had two distinct stages (suggestions of names and voting on short listed names). At the same time staff were in consultation with the local rūnanga via MKT to find a Māori name of significance.
- 3.2 In the first stage of the competition which ran from 15 December 2014 to 18 January 2015 the community was asked to suggest names including a commentary on the significance of the name. This stage was promoted extensively at Council sites including pools, libraries, service centres and Civic Offices via social media (websites, Twitter, blogs), road signage, and also face-to-face by visiting schools, Early Childhood Education Centres, local retirement homes and at local events and programmes. Promotion was picked up by external groups and promoted further using their own websites and channels.
- 3.3 171 names were submitted during this process either by individuals or groups (schools, Early Childhood Education Centres) and either online or manually (at Christchurch City Libraries).
- 3.4 On 19 January 2015, the names were grouped into a long list of three categories (short names, "play on words" names and cultural names) and then further narrowed to six names for online voting by a Council panel including a MKT representative. The names ranged from concise to really creative, there were trends and some were culled for various reasons.

12. Cont'd

- 3.5 In the second stage of the process which ran from 26 January 2015 to 8 February 2015, the community was asked to vote using Survey Monkey for one of the six names. These names included: The Halswell Centre, Heart of Halswell, All's Well Centre, The Well, Halswell Manawa, and Community Spirit. Once again this stage was promoted extensively in the community using many channels and consequently 766 votes were received as outlined below.

Name	Votes
The Halswell Centre	205
Halswell Manawa	193
All's Well Centre	189
The Well	88
Heart of Halswell	84
Community Spirit	7
TOTAL	766

- 3.6 The panel met following the close of voting and once results were received, were able to arrive at a suitable name.
- 3.7 During the timeframe of the competition Irai Weepu from the Māori Services team of Christchurch City Libraries was in consultation with MKT and the two rūnanga. This was to ensure a suitable te reo Māori name was arrived at for the facility to complement the competition name and one that would represent the local area. At this time they have selected the name Te Hāpua which has clear reference to Waihora (Lake Ellesmere), which is of great cultural importance for Ngāi Tāhu.
- 3.8 There is a letter to be received in the coming week from MKT to reinforce their selection of the name Te Hāpua.
- 3.9 The winning name was submitted by two different individuals. Under the terms and conditions of the competition they will each receive a pool pass.

4. **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board:

- 4.1 Endorses the recommendation as determined by the community competition to accept the name of The Halswell Centre.
- 4.2 The Panel suggest to the Board 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. It is therefore suggested that the Board adopt the name of the facility to be Te Hāpua: The Halswell Centre.

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

		Contact	Contact Details
Executive Leadership Team Responsible:	Director, Office of the Chief Executive	N	
Officer Responsible:	Community Governance and Support Unit Manager	N	
Author	Maryanne Lomax, Strengthening Communities Adviser	Y	941-6730

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is for the Riccarton/Wigram Community Board to consider the application from the University of Canterbury Athletics Club Inc. towards the UC Junior Children's Athletics Programme for the amount of \$4,000 for funding 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 the Council meeting of 22 April 2010, the Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
- 3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
- 3.3.1 Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
- 3.3.2 Projects or initiatives that change the scope of a Council project; and
- 3.3.3 Projects or initiatives that will lead to ongoing operational costs to the Council.

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

4. COMMENT

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

13. Cont'd

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently a balance of \$28,622 in the Board's 2014/15 Discretionary Response Fund.
- 5.2 The current recommendations aligns 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 \$500 from its 2014/15 Discretionary Response Fund to the University of Canterbury Athletics Club Inc. towards track hire and coaching costs.

2014/15 DRF RICCARTON-WIGRAM DECISION MATRIX

Priority Rating	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
One	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Three	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.
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.

00053058	Organisation Name University of Canterbury Athletics Club Inc.	Project Name and Description UC Junior Children's Athletics Programme (Spill 40/50 with Fendalton/Waimairi) This project is to fund the wages for the junior coaches and to subsidise the costs of track hire at Westburn Primary School.	Total Cost \$13,550 \$ Requested \$ 4,000 (30% requested)	Contribution sought towards Wages (Coaching) - \$3,000 Track Hire - \$1,000	Staff Recommendation \$ 500 That the RiccartonWigram Community Board makes a grant of \$500 to University of Canterbury Athletics Club Inc. towards track hire and coaching costs.	Priority 2
<p>Organisation Details</p> <p>Service Base: Westburn Primary School Legal Status: Incorporated Society Established: 1/07/1994 Target groups: Children and youth Annual Volunteer Hours: 1,400 Project Participants: 150</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Strategy Physical Recreation and Sport Strategy <p>CCC Funding History</p> <p>2013/14 - \$3,000 (Junior Coaching and Track hire) SGF F/W 2013/14 - \$750 (Junior Coaching and Track hire) SGF F/W 2012/13 - \$1,000 (Junior Coaching) DRF F/W 2012/13 - \$823 (Junior Coaching) DRF F/W 2011/12 - \$1,500 (Track Hire) SGF F/W 2011/12 - \$2,000 (Track Hire) SGF F/W</p>						
<p>Other Sources of Funding (this project only)</p> <p>User Fees - \$3,500 Funds on Hand - \$4,050 Other Fundraising - \$2,000 (Barbeque, Cake Stalls etc.)</p> <p>Staff Assessment</p> <p>This group normally applies for funding support from the Small Grants Fund. However, due to illness of the person who normally submits the application, it was overlooked this year. They are seeking support from the Discretionary Response Fund to bridge the gap between now and the next round of the Small Grants Fund.</p> <p>The Club has entered into a successful partnership with Westburn School and has built a high jump, long jump and throwing facilities on the school grounds. The track belongs to the school.</p> <p>The Club uses the track three nights a week plus competitions on weekends. Funds are requested towards hire costs of these facilities.</p> <p>The Club is also applying for funds towards their Junior Coaching programme which covers 'run, jump and throw' training for their 'Minis' (4 to 6 year olds) through to specialist coaching in events such as high jump, discus, shot put and hurdles.</p> <p>Their coaching aims to be fun, safe and enable children to keep improving their athletic abilities and confidence. Coaching is available to all members on the Club and Squad nights and for those competing in the Canterbury Children's Athletics Association Interclub meetings every weekend during the Summer.</p> <p>Funding assistance with this project will help keeps subs at an affordable level, especially for low income families or families that have several children involved in the sport.</p> <p>Fendalton/Waimairi staff recommendation - \$1,500</p>						

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

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

1. PURPOSE AND ORIGIN OF REPORT

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

2. EXECUTIVE SUMMARY

2.1 Not applicable.

3. BACKGROUND

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

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

- **Personal Development and Growth**
For example leadership training, career development, Outward Bound, Spirit of Adventure, extra curricular educational opportunities.
- **Representation at Events**
Applicants can apply for assistance if they have been selected to represent their school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.

3.3 The following eligibility criteria must be met:

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

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

4. COMMENT

4.1 Emma Swain is requesting funding towards the cost of participating in a Mind Body Soul course at Outward Bound from 5 to 25 July 2015. The total course cost is \$4,010.

14. Cont'd

- 4.2 Emma is a 17 year old from Halswell and has lived in the area for 12 years. She is currently in her first year of study for a Degree in Sustainability and Outdoor Education at the Christchurch Polytechnic Institute of Technology (CPIT).
- 4.3 In 2014, Emma was awarded the Returned Services Association (RSA) Community Service Trophy for volunteer work in the community. Emma participated in the Santa Parade, ANZAC Parade and shaved her hair off for Child Cancer in September 2014 raising \$3,300. Emma also volunteers at Ronald McDonald House.
- 4.4 Emma has raised \$600 to date. She has also requested funding from the Air Training Corps of \$2,000 as well as approaching the RSA and Lions Halswell. Emma has a part time job and is selling cupcakes as a fundraiser.
- 4.5 Emma has been with the Air Training Corps for four years and has a current rank of Sergeant.
- 4.6 The benefit for Emma completing the course will be an increase in her self confidence and development of leadership skills. She would like to pursue leadership opportunities in the outdoors over the coming years to complement her studies.

5. **FINANCIAL IMPLICATIONS**

- 5.1 The following table provides a breakdown of the costs:

Expenses	Amount (\$)
Course Fee	4,010
Total	\$4,010

- 5.2 This is the first time that funding has been sought from Emma Swain.
- 5.3 There is currently \$6,918 remaining in the Riccarton/Wigram Community Board's 2014/15 Youth Development Fund.

6. **STAFF RECOMMENDATION**

- 6.1 It is recommended that the Riccarton/Wigram Community Board makes a grant from its 2014/15 Youth Development Fund of \$300 to Emma Swain towards the cost of participation in the Mind Body Soul Course at Outward Bound from 5 to 25 July 2015.

15. CORSAIR DRIVE AND THE RUNWAY - BUS STOP RELOCATIONS

		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:	Luke Morley, Passenger Transport Engineer	Y	941-8583

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to relocate and approve three new bus stop positions in its ward following on from the Metro Review Report on 18 November 2014.
- 1.2 This is a staff initiated report which completes the bus stops required due to the Metro Review carried out by Environment Canterbury (ECan).

2. BACKGROUND

- 2.1 The Riccarton/Wigram Community Board was presented with a report in November 2014 dealing with the required bus stops within the ward resulting from the ECan Metro Review (refer **Attachment 1**).
- 2.2 The Board resolved to adopt the staff recommendations, with the exception of clause 10.16 which was related to a stop along The Runway on the south eastern side between Deal Street and Keene Street:

"BOARD DECISION

That the staff recommendation be adopted but with the exception of 10.16 above which is to operate as a temporary bus stop, while staff work with local residents to find an acceptable alternative location and report back to the Board."

- 2.3 A temporary stop outside number 20 Corsair Drive was installed with a view to finding an alternative location as mentioned in the Proposed Bus Stops Resulting from Metro Review Report:

"Consultation with affected residents has taken place and feedback in opposition to the proposed bus stop outside No.20 (Refer Feedback Spreadsheet – Attachment 9). After looking at feedback this will be placed as a temporary stop and re-consulted to be relocated outside the walkway (22R) providing the small tree can be relocated."

3. COMMENT

Corsair Drive Stop

- 3.1 As mentioned, a temporary stop outside number 20 Corsair Drive was installed while an alternative location outside the nearby walkway (22R Corsair Drive) was investigated (refer **Attachment 2**).
- 3.2 Consultation with affected residents has taken place and no feedback was received.
- 3.3 The Council Arborist has confirmed the tree can be relocated to the berm opposite, adjacent to the reserve.

15. Cont'd

The Runway Stop

- 3.4 As mentioned, the Board had resolved that the stop along The Runway (outside number 17 Lightbody Lane) should be installed as a temporary stop while staff work to find an acceptable alternative location and report back to the Board.
- 3.5 During consultation with residents staff became aware of the Subdivision Master Plan which clearly shows bays along The Runway had been allocated as "Bus Bays". The bus bays are approximately 170 metres south west of the original proposed location.
- 3.6 Staff carried out consultation with the Ngai Tahu sales manager located at the subdivision who confirmed that the bays in question had always been earmarked as bus bays and agreed to the installation of the bus stops (refer **Attachment 3**).
- 3.7 Staff therefore installed the pair of stops south west of Kittyhawk Avenue as indicated on the Subdivision Master Plan.
- 3.8 The (temporary) stops have been operating since 8 December 2014 with no issues but require a resolution by the Board.
- 3.9 Environment Canterbury are in support of these proposals.
- 3.10 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 3.11 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Boards includes jurisdiction in this area for this type of resolution.
- 3.12 The proposal aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.
- 3.13 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

4. FINANCIAL IMPLICATIONS

- 4.1 The estimated cost of these proposals is \$1,500 and will be met from existing budgets.

5. STAFF RECOMMENDATION

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

Corsair Drive Stop

- 5.1 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.
- 5.2 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.
- 5.3 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.

15. Cont'd

- 5.4 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)

- 5.5 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.
- 5.6 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.
- 5.7 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.
- 5.8 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)

- 5.9 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.
- 5.10 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.

PROPOSED BUS STOPS RESULTING FROM METRO REVIEW

		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:	Luke Morley, Passenger Transport Engineer	Y	941-8583

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install fifteen new bus stops in its ward.
- 1.2 This is a staff initiated report resulting in new bus stops being required due to the recent Metro Review carried out by Environment Canterbury (ECan).

2. EXECUTIVE SUMMARY

- 2.1 Staff have consulted on fifteen proposed bus stop locations and are seeking the Riccarton/Wigram Community Board to resolve fourteen of them as permanent stops. The remaining stop will be installed as a temporary stop in the location shown on the attached plan in order for the bus route to have stops available by 8 December 2014. Further consultation will be carried out to determine a permanent location with a report back to the Riccarton/Wigram Community Board.

