



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

AGENDA

TUESDAY 20 MAY 2008

AT 4.30PM

AT SOCKBURN SERVICE CENTRE

**IN THE BOARDROOM,
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Community Board: Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Mike Mora and Bob Shearing.

Community Board Adviser

Liz Beaven

Telephone: 941-6501

Email: liz.beaven@ccc.govt.nz

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

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1. **APOLOGIES**

2. **CONFIRMATION OF MINUTES – 6 MAY 2008**

The report of the Board's meeting of Tuesday 6 May 2008 is **attached**.

STAFF RECOMMENDATION

That the report of the Board's meeting of 6 May 2008 be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

3.1 Garry Smith – Presentation for 33 years of service to the Christchurch Drainage Board and Christchurch City Council.

4. **PETITIONS**



5. **NOTICE OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

20. 05. 2008

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12. 6. 2008

**RICCARTON/WIGRAM COMMUNITY BOARD
6 MAY 2008**

**A meeting of the Riccarton/Wigram Community Board
Was held on Tuesday 6 May 2008 at 5pm
in the Board Room, Sockburn Service Centre**

PRESENT: Peter Laloli (Chairperson), Judy Kirk, Jimmy Chen, Beth Dunn, Mike Mora, and Bob Shearing.

APOLOGIES: Nil

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. BRODIE STREET – PROPOSED “STOP SIGN” CONTROL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer, Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council approval for the installation of a “Stop” control on Brodie Street at Yaldhurst Road, Upper Riccarton. (see **Attachment 1**).

EXECUTIVE SUMMARY

2. The Principal of the Villa Maria College has requested that the Council consider installing a “Stop” control on Brodie Street at its intersection with Yaldhurst Road, Upper Riccarton. Due to the restricted vision of approaching eastbound vehicles on Yaldhurst Road, a “Stop” control is considered more appropriate than a “Give Way” control. In additions it meets the guidelines as outlined in the Manual of Traffic Signs and Markings.
3. Brodie Street is classified as a local street with an average daily traffic count of 1,540 vehicles. While Yaldhurst Road (SH 73) is a Transit NZ road classified as a “Major Arterial Road” and carries an average count of 23,370 vehicles per day.
4. There is a right turning bay provided in the solid median on Yaldhurst Road for vehicles turning into Brodie Street. The “Stop” control will remove any confusion between right turning vehicles and make the intersection safer.

FINANCIAL IMPLICATIONS

5. An estimated cost for this work is \$400

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. The installation of road signs and markings are within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

7. The Land Transport Rule provides for the installation of “Stop” controls.

1 Cont'd**Have you considered the legal implications of the issue under consideration?**

8. As noted in paragraph 7.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Safety: By providing a safe transport system.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. As noted in paragraph 9.

ALIGNMENT WITH STRATEGIES

11. The recommendation aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

12. As noted in paragraph 11.

CONSULTATION FULFILMENT

14. Transit NZ, supports the installation of a "Stop" control on Brodie Street at Yaldhurst Road (SH 73).

STAFF RECOMMENDATION

That the Council approve:

- (a) The installation of a "Stop" control be placed against Brodie Street at its intersection with Yaldhurst Road.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. HANSONS LANE STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Philippa Upton, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council approval of a special vehicle lane, namely a cycle lane on Hansons Lane.

EXECUTIVE SUMMARY

- 2 The Hansons Lane Kerb and Channel Renewal main project area extends from Riccarton Road to Suva Street. In addition, cycle lanes are proposed for the full length of the street, from Riccarton Road to Blenheim Road.

2 Cont'd

3. The primary aim of the project is to replace the existing kerb and dish channel with kerb and flat channel between Riccarton Road and Suva Street. Associated objectives are to provide appropriate cycle and pedestrian facilities, as well as improving safety at intersections, and enhancing landscaping. Hansons Lane is a busy collector road, with adjacent schools, businesses, supermarket, church/conference centre, reserve, student accommodation and retirement village contributing to the suburban mix.
4. The preferred plan was developed from community and technical objectives. Proposed safety features and pedestrian/cyclist facilities include a right-turning bay into Countdown Supermarket, a new "Stop" sign out of the Hansons Lane Countdown supermarket exit, flush median, tactile pavers for the partially sighted, retention/upgrade of pedestrian islands and existing seating, and landscaped build-out at the reserve reducing pedestrian crossing distance. Haynes Avenue intersection will be narrowed as a traffic calming measure and to improve pedestrian safety. The new cycle lane extends both sides of the full length of the street and is defined with red coloured surfaces at intersections and to indicate when it leaves the kerbside, with advance stop boxes for increased safety at either end of the street.
5. Following the review of the feedback received, the preferred option for Hansons Lane comprises of the features outlined in paragraph four and is shown on the plan at (**Attachment 1** Plan for Board Approval). The delegated authority for approving the implementation of cycle lanes currently sits with the Council and this aspect of the project is covered in the report as a Part A item. There is a slight anomaly in the current delegations which allows Community Boards to approve broken yellow (No Stopping) lines within a cycle lane and this aspect of the project is covered in this report in clause 13.2 as a Part C item.

FINANCIAL IMPLICATIONS

6. The Kerb and Channel Renewal works for Hansons Lane are programmed in the LTCCP for implementation in the 2008/09 financial year. The Transport and Greenspace Unit has the following budget provision for this project.

2007/08 Hansons Lane Kerb and Channel \$75,302

2008/09 Hansons Lane Kerb and Channel \$604,822

The total available budget is \$680,134.

The estimated cost for all work on Hansons Lane (including cycle lanes) is estimated at \$698,300, which includes a 20% (\$139,000) contingency sum. The cost of cycle lanes between Suva Street and Blenheim Road is estimated at \$40,811, which is included in the overall estimate of \$698,300.