3. BACKGROUND

- 3.1 ECan has recently carried out a review of their Metro services to help achieve their goal of a better integrated public transport system.
- 3.2 After consultation with the community in May and June 2014 the final routes have been approved by the ECan Commissioners in September 2014.
- 3.3 As a result of these route changes, new stops are required on streets that are newly serviced by Metro buses.
- 3.4 The recommendations of this report align with Council Strategies including the current Council Transport Strategic Plan 2012 – 2042.
- 3.5 The Wigram/Palms via Riccarton (100) will service Corsair Drive and The Runway. The Halswell/Queenspark (7) will service Caulfield Avenue and Hamill Road. The Lincoln/Parklands (80) will service Wharenuui Road.

4. COMMENT

- 4.1 This report is concerned with fifteen bus stop locations:

45R Caulfield Avenue	90 Wharenuui Road
Opposite 24 Corsair Drive	57 Wharenuui Road
20 Corsair Drive	4 Wharenuui Road
73 Corsair Drive	5 Wharenuui Road
10 Christie Lane (fronting Corsair Drive)	17 The Runway
49 Hamill Road	17R The Runway
42 Hamill Road	3R The Runway
	22 The Runway

ATTACHMENT 1 TO CLAUSE 15 CONT'D

- 4.2 A letter with an information plan showing the location of the bus stops was distributed to the residents, businesses and property owners of properties adjoining each proposed bus stop for their information on 15 September 2014. The feedback period closed on 6 October 2014. Each person who responded and gave their contact details has received an acknowledgement that their submission has been received and later a second letter was sent giving the outcome of consultation, a summary of the feedback and advice of when a report would be presented to this meeting of the Riccarton/Wigram Community Board requesting their approval to install the bus stops in their area. Details of the Board meeting were also provided so that any interested submitters could attend or address the Board prior to a decision being made.
- 4.3 **Caulfield Avenue Stop** – This is required by ECan as a terminus stop, it has been sited adjacent to a park and is required to be a double length stop as there will be occasions when two buses will be present at the same time (refer Caulfield Avenue Proposed Bus Stop Plan – Attachment 1).
- 4.3.1 Consultation with the affected residents has taken place and no feedback was received.
- 4.4 **Hamill Road Stops** – A pair of stops are proposed for this road between the Halswell Junction Road Roundabout and John Annan Street. Due to the bus route turning off Hamill Road down Graycliffe Street the only useable bay on the southern side of the road is the one proposed. The northern side does have more available bays but this proposal allows the stop to be sited close to its pair and away from the intersection with Graycliffe Street (refer Hamill Road Proposed Bus Stop Plan - Attachment 4).
- 4.4.1 Consultation with the affected residents has taken place and no feedback was received for the proposed stop outside number 49.
- 4.4.2 For the proposed stop outside number 42, feedback in opposition to the plan was received (refer Feedback Spreadsheet – Attachment 9).
- 4.5 **Corsair Drive Stops (Pair 1)** – The first pair are proposed between Grebe Place and Harvard Avenue. The spacing between the previous stops on Springs Road is approximately 460 metres, the positioning of the pair provides good mid block pedestrian access to the walkway between 20 and 24 Corsair Drive through to Joe Burns Place (refer Corsair Drive Near Harvard Avenue Proposed Bus Stop Plan – Attachment 2).
- 4.5.1 Consultation with affected residents has taken place and feedback in opposition to the proposed bus stop outside number 20 (refer Feedback Spreadsheet – Attachment 9). After looking at feedback this will be placed as a temporary stop and re-consulted to be relocated outside the walkway (22R) providing the small tree can be relocated.
- 4.6 **Corsair Drive Stops (Pair 2)** – The second pair are proposed close to the intersection with Gallagher Close. These have been spaced approximately 480 metres from the previous proposed stops (above). This section of Corsair Drive has a median island and a narrow road width, therefore it is necessary for the bus stops to be located in the bays provided, to ensure through traffic can continue past the stopped bus. The proposed northern stop is located outside the reserve and the southern stop in the closest useable bay, the bay outside 48 to 58 has a street light located at its entrance which would be likely to be hit if the stop was sited here (refer Corsair Drive Near Gallagher Close Proposed Bus Stop Plan – Attachment 3).

ATTACHMENT 1 TO CLAUSE 15 CONT'D

- 4.6.1 Consultation with affected residents has taken place and no feedback was received for the proposed stops.
- 4.7 **The Runway (Pair 1)** – The pair here are needed close to the Corsair Drive/The Runway Roundabout as in the future this will be close to the future town centre development for this subdivision. The northern stop is located outside Raukura Park in a large bay and the south side is located opposite, allowing pedestrians to make use of the pedestrian crossing facility behind the proposed stop (Refer The Runway Near Deal Street Proposed Bus Stop Plan – **Attachment 5**).
- 4.7.1 Consultation has taken place and feedback in opposition to the proposed southern stop outside numbers 15 to 19 has been received (refer Feedback Spreadsheet – Attachment 9).
- 4.8 **The Runway (Pair 2)** – The proposed pair are spaced approximately 440 metres away from the previous proposed stops (above), they have been located in a pair of bays that had been identified for buses to use after early liaison between Christchurch City Council/ECAN and Ngai Tahu the developer of the Subdivision on the proposed through routes (refer The Runway Near Coull Street Proposed Bus Stop Plan – Attachment 6).
- 4.8.1 Consultation with affected residents has taken place and feedback in opposition to the proposed stops was received (refer Feedback Spreadsheet – Attachment 9).
- 4.9 **Wharenui Road (Pair 1)** – There is a requirement for two pairs of stops along the length of Wharenui Road. The first pair is required close to the Riccarton Road intersection to serve the nearby shops and the Kirkwood Intermediate School. In both instances the lead in of the stops has been marked over vehicle entrances to minimise parking loss (refer Wharenui Road Near Riccarton Road Proposed Bus Stop Plan – Attachment 7).
- 4.9.1 Consultation with affected residents has taken place and feedback in opposition of the proposed stop outside number five was received in addition to support from Kirkwood School (refer Feedback Spreadsheet – Attachment 9).
- 4.9.2 Feedback in support of the proposed stop outside number four was received (refer Feedback Spreadsheet – Attachment 9).
- 4.10 **Wharenui Road (Pair 2)** – The second pair is required closer to the Blenheim Road intersection. The proposed location is approximately 520 metres away from the previous proposed stops (above), they have been located close to the Janet Street and Puna Street intersections to decrease walking distances for bus passengers living on these side streets (refer Wharenui Road Near Puna Street Proposed Bus Stop Plan – Attachment 8).
- 4.10.1 Consultation with affected residents has taken place and feedback in opposition of the proposed stops was received (refer Feedback Spreadsheet – Attachment 9).
- 4.11 Environment Canterbury are in support of these proposals.
- 4.12 Parking Enforcement are in support of these proposals.
- 4.13 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

ATTACHMENT 1 TO CLAUSE 15 CONT'D

- 4.14 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes jurisdiction in this area for this type of resolution.
- 4.15 Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.
- 4.16 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of these proposals is \$16,000 and will be met from existing budgets.

6. STAFF RECOMMENDATION

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

Caulfield Avenue Stop

- 6.1 Revoke all existing parking restrictions on the south western side of Caulfield Avenue commencing at a point 166 metres north west of its intersection with Murphys Road and extending in a north westerly direction for a distance of 41 metres.
- 6.2 Approve that a marked bus stop be installed on the south western side of Caulfield Avenue commencing at a point 166 metres north west of its intersection with Murphys Road and extending in a north westerly direction for a distance of 41 metres.

Hamill Road Stops

- 6.3 Revoke all existing parking restrictions on the north side of Hamill Road commencing at a point 97 east of its intersection with John Annan Street and extending in an easterly direction for a distance of 22 metres.
- 6.4 Approve that a marked bus stop be installed on the north side of Hamill Road commencing at a point 97 east of its intersection with John Annan Street and extending in an easterly direction for a distance of 22 metres.
- 6.5 Revoke all existing parking restrictions on the south side of Hamill Road commencing at a point 57 east of its intersection with Graycliffe Street and extending in an easterly direction for a distance of 20 metres.
- 6.6 Approve that a marked bus stop be installed on the south side of Hamill Road commencing at a point 57 east of its intersection with Graycliffe Street and extending in an easterly direction for a distance of 20 metres.

Corsair Drive Stops (Pair 1)

- 6.7 Revoke all existing parking restrictions on the north eastern side of Corsair Drive commencing at a point 55 metres north west of its intersection with Harvard Avenue and extending in a north westerly direction for a distance of 26 metres.

ATTACHMENT 1 TO CLAUSE 15 CONT'D

- 6.8 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Corsair Drive commencing at a point 55 metres north west of its intersection with Harvard Avenue and extending in a north westerly direction for a distance of four metres.
- 6.9 Approve that a marked bus stop be installed on the north eastern side of Corsair Drive commencing at a point 59 metres north west of its intersection with Harvard Avenue and extending in a north westerly direction for a distance of 14 metres.
- 6.10 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Corsair Drive commencing at a point 73 metres north west of its intersection with Harvard Avenue and extending in a north westerly direction for a distance of eight metres.

Corsair Drive Stops (Pair 2)

- 6.11 Revoke all existing parking restrictions on the north eastern side of Corsair Drive commencing at a point 330 metres south east of its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 21 metres.
- 6.12 Approve that a marked bus stop be installed on the north eastern side of Corsair Drive commencing at a point 330 metres south east of its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 21 metres.
- 6.13 Revoke all existing parking restrictions on the south western side of Corsair Drive commencing at a point 24 metres south east of its intersection with Gallagher Close and extending in a south easterly direction for a distance of 14 metres.
- 6.14 Approve that a marked bus stop be installed on the south western side of Corsair Drive commencing at a point 24 metres south east of its intersection with Gallagher Close and extending in a south easterly direction for a distance of 14 metres.

The Runway (Pair 1)

- 6.15 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.
- 6.16 Approve that a marked bus stop be installed 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.
- 6.17 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.
- 6.18 Approve that a marked bus stop be installed 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.

ATTACHMENT 1 TO CLAUSE 15 CONT'D

The Runway (Pair 2)

- 6.19 Revoke all existing parking restrictions on the south eastern side of The Runway commencing at a point 24 metres south west of its intersection with Auster Avenue and extending in a south westerly direction for a distance of 24 metres.
- 6.20 Approve that a marked bus stop be installed on the south eastern side of The Runway commencing at a point 24 metres south west of its intersection with Auster Avenue and extending in a south westerly direction for a distance of 24 metres.
- 6.21 Revoke all existing parking restrictions on the north western side of The Runway commencing at a point 73 metres north east of its intersection with Dalwood Drive and extending in a north easterly direction for a distance of 21 metres.
- 6.22 Approve that a marked bus stop be installed on the north western side of The Runway commencing at a point 73 metres north east of its intersection with Dalwood Drive and extending in a north easterly direction for a distance of 21 metres.

Wharenui Road (Pair 1)

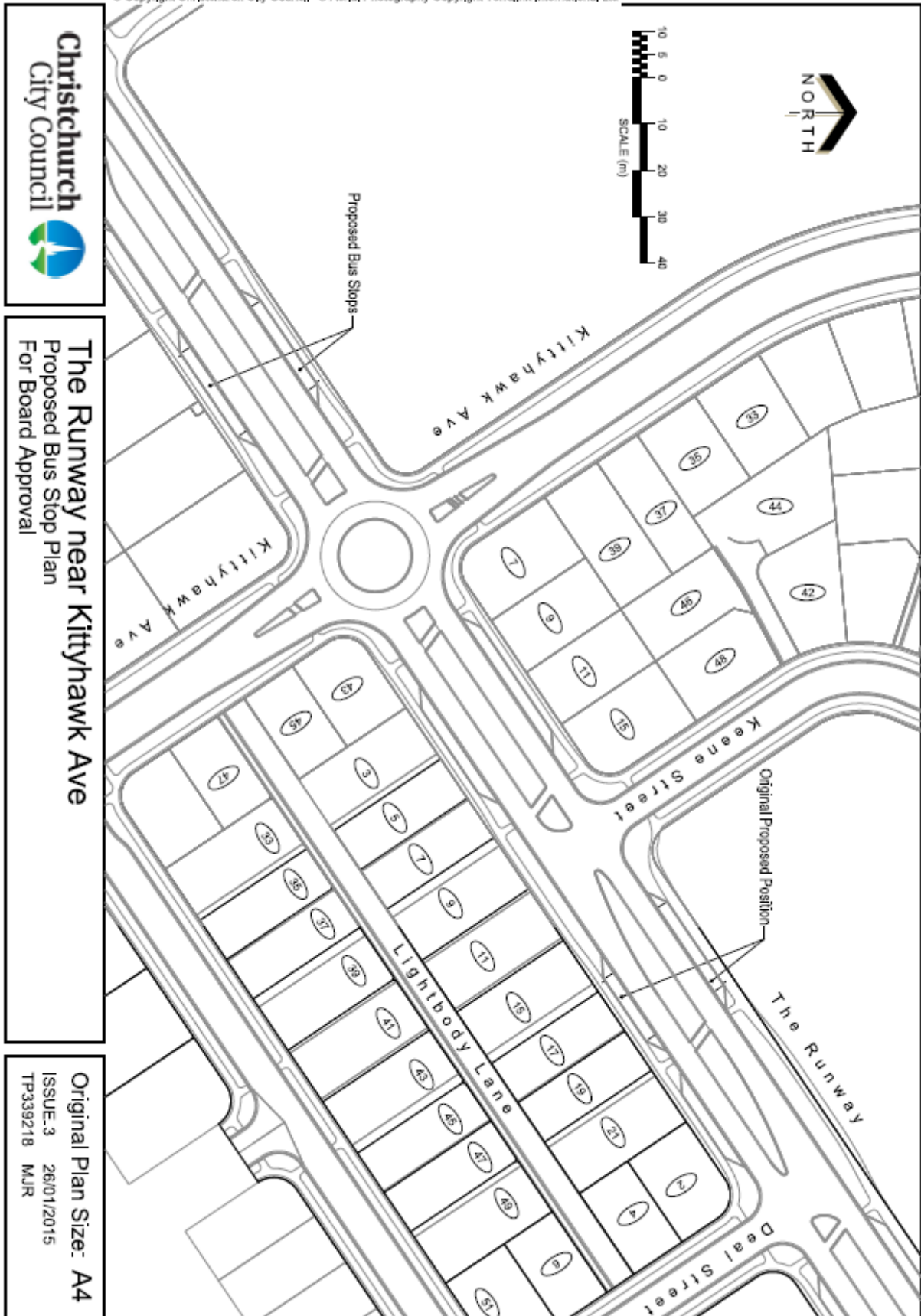
- 6.23 Revoke all existing parking restrictions on the western side of Wharenui Road commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 60 metres.
- 6.24 Approve that the stopping of vehicles be prohibited at any time on the western side of Wharenui Road commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 38 metres.
- 6.25 Approve that a marked bus stop be installed on the western side of Wharenui Road commencing at a point 38 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 14 metres.
- 6.26 Approve that the stopping of vehicles be prohibited at any time on the western side of Wharenui Road commencing at a point 52 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of eight metres.
- 6.27 Revoke all existing parking restrictions on the eastern side of Wharenui Road commencing at a point 66 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 26 metres.
- 6.28 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Wharenui Road commencing at a point 66 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of eight metres.
- 6.29 Approve that a marked bus stop be installed on the eastern side of Wharenui Road commencing at a point 74 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 14 metres.
- 6.30 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Wharenui Road commencing at a point 88 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of four metres.

ATTACHMENT 1 TO CLAUSE 15 CONT'D

Wharenui Road (Pair 2)

- 6.31 Revoke all existing parking restrictions on the western side of Wharenui Road commencing at its intersection with Janet Street and extending in a northerly direction for a distance of 31 metres.
- 6.32 Approve that the stopping of vehicles be prohibited at any time on the western side of Wharenui Road commencing at its intersection with Janet Street and extending in a northerly direction for a distance of 13 metres.
- 6.33 Approve that a marked bus stop be installed on the western side of Wharenui Road commencing at a point 13 metres north of its intersection with Janet Street and extending in a northerly direction for a distance of 14 metres.
- 6.34 Approve that the stopping of vehicles be prohibited at any time on the western side of Wharenui Road commencing at a point 27 metres north its intersection with Janet Street and extending in a northerly direction for a distance of four metres.
- 6.35 Revoke all existing parking restrictions on the eastern side of Wharenui Road commencing at its intersection with Puna Street and extending in a northerly direction for a distance of 38 metres.
- 6.36 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Wharenui Road commencing at its intersection with Puna Street and extending in a northerly direction for a distance of 16 metres.
- 6.37 Approve that a marked bus stop be installed on the eastern side of Wharenui Road commencing at a point 16 metres north of its intersection with Puna Street and extending in a northerly direction for a distance of 14 metres.
- 6.38 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Wharenui Road commencing at a point 30 metres north of its intersection with Puna Street and extending in a northerly direction for a distance of eight metres.





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

		Contact	Contact Details
General Manager 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 This is a staff initiated report following a number of requests received from residents of the Delamain subdivision.
- 1.2 The purpose of this report is to seek the Board's approval that the appropriate intersection controls and No Stopping restrictions be installed in the Delamain Subdivision (refer **Attachments 1 to 10**).

2. EXECUTIVE SUMMARY

- 2.1 After receiving requests from residents of the Delamain Subdivision for additional controls and no stopping restrictions, staff carried out an audit of the intersection controls and no stopping restrictions in the Delamain Subdivision. It was found that some of the signs and markings for intersections as specified in the New Zealand Transport Agency (NZTA) 'Manual of Traffic Signs and Markings' were either missing or incorrect. The existing controls have not formally been resolved by the Board, being installed at time of subdivision by the developer through the subdivisions process.
- 2.2 The audit further revealed that the absence of no stopping restrictions is causing problems at some intersections due to some narrower road widths and inappropriately parked vehicles impeding the traffic flow.
- 2.3 This report seeks the Board's approval to install the appropriate intersection controls and no stopping restrictions within the Delamain Subdivision.

3. BACKGROUND

- 3.1 Delamain is a newer pre-quake subdivision located to the north side of Buchanans Road between Carmen Road and Pound Road. The subdivision features three access roads to Buchanans Road which currently have intersection controls but no no stopping restrictions. The Council has received a number of requests for no stopping to be installed at these intersections.
- 3.2 Jarnac Boulevard is the main collector road which dissects the Delamain Subdivision. It has marked cycle lanes and will eventually link to Sir John McKenzie Drive, through the 'Noble Subdivision' linking Buchanans Road to Yaldhurst Road.
- 3.3 The audit of intersection controls and no stopping restrictions found the following issues:
 - 3.3.1 No stopping restrictions were missing at the Buchanans Road/Little Oaks Drive, Buchanans Road/Jarnac Boulevard and Buchanans Road/FW Delamain Drive intersections.
 - 3.3.2 No stopping restrictions were missing at the Jarnac Boulevard/Charente Way, Jarnac Boulevard/Cellars Way, Jarnac Boulevard/Champagne Avenue, Jarnac Boulevard/Cognac Drive and Jarnac Boulevard/Millesimes Way intersections.

16. Cont'd

- 3.3.3 Give way markings were missing at the Cognac Drive/Philippe Avenue intersection although give way signs have been installed.
- 3.3.4 Give way controls as required by the 'Land Transport Rule-Traffic Control Devices 2004' were not provided at the Cognac Drive/Jacques Way "cross roads" intersection.
- 3.3.5 Give way signs (but no markings) have been installed at three 'T' intersections on local/local??? roads. These signs are not required due the change in the left turn rules and will be removed and used at the Cognac Drive/Jacques Way intersection.

4. COMMENT

- 4.1 The New Zealand Transport Agency 'Manual of Traffic Signs and Markings' (MOTSAM) specifies where intersection controls are required and how they should be signed and marked. There are currently stop controls at the Buchanans Road/Jarnac Boulevard and Buchanans Road/Little Oaks Drive intersections and give way controls at the Buchanans Road/FW Delamain Drive, Jarnac Boulevard/Cognac Drive, Cognac Drive/Cellars Way/Famille Close and the Cognac Drive/Philippe Avenue intersections. This report proposes to formally resolve these stop and give way controls.
- 4.2 It is proposed to install give way controls at the Cognac Drive/Jacques Boulevard "cross roads" intersection. This new control will also need to be resolved by the Board.
- 4.3 No stopping restrictions are required to improve sight lines and safety at the Buchanans Road/Little Oaks Drive, Buchanans Road/Jarnac Boulevard, Buchanans Road/FW Delamain Drive and Jarnac Boulevard/Cognac Drive intersections where stop and give way intersection controls are proposed. With Jarnac Boulevard being designated as a collector road and marked with cycle lanes, it is proposed to install no stopping restrictions at its intersections that do not have intersection controls. This will ensure greater visibility for both motorists and cyclists using these intersections. This report proposes to formally resolve the no stopping restrictions by the Board.
- 4.4 No stopping restrictions will not be installed at the proposed give way controlled intersections of Cognac Drive/Cellars Way/Famille Close, Cognac Drive/Philippe Avenue and Cognac Drive/Jacques Way at this stage. This is due to the narrowness of the side roads which makes parking difficult near the intersections and therefore is self-regulating. However, monitoring of this will be carried out.
- 4.5 Consultation was carried out with all residences potentially affected by the installation of the no stopping restrictions. Feedback from one resident and the Director of the Swim School was received with both of them in favour of the restrictions. Consultation has been undertaken regarding the installation of the stop and give way signs and markings as those proposed in this report are either mandatory or existing although they were shown on the consultation documents.
- 4.6 Part1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 4.7 The installation of any parking restriction signs and/or markings must comply with the Land transport Rule: Traffic Control Devices 2004.
- 4.8 The recommendations in this proposal align with the Christchurch Transport Strategic Plan 2012-2014.
- 4.9 The Team Leader, Parking Enforcement supports this proposal.

16. Cont'd

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of this proposal is approximately \$5,000.
- 5.2 The installation of traffic signs and road markings is within the Long Term Plan Streets and Operational Budgets.

6. STAFF RECOMMENDATION

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

Give Way Controls

- 6.1 Approve that a Give Way control be placed against FW Delamain Drive at its intersection with Buchanans Road.
- 6.2 Approve that a Give Way control be placed against Cognac Drive at its intersection with Jarnac Boulevard.
- 6.3 Approve that a Give Way control be placed against Cellars Way at its intersection with Cognac Drive.
- 6.4 Approve that a Give Way control be placed against Famille Close at its intersection with Cognac Drive.
- 6.5 Approve that a Give Way control be placed against Philippe Avenue on its south western approach to the intersection with Cognac Drive.
- 6.6 Approve that a Give Way control be placed against Philippe Avenue on its north eastern approach to the intersection with Cognac Drive.
- 6.7 Approve that a Give Way control be placed against Jacques Way on its south western approach to the intersection with Cognac Drive.
- 6.8 Approve that a Give Way control be placed against Jacques Way on its north eastern approach to the intersection with Cognac Drive.

Stop Controls

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

No Stopping Restrictions

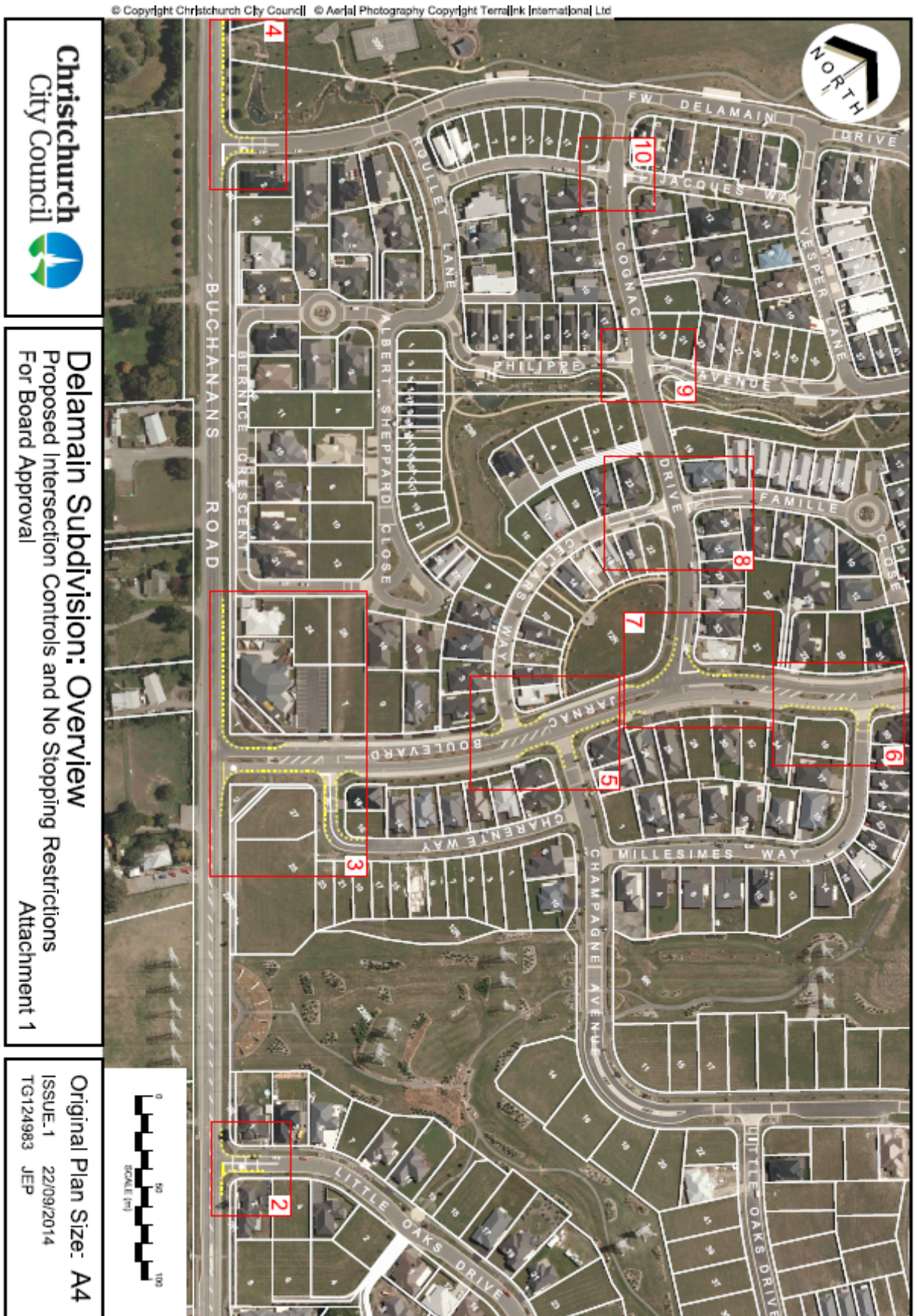
- 6.11 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Little Oaks Drive and extending in a south easterly direction for a distance of 13 metres.
- 6.12 Approve that the stopping of vehicles be prohibited at 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.
- 6.13 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.