Staff believe the project can still be delivered within the allowable budget (\$680,134) due to the size of the contingency. The above funding proposal was considered and approved by the Transport Tactical Project Control Group on 25 March 2008. The cost assessment also includes allowance for full pavement reconstruction from Haynes Avenue to Riccarton Road.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. As above.

LEGAL CONSIDERATIONS

8. There are no property issues associated with this project. There are no heritage or historic buildings places or objects shown in the city plan for this area. No consents are required for the work proposed.

2 Cont'd

Have you considered the legal implications of the issue under consideration?

9. There are no legal implications for this project. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. As above.

ALIGNMENT WITH STRATEGIES

12. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Ten responses to an initial survey of Hansons Lane residents revealed moderate level concerns about through-traffic, speed, and cycle/pedestrian safety, as well as several serious concerns about drainage.
15. A seminar was held with the Riccarton/Wigram Community Board on 20 December 2007, prior to community and stake holder consultation.
16. The community was consulted on the consultation plan for Hansons Lane in January and February 2008. Approximately 580 consultation leaflets were delivered and sent to landowners, occupiers, and stakeholder groups. A public project evening was held at La Vida Conference Centre, Hansons Lane, on Thursday 7 February, 2008. Thirty seven consultation responses were received, of which 21 (56.8 percent) indicated full support, 15 (40.5 percent) indicated general support with suggestions for improvement, and one (2.7 percent) made a suggestion only.
17. The key concerns related to safety and access for cyclists, pedestrians, and drivers at the Countdown supermarket entrance and Riccarton Road intersection. To a lesser extent, traffic flow, speed, and parking concerns were raised for the rest of the street, including the Suva Street intersection, with several additional comments regarding landscaping.
18. A project team meeting was held on 23 February 2008 to discuss the feedback and agree on what changes (if any) were to be included in the scheme design. A summary of the consultation programme and of resulting changes is outlined at **Attachment 2** Summary of Consultation.

2 Cont'd**STAFF RECOMMENDATION**

That the Council approve the installation a special vehicle lane, specifically a "cycle lane " which restricts the lane for use for bicycles on Hansons Lane in the following locations:

- (i) On the west side, adjacent to the kerb, commencing at its intersection with Blenheim Road and extending 83 metres in a northerly direction.
- (ii) On the west side, initially adjacent to the kerb, commencing at a point 83 metres north of its intersection with Blenheim Road and extending 30 metres in a northerly direction ending adjacent to the right of the parking lane.
- (iii) On the west side, adjacent to the right of the parking lane, commencing at a point 113 metres north of its intersection with Blenheim Road and extending generally on this straight alignment for 251 metres in a northerly direction.
- (iv) On the west side, adjacent to the kerb, commencing at a point 364 metres north of its intersection with Blenheim Road and extending generally on this straight alignment for 52 metres in a northerly direction.
- (v) On the west side, adjacent to the right of the parking lane, commencing at a point 416 metres north of its intersection with Blenheim Road and extending generally on this straight alignment 110 metres in a northerly direction.
- (vi) On the west side, adjacent to the kerb, commencing at a point 526 metres north of its intersection with Blenheim Road and extending 33 metres in a northerly direction.
- (vii) On the west side, adjacent to the right of the parking lane, commencing at a point 559 metres north of its intersection with Blenheim Road and extending generally on this straight alignment 91 metres in a northerly direction.
- (viii) On the west side, initially adjacent right of the parking lane, commencing at a point 650 metres north of its intersection with Blenheim Road and extending 23 metres in a northerly direction ending adjacent to the kerb.
- (ix) On the west side, adjacent to the kerb, commencing at a point 673 metres north of its intersection with Blenheim Rd, and extending 45 metres in a northerly direction.
- (x) On the west side, initially adjacent to the kerb, commencing at a point 718 metres north of its intersection with Blenheim Road and extending 20 metres in a northerly direction ending adjacent to the right of the commencement to the left turn lane into Riccarton Road.
- (xi) On the west side, adjacent to the right of the commencement to the left turn lane into Riccarton Road, commencing at a point 738 metres north of its intersection with Blenheim Road and extending 36 metres in a northerly direction.
- (xii) On the east side, adjacent to the kerb, commencing at its intersection with Riccarton Road and extending 90 metres in a southerly direction.
- (xiii) On the east side, initially adjacent to the kerb, commencing at a point 90 metres south of its intersection with Riccarton Road and extending 29 metres in a southerly direction ending adjacent to the right of the parking lane.
- (xiv) On the east side, adjacent to the right of the parking lane, commencing at a point 119 metres south of its intersection with Riccarton Road and extending 70 metres in a southerly direction.

2 Cont'd

- (xv) On the east side, initially adjacent to the right of the parking lane, commencing at a point 189 metres south of its intersection with Riccarton Road and extending 24 metres in a southerly direction ending adjacent to the kerb.
- (xvi) On the east side, adjacent to kerb, commencing at a point 213 metres south of its intersection with Riccarton Road and extending 197 metres in a southerly direction.
- (xvii) On the east side, initially adjacent to the kerb, commencing at a point 410 metres south of its intersection with Riccarton Road and extending 39 metres in a southerly direction ending adjacent to the right of the parking lane.
- (xviii) On the east side, adjacent to the right of the parking lane, commencing at a point 449 metres south of its intersection with Riccarton Road and extending generally on this straight alignment 264 metres in a southerly direction.
- (xix) On the east side, initially adjacent to the parking lane, commencing at a point 713 metres south of its intersection with Riccarton Road and extending 36 metres in a southerly direction ending adjacent to the right of the commencement to the left turn lane into Blenheim Road.
- (xx) On the east side, initially adjacent to the right of the commencement to the left turn lane into Blenheim Road, commencing at a point 749 metres south of its intersection with Riccarton Road and extending 21 metres in a southerly direction.

BOARD RECOMMENDATION

That the staff recommendation be adopted with the inclusion of the following additional clause:

- (a) That the Board request the Council approve delegated authority be given to Community Boards to approve the installation of cycle lanes on local roads.