16. Cont'd

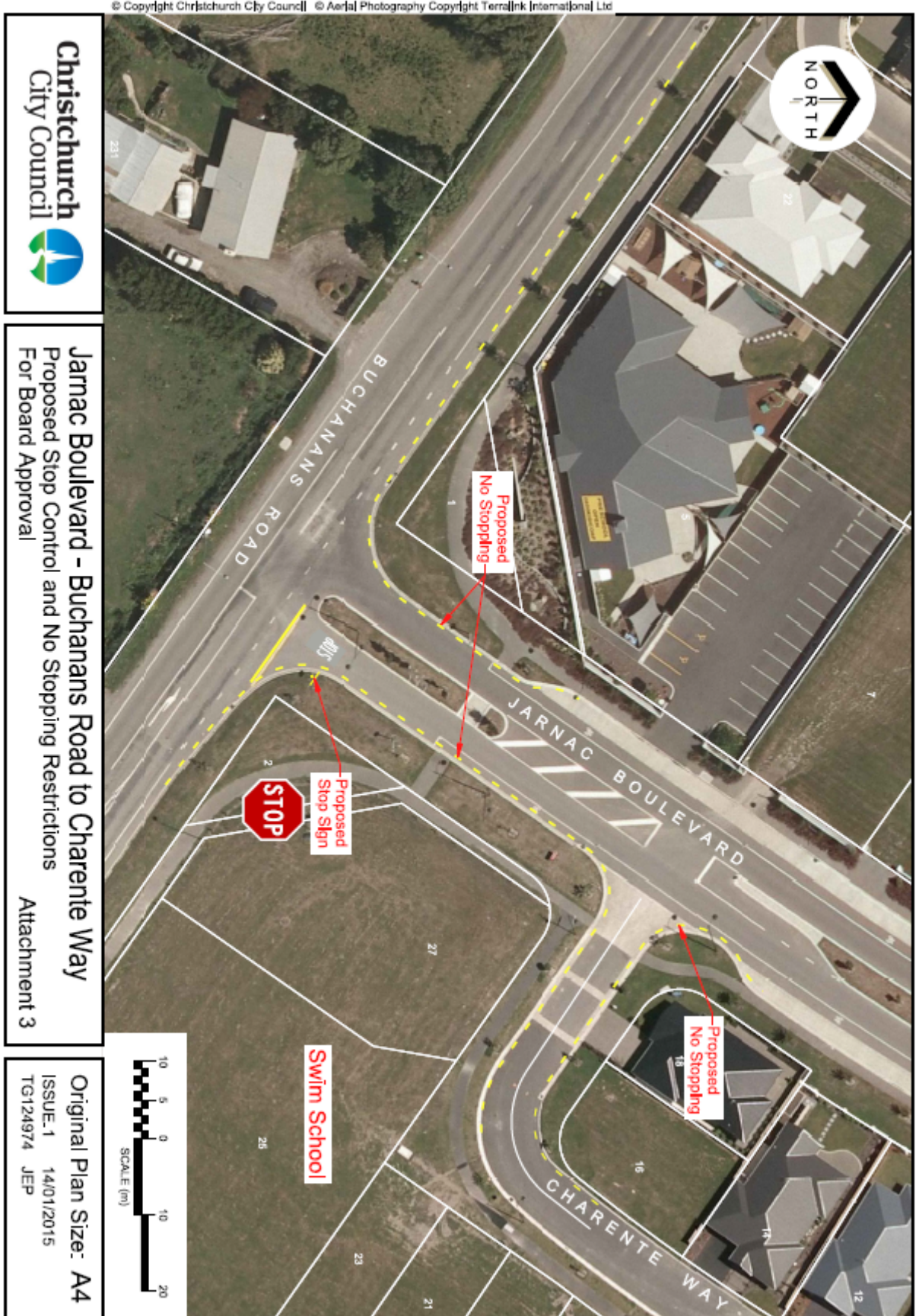
- 6.14 Approve that the stopping of vehicles be prohibited at all times on the south east side of Little Oaks Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 27 metres.
- 6.15 Approve that the stopping of vehicles be prohibited at 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.
- 6.16 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.
- 6.17 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.
- 6.18 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.
- 6.19 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.
- 6.20 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.
- 6.21 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.
- 6.22 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.
- 6.23 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.
- 6.24 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.
- 6.25 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.
- 6.26 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.
- 6.27 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.
- 6.28 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.

16. Cont'd

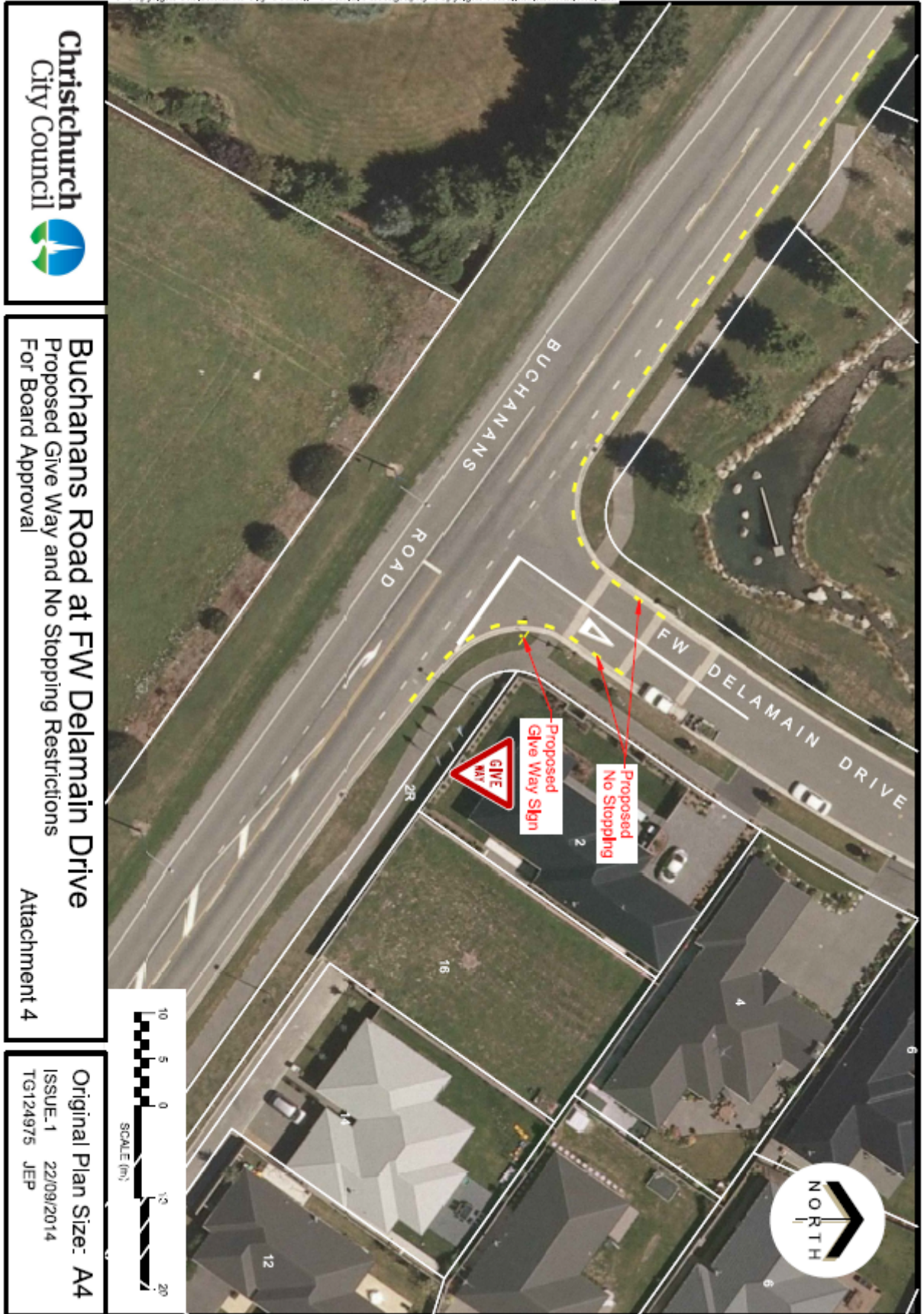
- 6.29 Approve that the stopping of vehicles be prohibited at all times on the south side of Champagne Avenue commencing at its intersection with Jarnac Boulevard and extending in an easterly direction for a distance of 21 metres.
- 6.30 Approve that the stopping of vehicles be prohibited at all times 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.
- 6.31 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.
- 6.32 Approve that the stopping of vehicles be prohibited at all times on the north east side of Milliesimes Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 19 metres.
- 6.33 Approve that the stopping of vehicles be prohibited at all times on the south west side of Milliesimes Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 13 metres.
- 6.34 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.
- 6.35 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.
- 6.36 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.
- 6.37 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.
- 6.38 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.
- 6.39 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.
- 6.40 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.
- 6.41 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.