BACKGROUND (THE ISSUES)

- 19. The primary purpose of this project is to replace the existing kerb and deep channel with kerb and flat channel in Hansons Lane from Suva Street to Riccarton Road. The remaining length of Hansons Lane from Suva Street to Blenheim Road already has kerb and flat channel.
- 20. Hansons Lane is a busy collector road containing Rannerdale Village for War Veteran's Retirement Home, North West new Life Church and Conference Centre, with adjacent schools (Middleton Grange, Riccarton High, Lady May Kids First preschool. The southern end of the street contains a student village and MG Marketing, while the northern end services Countdown Supermarket and the House and Garden cluster of café, garden centre and landscape architects, with Church Corner and Bush Inn shopping centres situated further north. Hansons Lane is however predominantly residential, and includes a relatively high proportion of rental properties.
- 21. Secondary objectives for the project have arisen from the need to balance the busy collector status of the road with the needs of a wide range of residents and users, from frail pedestrians, to school and university students, cyclists, church-goers and shoppers. Drainage is recognised as a fundamental issue in this area, and initial issues consultation with residents raised pedestrian and cycle safety, and traffic issues relating to speed and volume as a concern. Parking was a minor issue for most, and landscaping even less so.
- 22. Consultation with the proposed plan, while gaining strong general support, reinforced the need to address issues relating to cycle, pedestrian and vehicle safety and flow, particularly in relation to the Countdown entrance and Riccarton Road corner.

2 Cont'd

23. The following changes to the plan were made as a result of project team review of each issue raised through consultation:
- (a) The grass berm has been removed from outside the full length of the Countdown site.
 - (b) Advanced stop boxes will be provided at the Riccarton Road and Blenheim Road intersections.
 - (c) A minor adjustment to the cycle lane at the Riccarton Road intersection means that cyclists are moved out between the left and right turning lanes earlier to provide more queuing space for left-turners.
 - (d) No Stopping lines will now be included for all kerb side cycle lanes.
 - (e) The No Stopping lines on the eastern side of Hansons Lane opposite Countdown have been extended to match the existing length of No Stopping to allow for the entrance to the Countdown loading area. This No Stopping allows vehicles to manoeuvre around any trucks waiting to turn right into the loading area.
 - (f) Red surfacing has been included where cyclists are moved out from the kerb to outside the parking space, highlighting the shift to motorists.
 - (g) Minor changes have been made to the paint marking and No Stopping at the Arthur Street intersection, but this has not resulted in any change to the number of parking spaces lost.

THE OBJECTIVES

24. The primary (must do) objectives for the project are as follows:
- (a) Replace existing deep dish kerb and channel with flat kerb and channel.
 - (b) Maintain a road environment suitable for existing collector status/classification of the road.
25. The secondary (would like to do, but add cost) objectives for the project are as follows in order of priority:
- (a) Provide appropriate cycle facilities, including the section from Suva St to Blenheim Road.
 - (b) Improve facilities for pedestrians.
 - (c) Improve safety at intersections (Riccarton, Countdown, Haynes, Suva).
 - (d) Enhance landscaping.

THE OPTIONS

26. Three options were considered for Hansons Lane, including a third Do Nothing Option, which did not meet any project requirements. Option 1 and 2 included sub-options.
- (a) Option 1 was considered because it removed or relocated none of the existing assets.
 - (b) Less car parking spaces were removed than in Option 2, with only two spaces lost.

2 Cont'd

- (c) Option 1 met the project objectives but differed from Option 2 in that the proposed 0.8 flush median provided limited room for vehicles turning right into driveways on the eastern side of Hansons Lane. This may have blocked traffic and forced vehicles to use the cycle lane to manoeuvre around turning traffic.
 - (d) Option 1a included retaining the existing No Stopping area at the retirement home, providing three less parking spaces than Option 1, with five spaces lost.
27. Option 2 is similar to Option 1, with the following differences:
- (a) Relocation of the existing flush median and central islands, providing 2.0 m on-street parking space on the western side plus some parking on the eastern side of Hansons Lane, 1.8 cycle lanes on both sides of the carriageway, and a 3.3 m and 3.5 m wide traffic lane on the street. This requires the existing flush median and the existing central islands to move approximately 0.5 m to the east.
 - (b) Option 2 does not remove the existing on-street parking space on the eastern side of Hansons Lane except near the Suva Street intersection. A total of 39 parking spaces are provided with this option (six less than existing).
 - (c) Option 2a is similar to Option 2 with the following difference: the new flush median extends to the proposed right turn bay near the countdown entrance. This removes the existing on-street parking spaces on the eastern side of Hansons Lane, providing approximately 23 on-street parking spaces (22 less than existing). However, this option provides a straight lane on Hansons Lane ie no deviation that occurs in Option 2 near the central island south of Haynes Avenue and no parking in front of the retirement home.
 - (d) Option 2a has not been selected as the preferred option, as it removes a significant number of on-street parking spaces, resulting in 16 less than Option 2.
 - (e) Option 2 has been further developed to result in the preferred option (See below).