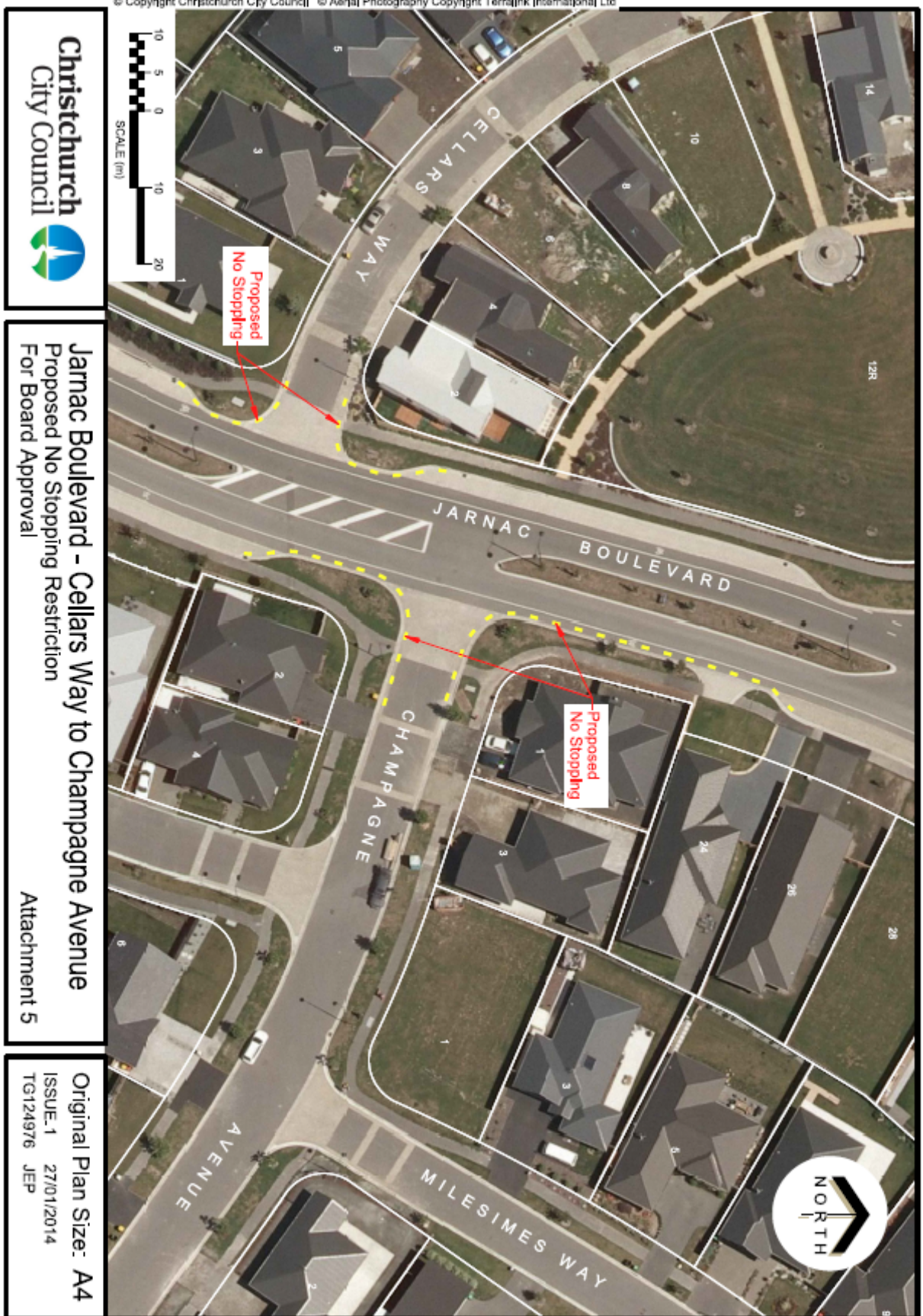


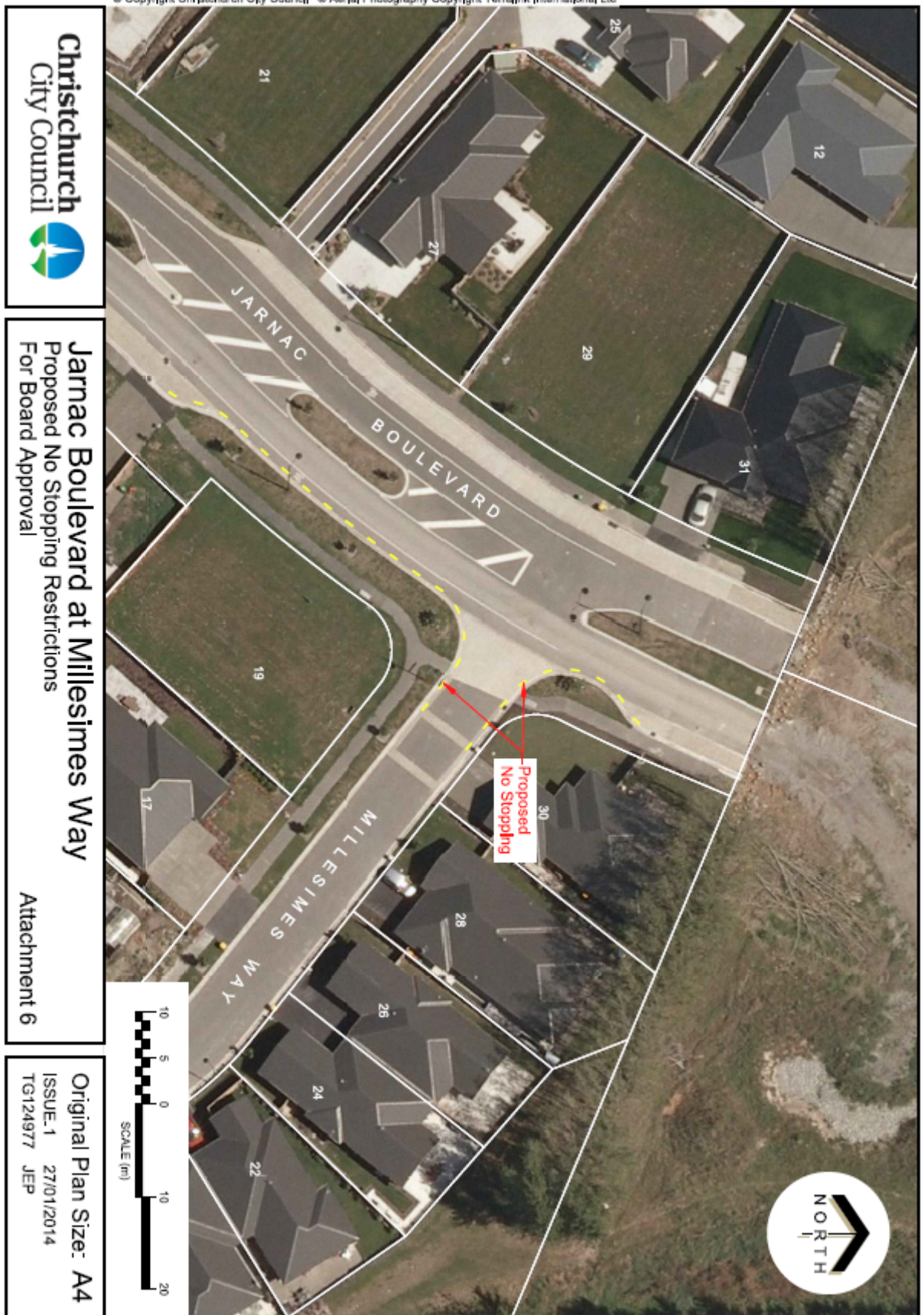
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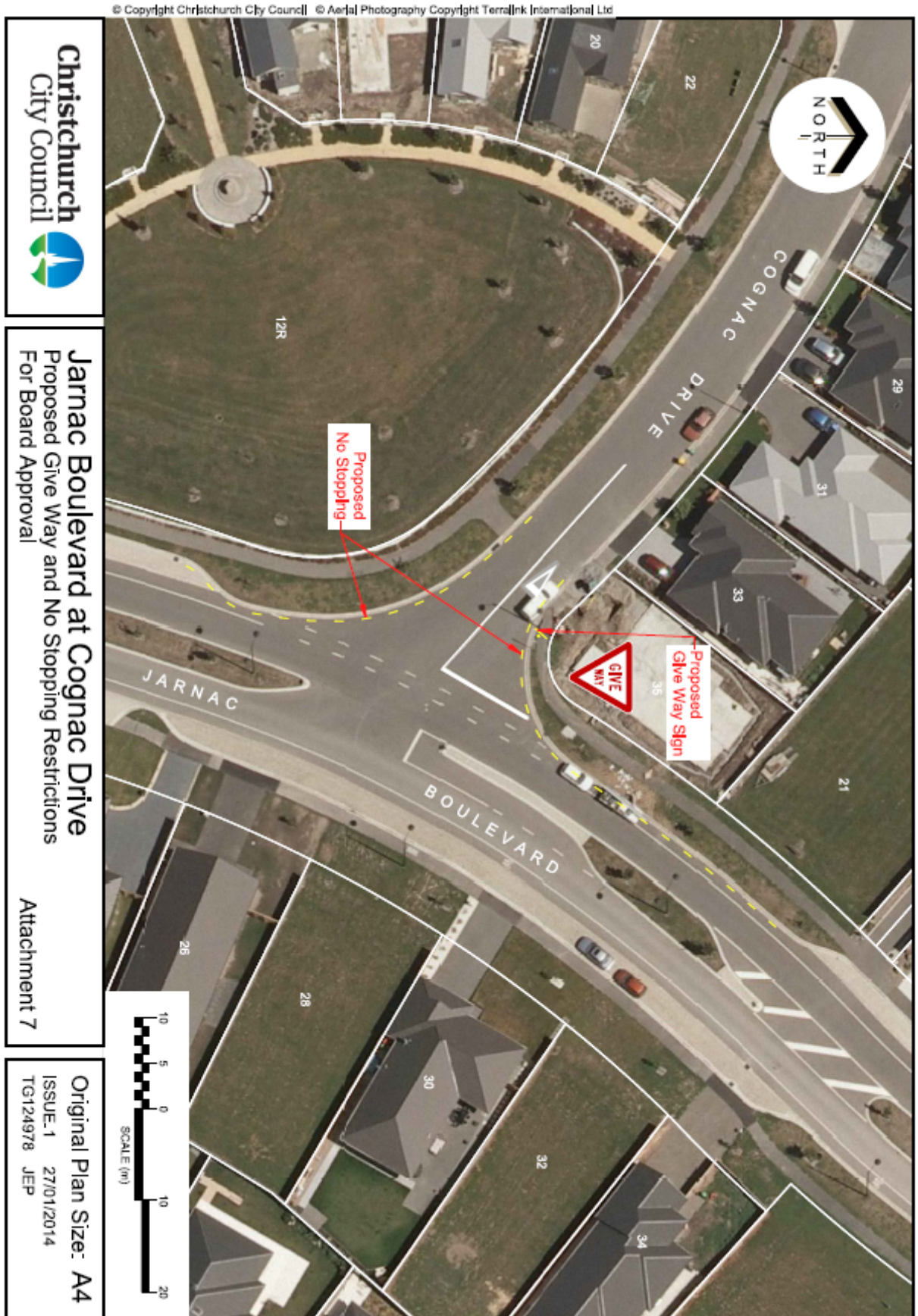


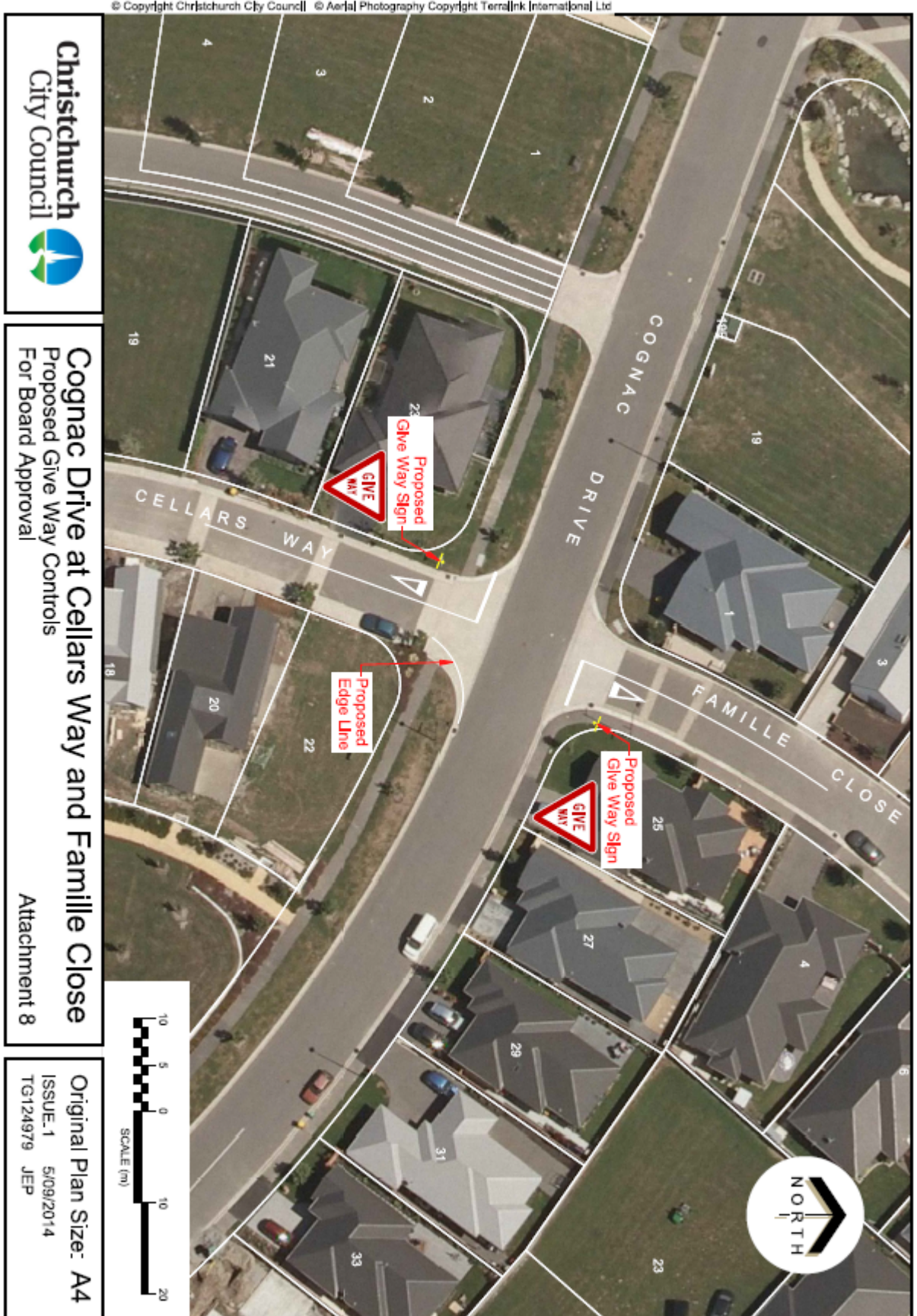
Buchanans Road at FW Delamain Drive
Proposed Give Way and No Stopping Restrictions
For Board Approval
Attachment 4

Original Plan Size: A4
ISSUE 1 22/09/2014
TG124975 JEP

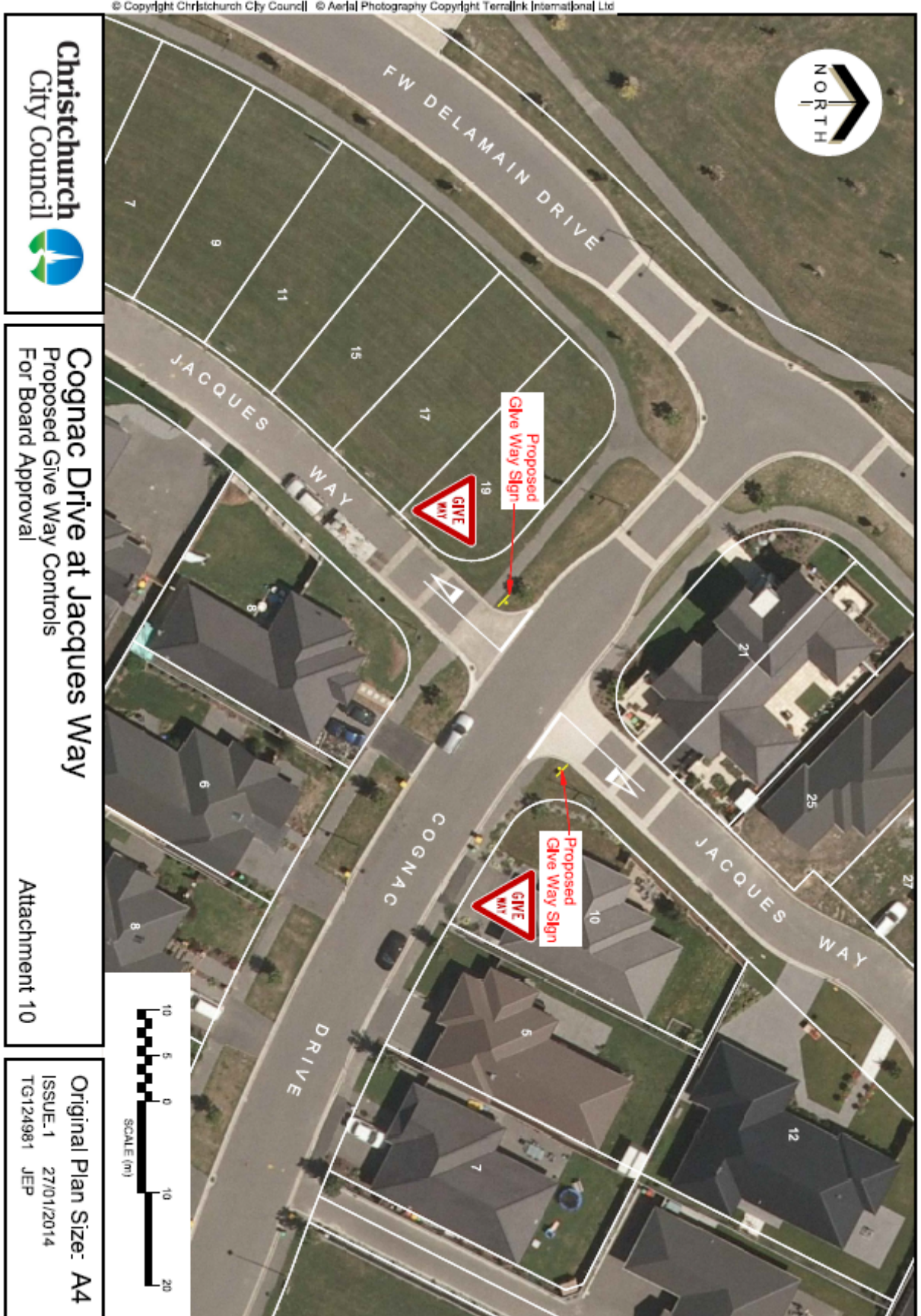












17. JIPCHO ROAD/MCALPINE STREET INTERSECTION - PROPOSED NO STOPPING RESTRICTION

		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:	Steve Dejong – Transport 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 at the intersection of Jipcho Road and McAlpine Street.
- 1.2 This report has been prepared by staff following concerns being raised by several members of the public over the lack of visibility and heavy vehicle manoeuvring problems exiting Jipcho Road onto McAlpine Street.

2. BACKGROUND

- 2.1 Concerns have been raised over the lack of visibility and heavy vehicle manoeuvring problems in the vicinity of the McAlpine Street and Jipcho Road intersection.
- 2.2 There are no markings to indicate where it is appropriate to park on Jipcho Road and McAlpine Street. There are a high number of heavy vehicles operating within the Sockburn industrial area. It is essential that adequate manoeuvring space is provided at intersections and driveways for these vehicles to operate safely and efficiently, which can be compromised by high levels of on-street parking.

3. COMMENT

- 3.1 It is proposed to install no stopping restrictions at the Jipcho Road/McAlpine Street intersection to address the issues outlined above, which are created by vehicles parking in close proximity to the intersection and adjacent industrial property vehicle entrances.
- 3.2 The small number of spaces removed by this proposal are mainly used for all day commuter parking. The impacts of the reduced parking are considered insignificant because of the small number of spaces that will be lost in comparison to the large number of spaces available for commuter parking in the general area. Businesses and property owners were advised of this proposal by a combination of letter drop and post. One submission was received, which was in support of the proposal.
- 3.3 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.
- 3.4 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.
- 3.5 The installation of any street markings must comply with the Land Transport Rule Traffic Control Devices 2004.
- 3.6 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

17. Cont'd

4. FINANCIAL IMPLICATIONS

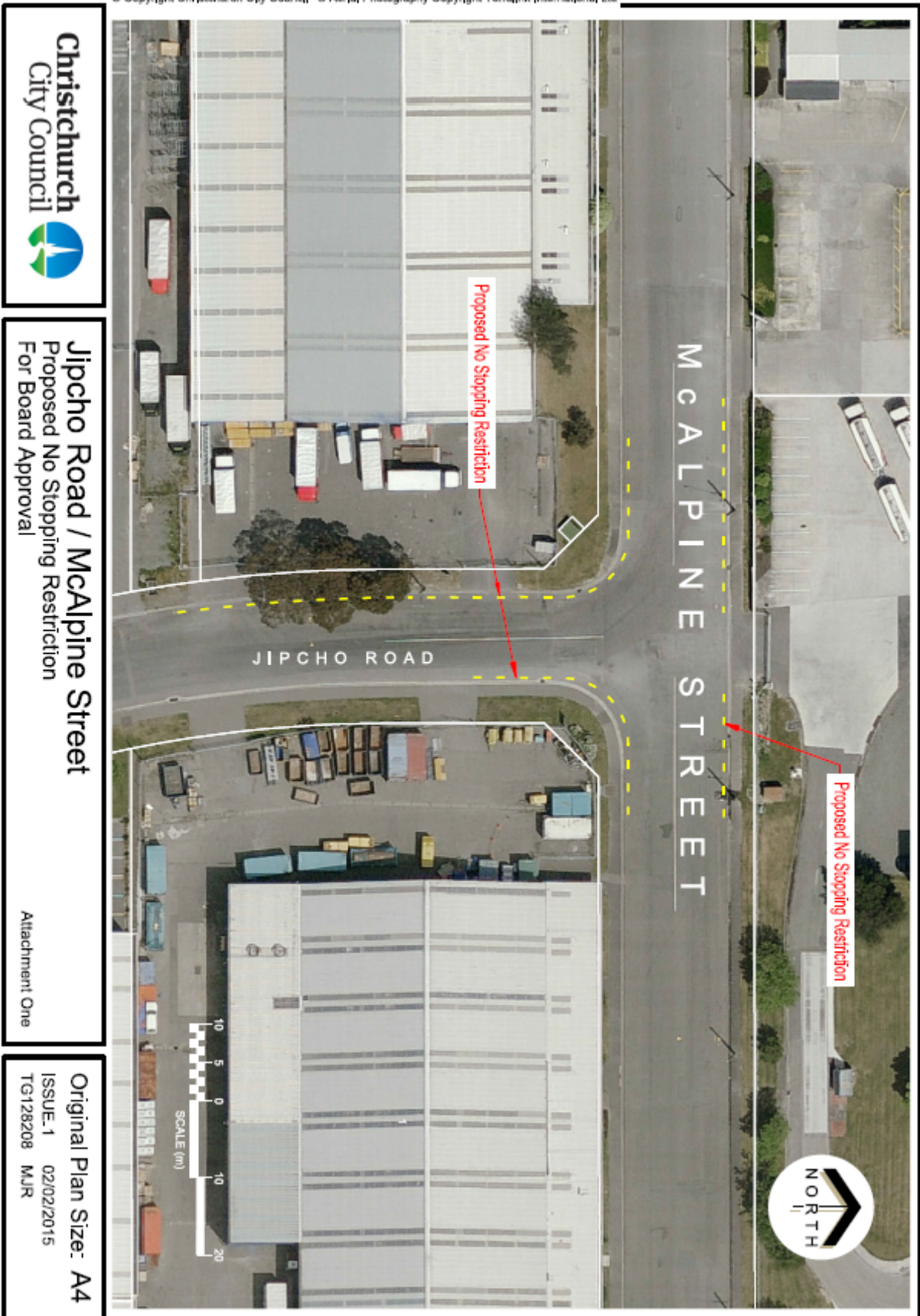
- 4.1 The estimated cost of this proposal is \$100 for the installation of new road markings.

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 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.
- 5.2 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.
- 5.3 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.
- 5.4 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.
- 5.5 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.
- 5.6 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.
- 5.7 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.
- 5.8 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.
- 5.9 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.
- 5.10 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.
- 5.11 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.
- 5.12 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.

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18. ALLOY STREET/NGA MAHI ROAD INTERSECTION - 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 – Transport 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 at the intersection of Alloy Street and Nga Mahi Road.
- 1.2 This report has been prepared by staff following concerns raised by several members of the public over the lack of visibility and heavy vehicle manoeuvring problems exiting Alloy Street onto the Sockburn Roundabout and Nga Mahi Road.

2. BACKGROUND

- 2.1 Concerns have been raised over the lack of visibility when turning out of Alloy Street onto the Sockburn Roundabout and Nga Mahi Road.
- 2.2 There are no markings to indicate where it is appropriate to park on Alloy Street. Heavy vehicles accessing nearby businesses require room to manoeuvre, often their ability to do so efficiently is obstructed by parked vehicles. Drivers frequently park close to the two intersections on Alloy Street sufficiently close enough to restrict visibility.

3. COMMENT

- 3.1 It is proposed to install no stopping restrictions on Alloy Street from Nga Mahi Road to the Sockburn Roundabout to address the issues outlined above.
- 3.2 Several parking spaces will be removed under this proposal, which are mainly used for all day commuter parking. The impacts of the reduced parking are considered insignificant because of the small number of spaces that will be lost in comparison to the large number of spaces available for commuter parking in the general area. Residents and property owners were advised of this proposal by a combination of letter drop and post. All comments received were in support of the proposal.
- 3.3 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.
- 3.4 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.
- 3.5 The installation of any street markings must comply with the Land Transport Rule Traffic Control Devices 2004.
- 3.6 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

4. FINANCIAL IMPLICATIONS

- 4.1 The estimated cost of this proposal is \$100 for the installation of new road markings.