THE PREFERRED OPTION

28. The preferred option (including changes made as a result of consultation), meets the project aims and objectives in the following ways:
- (a) **Primary Objective 1: Replacement of existing kerb and deep dish channel with kerb and flat channel**
 - (i) This option incorporates the replacement of kerb and dish channel with kerb and flat channel on both sides of Hansons Lane between Riccarton Road and Suva Street. The new kerb line will merge with the existing kerb and flat channel on Riccarton Road. The existing kerb and flat channel at the Suva Street intersection will not be replaced.
 - (b) **Primary Objective 2: Maintain a road environment suitable for existing collector status/classification of the road**
 - (i) No speed bumps or road narrowing have been included on Hansons Lane
 - (ii) The relocation of the flush median improves traffic flow.
 - (c) **Secondary Objective 1: Provision of adequate cycle facilities, including the section of Hanson Lane from Suva Street to Blenheim Road**

2 Cont'd

- (i) New cycle lanes 1.8 m wide (1.6m wide for a short section from Suva Street to 27 Hansons Lane, where the cycle lane is against the kerb) will be provided on both sides of Hansons Lane between Blenheim Road and Riccarton Road.
 - (ii) Cycle lane treatments including advance cycle stop boxes will be installed at the Riccarton Road and Blenheim Road intersections.
 - (iii) Red surfacing will be installed at the intersections between Riccarton Road and Blenheim as well as these two key intersections.
 - (iv) As an additional safety measure, red surfacing will also indicate when the cycle lane leaves the kerb and continues outside the parking space, highlighting the shift to motorists.
- (d) **Secondary Objective 2: Improve facilities for pedestrians**
- (i) A 30m long, 2m wide build-out is proposed at the existing central pedestrian island near Hansons Reserve on the western side of the carriageway. This will reduce the crossing distance for pedestrians crossing in this location.
 - (ii) The crossing distance is also reduced at Haynes Ave owing to the change in kerb radii.
 - (iii) No specific pedestrian improvements are proposed at the Countdown entrance owing to limited space. However providing the right turning bay is expected to provide some pedestrian safety benefits as a driver may concentrate more on pedestrians rather than vehicles coming from behind on Hansons Lane.
 - (iv) Pedestrian facilities will also be improved by narrowing the crossing width in front of Hansons Reserve and at Haynes Avenue intersection, replacing footpaths, and improving street lighting.
 - (v) To assist the partially sighted tactile pavers will be provided at all intersections and crossing points.
 - (vi) The existing seat outside the Middleton Grange playing fields will remain.
- (e) **Secondary Objective 3: Improve safety at intersections**
- (i) This option provides a 2.5 m wide right turning bay at the Countdown supermarket entrance to cater for the high right turning flow into the countdown entrance.
 - (ii) A Stop sign will replace the Give Way sign at the countdown exit, to encourage drivers to check for pedestrians and cyclists before moving out on to the road.
 - (iii) The proposed kerb and flat channel will extend to Haynes Ave reducing the carriageway width at the intersection from 30m to 14 m by reducing the kerb radii. It is expected that the narrowing of the Haynes Avenue intersection will reduce the speed of vehicles turning into and out of Haynes Avenue.
 - (iv) A minor adjustment to the cycle lane at the Riccarton Road intersection means that cyclists are moved out between the left and right turning lanes earlier to provide more queuing space for left-turners.

2 Cont'd

- (v) The No Stopping lines on the eastern side of Hansons Lane opposite Countdown have been extended to match the existing length of No Stopping to allow for the entrance to the Countdown loading area. This No Stopping allows vehicles to manoeuvre around any trucks waiting to turn right into the loading area.
- (f) **Secondary Objective 4: Landscape enhancement**
 - (i) The proposed build-out at Hansons Reserve will be landscaped
 - (ii) The grass berm outside the reserve is currently in poor condition owing to lack of sunlight and will be replaced with a wider footpath. White landscape roses will be considered for the landscaped area outside the reserve.
 - (iii) The grass berm will be removed for the length of the countdown site, and replace with asphalt.
 - (iv) In addition to, and as a result of meeting the above objectives, the following additional improvements/changes are proposed:

RELOCATION OF THE EXISTING FLUSH MEDIAN AND CENTRAL ISLANDS

29. This preferred option provides street parking on the western side plus some parking on the eastern side of Hansons Lane, 1.8 m cycle lanes on both sides of the carriageway (except for the short section on the east side from Suva Street to No 27, where the cycle lane is 1.6m wide), and 3.5m wide traffic lanes on Hansons Lane (except for the section of Hansons Lane north of Haynes Avenue where the north bound traffic lane reduces in width to 3.3m). This requires the existing 2.0m flush median and the existing central islands to move approximately 0.5 further to the east.

NO STOPPING AREAS

30. Most of the existing 'No Stopping' areas will remain except on the eastern side of Hansons Lane at the retirement home where the cycle lane will be located against the kerb. New 'No Stopping' will be provided at the following locations:
- (a) On the Western side of Hansons Lane outside North West New Life Church and Conference Centre, and 36 Hansons Lane. This will improve the sight distance for vehicles exiting the driveway at the Northwest New Life Church.
 - (b) Haynes Avenue intersection for the extent of the kerb and flat channel.
 - (c) Near the Blenheim Road intersection (opposite Arthur Street) to provide space for the cycle lanes.
 - (d) When the cycle lane is against the kerb.
 - (e) No Stopping lines will now be included for all kerb-side cycle lanes, to remind motorists that the space is designated No Stopping.
 - (f) Minor changes have been made to the marking and No Stopping at the Arthur Street intersection, with no change to the parking spaces available.

ON-STREET PARKING SPACES

31. Currently Hansons Lane near Countdown supermarket has high parking demand throughout the day. This option sees the removal of eight on-street parking spaces from the eastern side of Hansons Lane and at the kerb build-out in front of Hansons Reserve.

2 Cont'd

32. Full pavement reconstruction will occur from Haynes Avenue to Riccarton Road, with shoulder reconstruction only from Suva Street to Riccarton Road.

PART B – REPORTS FOR INFORMATION

3. DEPUTATIONS BY APPOINTMENT

3.1 The Workers' Foodbar – Haytons Road

Marilyn and Bevan Mason, owners of The Workers Foodbar, Haytons Road, discussed with the Board the recent difficulties their food shop has had with the current kerb and channel works.

Ross Herrett,, Acting Transport and Greenspace Manager, advised the Board that the Council wished to work with the Masons in relation to their highlighted issues. A report will be forwarded to the Riccarton Wigram Transport and Roading Committee 23 May 2008 meeting.