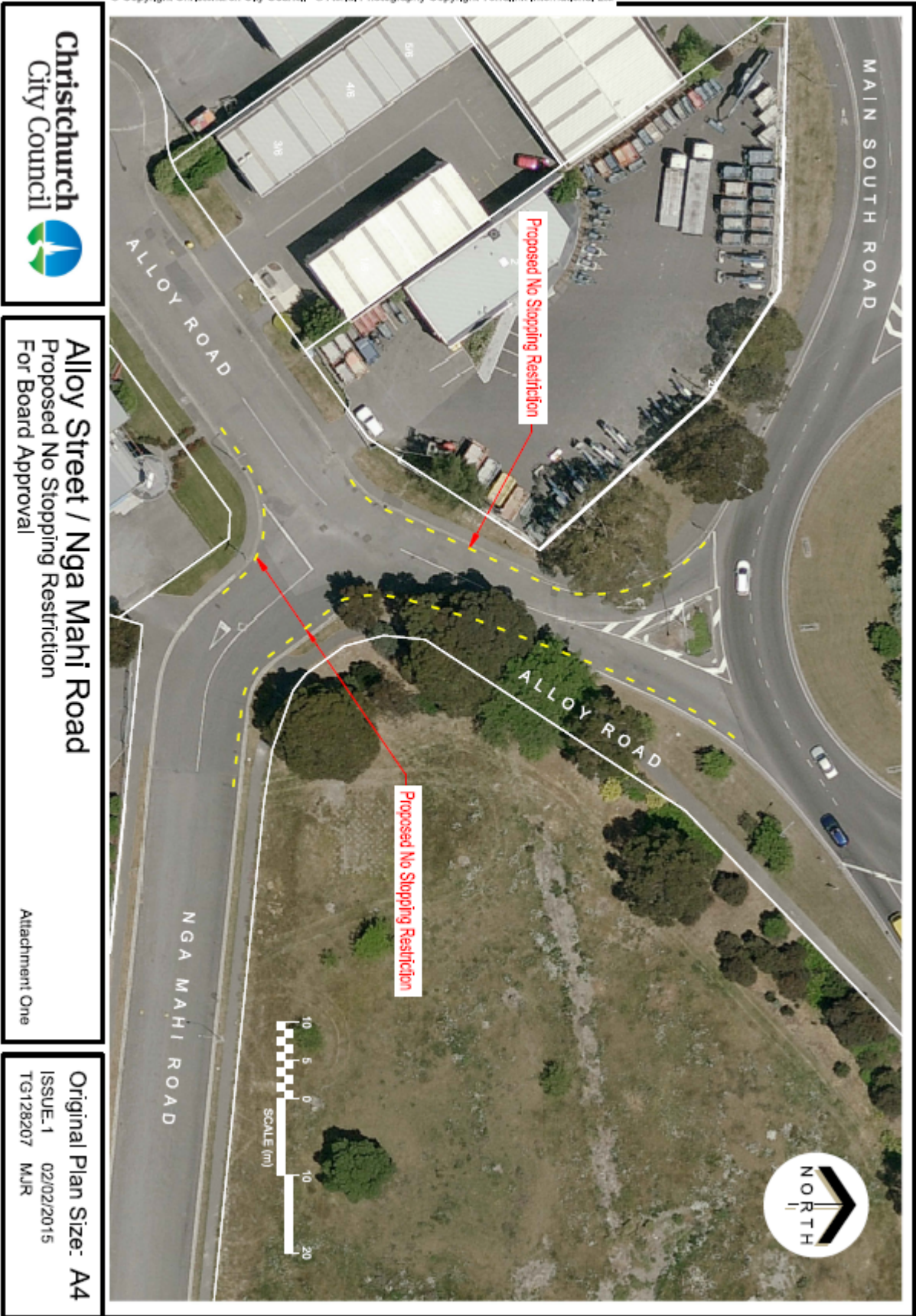
18. Cont'd

5. STAFF RECOMMENDATION

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

- 5.1 Revoke all existing parking and stopping restrictions within Alloy Street.
- 5.2 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.
- 5.3 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.
- 5.4 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.
- 5.5 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.
- 5.6 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.
- 5.7 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.
- 5.8 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.

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Christchurch
City Council

Alloy Street / Nga Mahi Road
Proposed No Stopping Restriction
For Board Approval

Attachment One

Original Plan Size: A4
ISSUE: 1 02/02/2015
TG128207 MJR

19. WIGRAM SKIES SUBDIVISION PART 1 - PROPOSED NO STOPPING RESTRICTIONS

		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:	Steve Dejong - Traffic Engineer	Y	941 6428

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This is a staff initiated report following a number of requests for No Stopping restrictions from residents of the Wigram Skies subdivision.
- 1.2 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install the appropriate no stopping restrictions within the Wigram Skies Subdivision: Part 1 (refer **Attachments 1 to 11**).

2. EXECUTIVE SUMMARY

- 2.1 Following concerns raised by residents of the area adjacent these intersections; Harvard/Henry Wigram and Harvard/Iroquois intersections, staff carried out an audit of no stopping restrictions at all intersections within the Wigram Skies Subdivision: Part One. It was noted that the absence of no stopping restrictions was causing problems at some intersections with inappropriately parked vehicles obstructing the traffic flow and/or reducing visibility to oncoming vehicles.
- 2.2 These parking problems were especially evident at the Harvard/Henry Wigram and Harvard/Iroquois intersections during times when an event was on at the Wigram Museum Centre. Cars would park on Harvard Ave right up to these intersections and would reduce visibility of all vehicles turning either into or out of the intersection.
- 2.3 This report seeks the Board's approval to install the appropriate no stopping restrictions within the Wigram Skies Subdivision: Part One.

3. BACKGROUND

- 3.1 Wigram Skies is a large subdivision located to the South West of the City. It has some older Streets that originally housed married service personal as part of the Wigram Air Force Base. The Base was closed in 1995 with the Airfield being closed in 2009. Since then new stages of subdivision were approved and developed with many still currently being built.
- 3.2 As the development of the subdivision is ongoing and covers a large area of land it has been broken down into various parts for the convenience of reporting to the Board. Part One of the subdivision covers the area bounded by Main South Road, Springs Road, Harvard Avenue and Corsair Drive (refer **Attachment 1**).
- 3.3 Main South Road is a major arterial and Springs Road is a minor arterial with both Harvard Avenue and Corsair Drive classified as local roads. Harvard Avenue, which accesses off Main South Road, is a busy link to the Wigram Museum Centre and to the current areas of new subdivision. Corsair Drive, which accesses off Springs Road, is also a link to the new subdivision areas.
- 3.4 The Wigram Museum Centre is a generator of traffic and during times of an event the parking in the Centre carpark is insufficient to cater for all visitors; therefore vehicles are parking on Harvard Avenue right up to the Henry Wigram Drive and Iroquois Place intersections. This is causing problems with safety for vehicles using these intersections.

19. Cont'd

4. COMMENT

- 4.1 Following concerns raised by residents with regard to the Harvard/Henry Wigram and Harvard/Iroquois intersections, staff carried out an audit of no Stopping restrictions at all intersections within the Wigram Skies Subdivision: Part One. It was noted that the absence of no stopping restrictions was causing problems at some intersections with inappropriately parked vehicles obstructing the traffic flow or reducing visibility to oncoming vehicles.
- 4.2 It is proposed to install no stopping restrictions to improve sight lines, safety and traffic flow at the intersections in Part One of the Wigram Sky's Subdivision. This report proposes to formally resolve the no stopping restrictions by the Board.
- 4.3 Consultation was carried out with all residents affected by the installation of the no stopping restrictions. Feedback from four residents was received with three in favour of the proposed restrictions and one opposed. The resident who was opposed to the no stopping restrictions lives at the Harvard/Corsair intersection and was concerned that parking outside their corner property would be affected. However with the proposed restrictions installed there will still be room for three cars to park against the kerb.
- 4.4 Part One, Clause Five of the Christchurch City Council parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 4.5 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.6 The recommendations in this proposal align with the Christchurch Transport Strategic Plan 2012 – 2014.
- 4.7 The Team Leader Parking Enforcement supports this proposal.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of this proposal is \$ 1,000.
- 5.2 The Installation of road markings is within the Long Term Plan Transport and City Streets Operational Budgets.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approve the following no stopping restrictions:
 - 6.1.1 That 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.
 - 6.1.2 That 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.
 - 6.1.3 That 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.

19. Cont'd

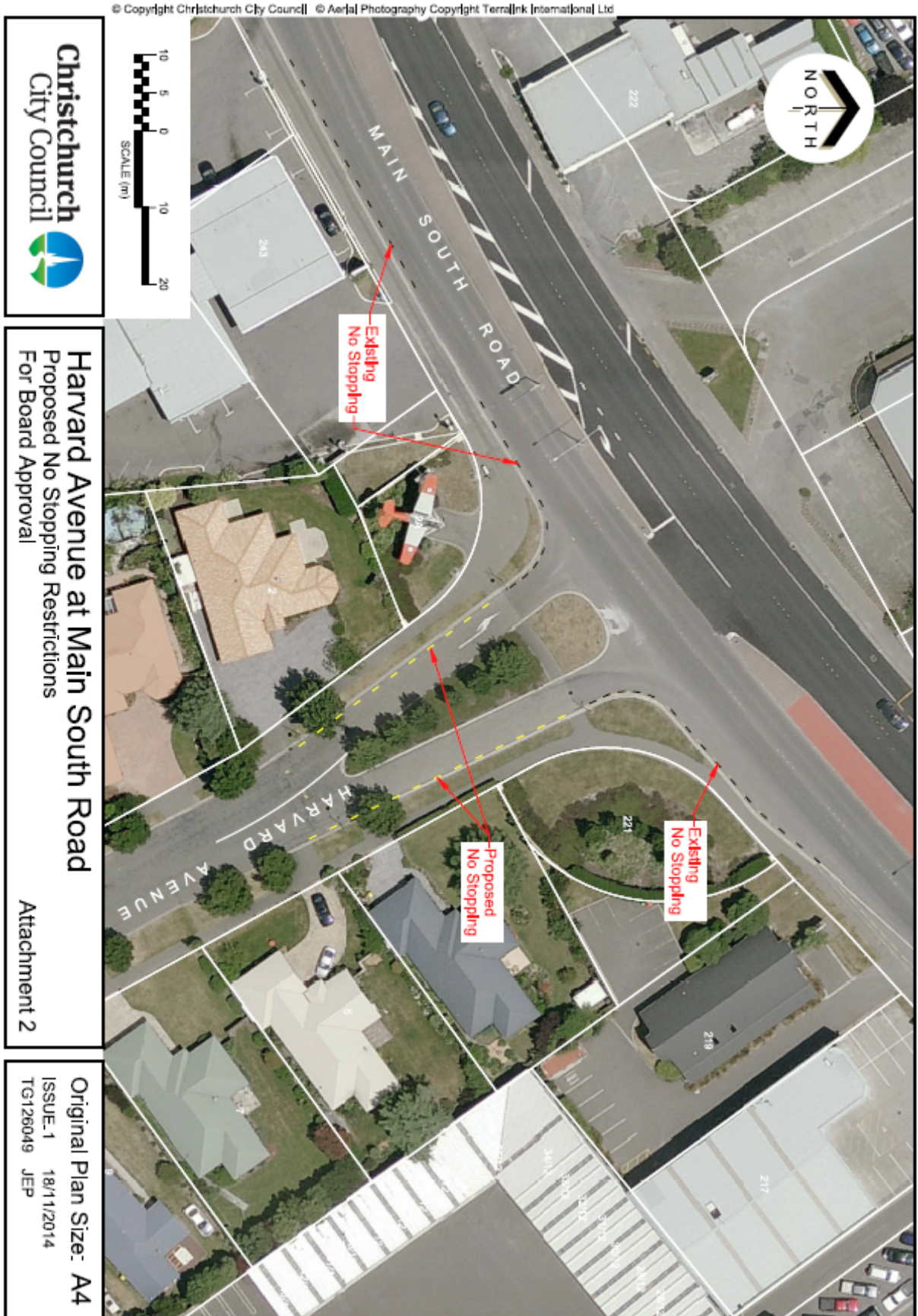
- 6.1.4 That stopping of vehicles be prohibited at any time on the South East side of Springs Road commencing at its intersection with Henry Wigram Drive and extending in a North Easterly direction for a distance of 15 metres.
- 6.1.5 That stopping of vehicles be prohibited at any time on the North East 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.
- 6.1.6 That 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.
- 6.1.7 That 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.
- 6.1.8 That 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.
- 6.1.9 That 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.
- 6.1.10 That 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.
- 6.1.11 That 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.
- 6.1.12 That 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.
- 6.1.13 That 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.
- 6.1.14 That 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.
- 6.1.15 That 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.
- 6.1.16 That 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.
- 6.1.17 That 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.

19. Cont'd

- 6.1.18 That 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.
- 6.1.19 That 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.
- 6.1.20 That 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.
- 6.1.21 That 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.
- 6.1.22 That 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.
- 6.1.23 That 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.
- 6.1.24 That 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.
- 6.1.25 That 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.
- 6.1.26 That 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.
- 6.1.27 That 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.
- 6.1.28 That 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.
- 6.1.29 That 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.
- 6.1.30 That 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.
- 6.1.31 That 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.

19. Cont'd

- 6.1.32 That 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.
- 6.1.33 That 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.
- 6.1.34 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.
- 6.1.35 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.
- 6.1.36 That 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.
- 6.1.37 That 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.
- 6.1.38 That 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.
- 6.1.39 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.
- 6.1.40 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.
- 6.1.41 That 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.