3.2 Hornby Netball

Janine Weir and Lynley Willen discussed with the Board their intentions to revitalise the Hornby Netball Club. The Board advised Ms Weir and Willen to liaise with the Riccarton Wigram Community Recreation Advisor on how to implement their plans.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

The Board **received** correspondence from the following:

- (a) Christchurch City Council acknowledging receipt of the Board's submission on the 2008/2009 Draft Annual Plan.
- (b) Halswell Residents' Association, New Zealand Historic Places Trust, Canterbury Historic Places Trust, Christchurch Civic Trust and Christchurch Heritage Trust submission to the Board on the retention of the Aidanfield Heritage Farm Buildings.
- (c) Dave Hawke, survey on the need for a skateboarding facility in the Halswell area. The Board **requested** that staff provide a report to the Board's Environment Committee.

7. BRIEFINGS

Nil.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update from the Community Board Adviser on Board related activities, projects within the ward, upcoming community events and the Board's Funding Report.

The Board **agreed** to meet on 13 May 2008 to formulate the Board's submission on the Council's Draft Metropolitan Sports Facilities Plan.

The Board **agreed** to meet on 24 May 2008 to review the Board's objectives and discuss what the Board wishes to achieve during its current term.

9. ELECTED MEMBERS' INFORMATION EXCHANGE

Board members were provided with an opportunity to share issues of concern and give a brief update on community activities.

Discussion was held on the future of cycling facilities within the Riccarton Wigram ward. The Cycling Club at Denton Park have advised that they will be making a submission to the Draft Metropolitan Sports Facilities Plan.

Mike Mora discussed the issue of including a clause on consultation documents advising that information given would be publicly available. He believes that the inclusion of the clause would stymie the consultation process. The Board requested that staff keep members updated on the proposed clause.

Mike Mora requested that staff provided an update on the Board's recommendation to the Council on proposed options on placing a memorial to Sir Edmund Hillary and Tensing within Hillary Crescent and Tensing Place.

The Board discussed the Council's decision not to purchase the Aidanfield Heritage Farm Buildings and the Halswell Residents' Association, New Zealand Historic Places Trust, Canterbury Historic Places Trust, Christchurch Civic Trust and Christchurch Heritage Trust submission to the Board. The Board were advised that there has been an appeal made to the Environment Court against the demolition order. Helen Broughton will work on the matter and report back to the Board.

10. GOOD NEWS STORIES

Mike Mora discussed with the Board the amount of funding the Board had distributed within the Riccarton Wigram Community and the "good news" stories that were contained in the Six Month Accountability Report within the Board agenda papers.

Beth Dunn advised the Board that the Riccarton High School Jubilee Committee thanked the Board for their financial contribution to print the school's Jubilee Book. All copies were sold and a reprint is currently being arranged.

Jimmy Chen and Judy Kirk outlined to the Board their recent visit to the Free Trade Agreement Showcase and the Westmoreland's Residents' Association meetings.

11. 2007/2008 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

The Board **received** a report on the six month update on the balance of the Board's Project and Discretionary Funding allocations and the progress on the expenditure of those funds.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE BOARD

12. CONFIRMATION OF BOARD MEETING REPORT – 15 APRIL 2008

The Board **resolved** that the report of its meeting held on Tuesday 15 April 2008 be confirmed as a true and accurate record of that meeting.

13. RICcarton/WIGRAM TRANSPORT AND ROADING COMMITTEE - REPORT OF 18 APRIL 2008 MEETING

The Board received the report of the Transport and Road Committee meeting of 14 March 2008 and **resolved**:

13.1 ARANUI NO. 51 BUS ROUTE EXTENSION TO TOWER JUNCTION – BUS STOPS

That bus stops be installed in the following locations:

- (a) On the north side of Foster Street near the corner of Picton Avenue, commencing at a point 14 metres west from its intersection with the western boundary of Picton Avenue and extending in an westerly direction for a distance of 18 metres, retaining one car park to the east of the bus stop area.
- (b) On the south side of Foster Street commencing at a point 51 metres west from its intersection with the eastern boundary of Picton Avenue and extending in an easterly direction for a distance of 18 metres.
- (c) On the eastern side of Clarence Street South (sometimes referred to as Troup Drive), commencing at a point 53m south of the intersection (at the roundabout) with Troup Drive, and extending in a northerly direction for a distance of 18m.
- (d) On the western side of Clarence Street South (sometimes referred to as Troup Drive), commencing at a point 35m south of the intersection (at the roundabout) with Troup Drive, and extending in a southerly direction for a distance of 18m.

13.2 HANSONS LANE STREET RENEWAL PROJECT

The Board's recommendation on the approval of a cycle lane on Hansons Lane is recorded within the Part A report – Hansons Lane Street Renewal Project Clause 2 of the Board's 6 May 2008 Report.

To:

- (a) Approve the proposal shown on **Attachment 1** for detailed design tender and construction
- (b) Revoke the following current stopping prohibitions:
 - (i) That all existing no stopping resolutions on both the eastern and western sides of Hansons Lane from Riccarton Road to Blenheim Road be revoked.
- (c) Approve the following new No Stopping restrictions, subject to the Council approving the cycle lane:
 - (i) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Riccarton Road and extending 127 metres in a southerly direction.

13 Cont'd

- (ii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Riccarton Road and extending 133 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Suva Street and extending 189 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Suva Street and extending 60 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Arthur Street and extending 23 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Arthur Street and extending 9 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Blenheim Road and extending 69 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Blenheim Road and extending 120 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at a point 32 metres north of its intersection with Arthur Street and extending 14 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Roche Avenue and extending 19 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Roche Avenue and extending 21 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Suva Street and extending 27 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Suva Street and extending 22 metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at a point 100 metres north of its intersection with Suva Street and extending 29 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Haynes Avenue and extending 18 metres in a southerly direction.

13 Cont'd

- (xvi) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Haynes Avenue and extending 17 metres in a northerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the southern side of Haynes Avenue commencing at its intersection with Hansons Lane and extending 15 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Haynes Avenue commencing at its intersection with Hansons Lane and extending 15 metres in a westerly direction.

13.3 BRODIE STREET PARKING STUDY

STAFF RECOMMENDATION

That the Board approve that the existing restriction, of a maximum period of 120 minutes, from 8am to 4pm, school days, on the west side of Brodie Street commencing at a point 29.5 metres from its intersection with Yaldhurst Road and extending in a north-easterly direction for a distance of 461.5 metres, be retained.

BOARD RECOMMENDATION

To replace the existing 120 minute parking restriction with a 30 minute parking restriction with restriction from 8am to 4pm on school days on the west side of Brodie Street between the two speed humps and installation of parking ticks be included on the west side of Brodie street between the two speed humps

13.4 BRODIE STREET PROPOSED "STOP" CONTROL

The Board's recommendation on this matter is recorded within the Part A report – Brodie Street Proposed "Stop" Control Clause 1 of the Board's 6 May 2008 report.

13.5 CHURCH CORNER CLUSTER – KERB AND CHANNEL RENEWAL PROJECT

That:

- (a) The Church Corner Cluster project to proceed to detailed design, tender and construction, as shown on the plans for Board approval at Attachment 1.
- (b) The following traffic and parking restrictions:

Angela Street

- (i) That the no stopping be removed from the west side of Angela Street at its present position commencing at the intersection with Yaldhurst Road and extending 54 metres in a northerly direction.
- (ii) That the no stopping be removed from the west side of Angela Street at its present position commencing at the intersection with Bowen Street and extending 9 metres in a southerly direction.
- (iii) That the no stopping be removed from the east side of Angela Street at its present position commencing at the intersection with Bowen Street and extending 9 metres in a southerly direction.

13 Cont'd

- (iv) That the stopping of vehicles be prohibited at any time on the east side of Angela Street commencing at its intersection with Yaldhurst Road and extending for 64 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Angela Street commencing at its intersection with Bowen Street and extending for 9 metres in a southerly direction.

Bowen Street

- (i) That the existing parking restriction P15 in Bowen Street between Fletcher Place and Waimairi Road be removed.
- (ii) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Peer Street and extending for 7 metres in an easterly direction.
- (iii) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Fletcher Place and extending for 35 metres in a westerly direction.
- (iv) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Fletcher Place and extending for 11 metres in an easterly direction.
- (v) That the no stopping be removed from the south side of Bowen Street at its present position commencing at 127 metres west of the intersection with Waimairi Road and extending for 28 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Peer Street and extending for 25 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Peer Street and extending for 11 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at 82 metres east of its intersection with Peer Street and extending 30 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Angela Street and extending for 14 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Angela Street and extending for 11 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Brake Street and extending for 9 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Fletcher Place and extending for 52 metres in a westerly direction.

13 Cont'd

- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Fletcher Place and extending for 10 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at 122 metres from its intersection with Waimairi Road and extending for 50 metres in a westerly direction.

Brake Street

- (i) That the no stopping be removed from the east side of Brake Street at its present position commencing at the intersection with Leslie Street and extending 9 metres in a southerly direction.
- (ii) That the no stopping be removed from the east side of Brake Street at its present position commencing at the intersection with Leslie Street and extending 13 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Brake Street commencing at 95 metres from its intersection with Yaldhurst Road and extending for 36 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Leslie Street and extending for 10 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Leslie Street and extending for 11 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Brake Street commencing at its intersection with Bowen Street and extending for 14 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Bowen Street and extending for 14 metres in a southerly direction.

Leslie Street

- (i) That the no stopping be removed from the north side of Leslie Street at its present position commencing at the intersection with Brake Street and extending 9 metres in an easterly direction.
- (ii) That the no stopping be removed from the south side of Leslie Street at its present position commencing at the intersection with Brake Street and extending 9 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Leslie Street commencing at its intersection with Brake Street and extending for 12 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Leslie Street commencing at its intersection with Brake Street and extending for 12 metres in an easterly direction.

13 Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of Leslie Street commencing at 53 metres north east of its intersection with Brake Street and extending for 30 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Leslie Street commencing at 53 metres north east of its intersection with Brake Street and extending for 13 metres in an easterly direction.

13.6 SPEED REVIEW – CASHMERE ROAD

That the Board request that staff include Cashmere Road between Oderings Nurseries and Hendersons Road in the speed review.

13.7 HYNDHOPE ROAD – PROPOSED “NO STOPPING” RESTRICTION

To approve:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 30 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 25 metres.
- (c) That a turning bay be installed near the western end of Hyndhope Road as shown in Attachment 1 of the report.

14. APPROVAL OF THE RICcarton/WIGRAM COMMUNITY BOARD SUBMISSIONS TO THE 2008/2009 DRAFT ANNUAL PLAN AND THE TRAFFIC AND PARKING BYLAW REVIEW 2008

The Board **resolved** to approve the submissions to 2008/2009 Draft Annual Plan and the Traffic and Parking Bylaw Review 2008 as circulated.

15. RICcarton/WIGRAM COMMUNITY SERVICES COMMITTEE - REPORT OF 15 APRIL MEETING

The Board received the report of the Community Services Committee meeting of 15 April 2008 and **resolved**:

- 15.1 To write to the Southern Area Commander, Inspector Johnson, with a copy to the District Commander Superintendent Cliff outlining the problems which are occurring during weekend nights in the vicinity of Upper Riccarton Domain, and request that the police report back to the Board in two months time.
- 15.2 To allocate \$800 from the Board's Youth Development Scheme to Fiona Henderson as a contribution towards the costs for her to attend the 2008 Geography Olympiad in Tunisia.
- 15.3 To allocate \$500 from the Board's 2007/2008 Youth Development Scheme to James Benjamin Johnston as a contribution towards his travel expenses to attend the Softball Australia Friendship Games.
- 15.4 To allocate \$600 to Hornby Toastmasters for establishment costs from the 2007/2008 Board Initiatives Fund.