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Henry Wigram Drive at Consul Place
Proposed No Stopping Restrictions
For Board Approval

Original Plan Size: A4
ISSUE: 1 18/11/2014
TG126018 JEP

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Christchurch
City Council

Harvard Avenue at Henry Wigram Drive
Proposed No Stopping Restrictions
For Board Approval

Attachment 6

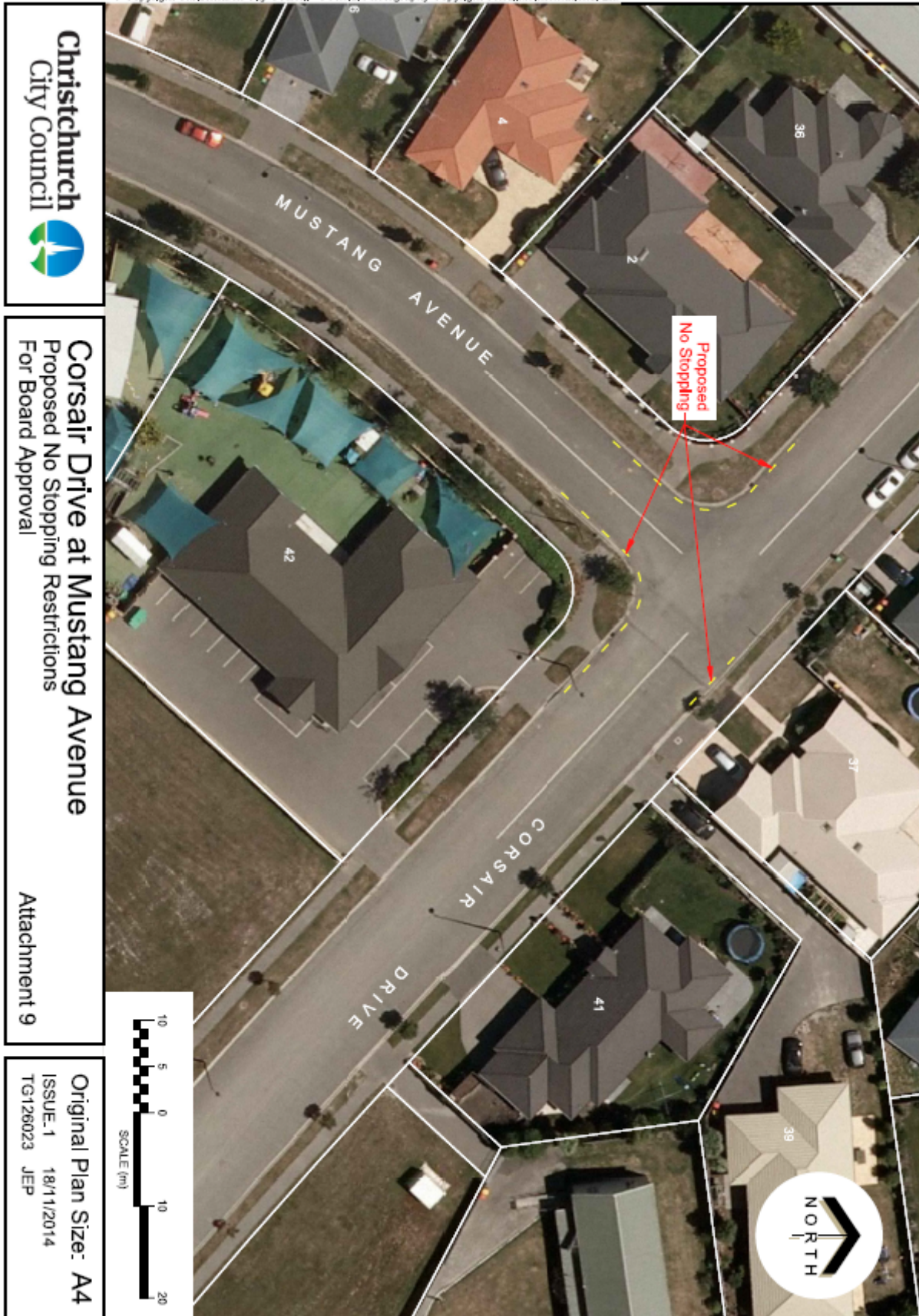
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ISSUE-1 18/11/2014
TG126020 JEP

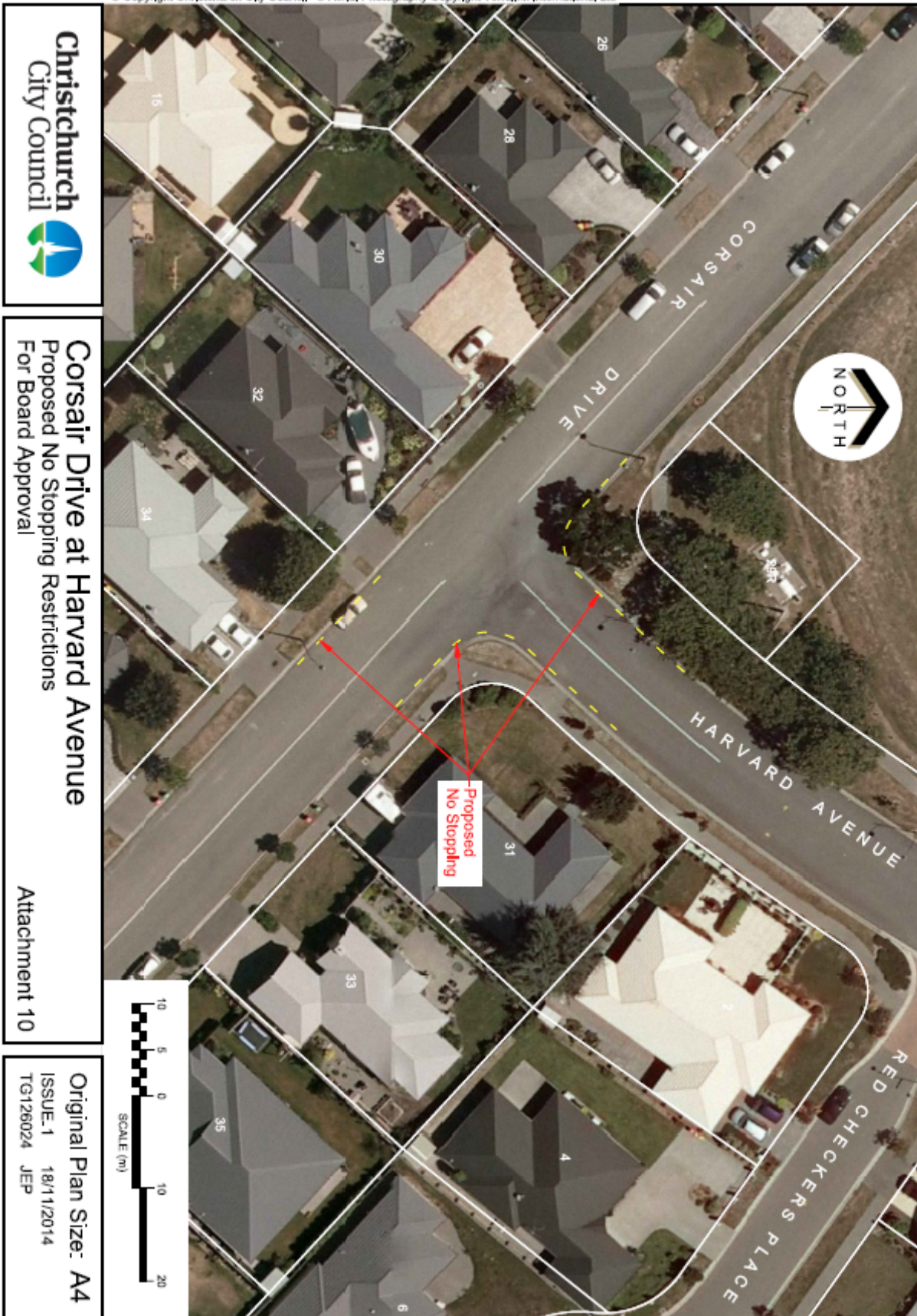


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20. WIGRAM ESTATES LIMITED - LAND EXCHANGE AND SALE

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer	N	
Officer responsible:	Unit Manager Asset and Networks	N	
Author:	Steve McCarroll	Y	941-8581

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report arises from the subdivision plans for Wigram Estates Limited and the necessity to facilitate and optimise the development, roading and open space provisions.
- 1.2 The purpose of this report is to seek the Riccarton/Wigram Community Board's recommendation to the Council for it to resolve to:
 - 1.2.1 Complete an exchange of lands involving part of Council owned land that is held for drainage and road purposes (part of Lot 54 on plan attached coloured orange) for an equivalent area of land that is privately owned land (Lot 70 on plan attached coloured green)
 - 1.2.2 Sell the area of land coloured pink on the attached plan (Lot 73) which is now not entirely required by the Council for the original roading purpose for which it was purchased.

2. EXECUTIVE SUMMARY

- 2.1 The land as shown as Stage 1 (Lot 55) on the attached plan (refer **Attachment 1**) was vested in the Council as part of the subdivision of adjoining land and is in excess of 2 hectares in area. The land is held for drainage and road purposes.
- 2.2 The proposal is to exchange a small portion of this land, coloured orange, for Lot 70 coloured green. The area coloured green will provide the Council with access to the reserve area adjoining the Heathcote River and will vest in the Council as local purpose utility reserve as part of the subdivision consent. The area coloured orange will be amalgamated with an adjoining area to create a residential site.
- 2.3 The land coloured pink on the plan was acquired, by the Council from Ngai Tahu in February 2014 to provide a road access to the Stage 2 area on the plan. The City Plan requires the development for this site to be served by an internal Wigram development's road network. The City Plan also indicates the road access to this development be achieved by way of commercial negotiation with the adjacent land owner. The proposal is to sell this land to Wigram Estates Limited enabling a road to be formed, which will vest to the Council as legal road on subdivision. The balance land will be amalgamated to the area coloured orange to create a residential allotment.

3. BACKGROUND

- 3.1 To facilitate the road network connection, the Council acquired a residential lot from Ngai Tahu (shown coloured pink on the plan attached). This lot was acquired with the intention that it would eventually be sold for future development of this site. To ensure road connections and connectivity for various parcels of developments, it is a practice of the Council to acquire parcels of land and hold them as land for future road.
- 3.2 The outline plan for the development of Wigram in the City Plan indicates the access to this development is from the internal Wigram road networks and requires the developer to enter into commercial negotiations with the owner of the neighbouring site. This report arose from the result of those finalised subdivision plans.

20. Cont'd

4. COMMENT

- 4.1 The plan attached indicates the portion of Lot 73 that will be formed as road. The 230 square metres of land that will form the balance area will then be amalgamated with the small portion of Council owned land (232 square metres) that is part of the larger area indicated as stage 1 on the plan.
- 4.2 The proposed land exchange is beneficial to the Council as the area of land that will come into Council ownership (Lot 70) provides an enlarged access leg into the reserve area adjoining the Heathcote River than would normally be provided. The area of land that the Council are relinquishing in the proposed land exchange is an area of land held for drainage and roading purposes and has little material affect on the balance land.
- 4.3 The proposed sale to the developers of the stage 2 area, Wigram Estates Limited, will occur at current market value which is yet to be determined. A portion of the land will then be developed for road and vested in the Council and the balance area will be amalgamated with the area coloured orange to form a residential lot of 462 square metres (Lot 54 on attached plan).
- 4.4 The above proposal is of benefit to the Council in two respects. The development of Stage 2 of the residential subdivision will be in compliance with the outline plan for Wigram and the proposed land exchange will provide the public the benefit of an improved access to the Heathcote River corridor and its adjoining open space.
- 4.5 There is no delegation from the Council to Community Boards to buy or sell land. Therefore, this report seeks a recommendation from the Community Board to the Council seeking resolutions to give effect to the proposed swap and purchase.

5. FINANCIAL IMPLICATIONS

- 5.1 The residential lot acquired from Ngai Tahu in February 2014 was purchased for \$216,000 including GST.
- 5.2 The sale of this lot to Wigram Estates Limited will occur at current market valuation which is yet to be determined.
- 5.3 The land exchange will occur with no monies changing hands as the current market value has assessed both parcels at the same value.

6. STAFF RECOMMENDATION

That the Riccarton/Wigram Community Board recommend that the Council pass the following resolutions:

- 6.1 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.
- 6.2 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.
- 6.3 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.

ATTACHMENT 1 TO CLAUSE 20



21. COMMUNITY BOARD ADVISER'S UPDATE

20.1 UPCOMING BOARD ACTIVITIES

20.2 BOARD FUNDS 2014/15 UPDATE

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

ATTACHMENT 1 TO CLAUSE 21

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	
		\$ 22,575	\$ 28,622
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	
		\$ 7,700	\$ 6,918

22. 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.

23. MEMBERS' QUESTIONS UNDER STANDING ORDERS