15 Cont'd

- 15.5 To allocate from its Board Initiatives Fund \$4,125 for salary costs for the Youth Workers at the Hornby Presbyterian Church 24/7 Youth programme for the period 1 July 2008 – 15 September 2008.
- 15.6 To approve the reallocation of \$1,000 previously allocated under the Riccarton/Wigram Board's 2006/2007 Community Development Scheme to the Hornby Presbyterian Community Trust for the expenditure in the 2008 calendar year for costs associated with their Creative Arts School.

16. QUESTIONS UNDER STANDING ORDERS

Nil.

The meeting concluded at 7.12pm

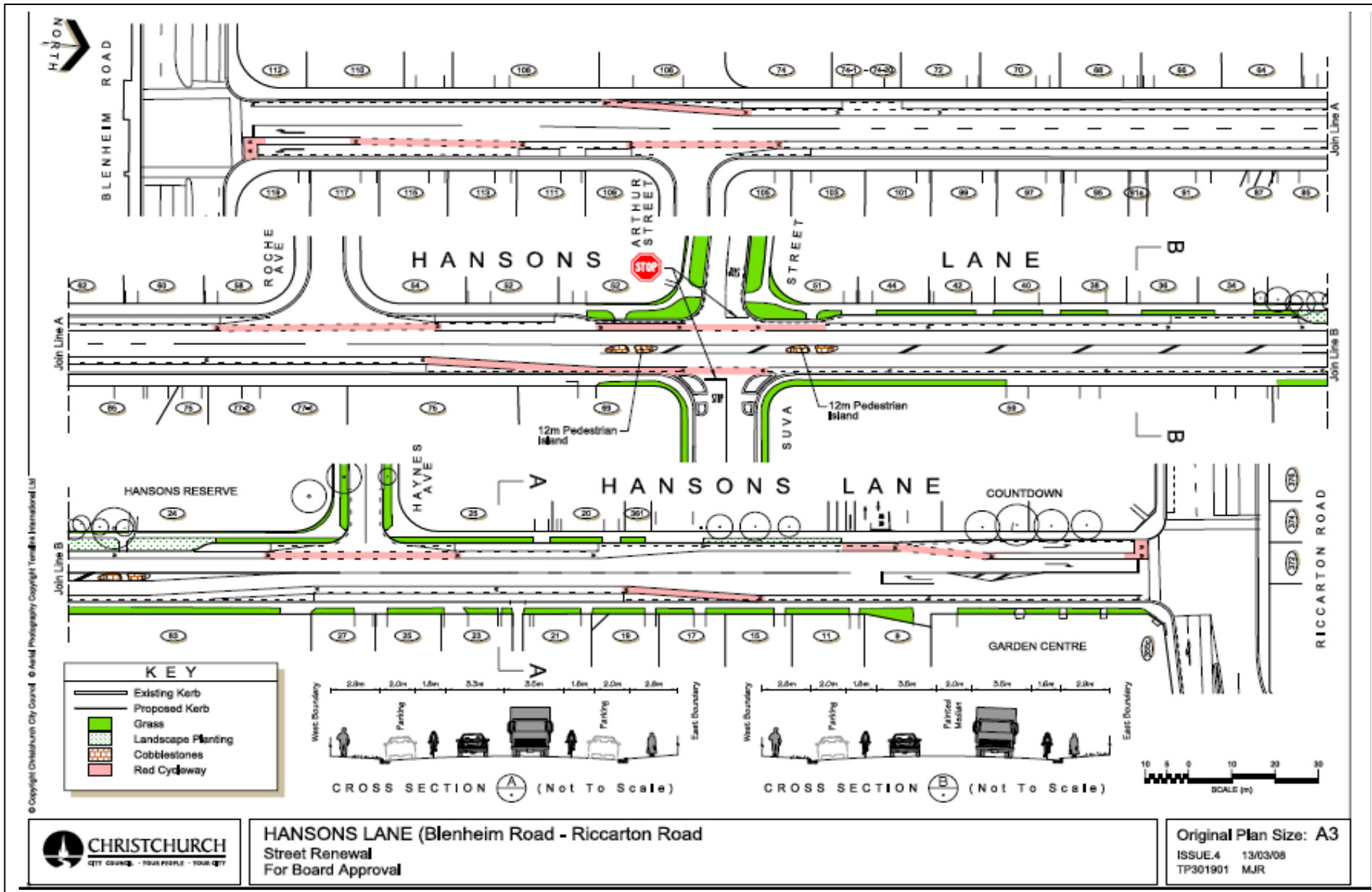
CONFIRMED THIS 20 DAY OF MAY 2008

**PETER LALOLI
CHAIRPERSON**



BRODIE STREET
Proposed 'Stop' Control
For Board Approval

Original Plan Size: A4
ISSUE.1 12/03/08
TG034820 MCD



Hansons Lane Kerb and Channel Renewal Consultation Programme

INITIAL ISSUES CONSULTATION

Initial issues survey 6-31 July 2007. Sent to all businesses and residents of Hansons Lane, from Suva St to Riccarton Road Summary of Hansons Lane Initial Issues Survey.

COMMUNITY BOARD CONSULTATION

20/12//07 Seminar with Riccarton/Wigram Community Board.

EXTERNAL CONSULTATION JULY 2007

10 Responses to initial survey of residents and stakeholders survey:
6 were moderately concerned about traffic speed,
5 about cycle and pedestrian safety, and
4 about through traffic.

4 survey responses indicated serious concern about drainage. Drainage has also been identified as an issue by Council. \$230,000 to \$320,000 has been set aside for this street, specifically for drainage.

6 respondents were happy with landscaping.
See above for comments and suggestions.

Main findings of Council Internal Consultation process

Volume of through traffic needs to be managed not limited, as this is a collector Road.

Collector road function must be maintained.

CONSULTATION NEWSLETTER

Approximately 480 copies delivered and mailed Jan 27 2008 to owners/occupiers/stakeholders. Distribution area: all of Hansons Lane, both sides of Riccarton Road between Brake and Newman Streets. Haynes Avenue as far as Ballantyne. Suva between Renfrew and Ballantyne. Roche and Homer. Roche as far as Middleton Grange School.

PROJECT INFORMATION EVENING

Thursday 7 Feb 2008 6-8.30 at la Vida Conference Centre 34A Hansons Lane.

RESPONSE RATE

A total of 37 responses were received (including project evening, email, phone and internal feedback).

Some issues were raised and comments made in relation to the consultation plan. These have been grouped together according to location or subject, and are shown below. The bracketed number following each response is a reference number which identifies its original source. Hard copies are filed, feedback summarised and recorded below.

Community consultation on the preferred option was undertaken January and February 2008. Approximately 580 households in Hansons Lane, Riccarton Road between Brake and Newnham Streets, Haynes Ave as far as Ballantyne Street. Suva Street between Renfrew and Ballantyne, Roche and Homer Streets, Arthur Street as far as Middleton Grange, absentee landowners and other interested groups, were consulted, of which 37 responded. The majority of respondents (97%) were in support of the proposal.

Support	Number of Responses	% of Total Responses
Generally Support	21	56.8%
Generally Support (with suggestion)	15	40.5%
Does Not Support	nil	0%
Suggestion only	1	2.7%
Total	37	100%

The following pages contain a list of all consultation feedback for Hansons Lane, grouped according to topic. Each comment was considered by the project team. Responses/Action points are recorded in the right hand column.

		Feedback	Team Response
General		Liaison with businesses during construction will be critical. Need to understand when we can do the work best – eg La Vida, - liaise to fit around functions/church services; Countdown; House and Garden and any others? Will need to arrange a meeting with Countdown management if we don't have any feedback from them by the end of the consultation period.	Yes
		Cutdown required for alleyway to street (PE anon)	Scheme Designer to include.
Pedestrians		Need tactiles to indicate crossing points at Suva Street as a way from intersection to encourage crossing at refuge islands, also at intersection for crossing alignment.	Scheme Designer to include.
		If the entrance to Countdown is being treated as a road then you need tactiles, otherwise ensure that cars are required to stop and check, particularly as there are a number of older and frail residents in this area.(1)	Team to approach Countdown to ask if sign can change to Stop sign if it is not already. Scheme designer to check whether trees are impeding vision and if so advise Network Operations to raise RFS to trim.
Pedestrians		Can another seated area be incorporated into the grassed area? . Many older residents currently sit on fence or do not venture as far as the shops, or require breaks. (phone call follow up clarified that frail ambulators would benefit from another seat set in grass berm closer to Riccarton Road corner – set in grass, not footpath, so that mobility scooters etc are not limited (1)	Consultation Leader to approach no 17, 19 & 21 to see if they are OK to put seat and associated sealed area in front of their section.
		As most houses are rentals and empty for long periods I suggest green berms are not needed from Suva Street to Countdown. These paths are well used by pedestrians and would appreciate the extra width to get around the rubbish left on Rubbish day (15)	Grass berms to remain as per consultation plan except outside Countdown. Team considered that it is desirable to retain as much green as possible. Only one request for this. Wide footpaths are included.
		Footpaths on both sides of the road need doing even more than the kerb and channel. Many people have tripped or fallen on the appalling state of these paths(16)	Acknowledged, no action required.

		Feedback	Team Response
		Should make cycleway near 25 Haynes Ave narrower. At certain times of the day that area is the busiest area at Hansons lane due to incoming goods delivered by HUGE Trucks at Countdown.(24)	Cycleway is as per Council standards.
Pedestrians		Check gateway from Rannerdale. Also check the gateway from the Middleton Grange playing fields – shown on plan as being opposite the pedestrian islands. Photo shows well worn track going to a gate at the south end, adjacent to Rannerdale.(PE2)	No action required
		Pedestrian crossing at Suva St corner?(26)	Doesn't meet warrant. No action required.
		Is there a good reason that the footpath (and vice versa the berm) is adjacent to the carriageway on one side and not the other?	No, layout is as it currently is. There are benefits either way. No action required.
Cyclists		Thank you for the cycle lanes marked red which improve safety in Hansons Lane. Slowly cycling can come back to Christchurch. Well done(6) I have reservations re cyclists. I am an elderly one, and the cycle lane is going to be a death trap from someone. Is there no other way cycles could be separated? That is, the choice of Left and Right plus straight ahead is a recipe for disaster. But, best of luck, I am sure someone has deliberated over this proposal.(13)	Scheme designer to include advance stop boxes at each end.
		As cost saver could have blobs of red instead of whole lane (cycle log in each), across the intersections.	No, not Council standard.
		Does the change of lane from kerb to outside the parking area need to be in red?	Scheme designer to include.
Cyclists		Cross section A – cycle lane could be 1.9 , reduce the Western side of the carriageway to 3.3 , to match the eastern side? Cross section B: change western cycleway to 1.9, carriageway to 3.4. Eastern side carriageway to 3.4, cycleway to 1.7?(29)	No action required, cycle lanes as per Council standard.
		Following meeting to look at cycle policy, it was raised that there are issues with people parking in the no-stopping areas inside the cycle lanes. Recommend putting BYLS (no stopping lines, dotted yellow), back in all kerb-side cycle lanes(29)	Scheme designer to install broken yellow no stopping lines in cycle lanes where they are adjacent to the kerb (as per instruction from cycle planner).

	Feedback	Team Response
Landscaping	Landscaping on corners of Suva Street and Haynes Avenue/Roche Avenue=carpet roses(15)	No project action at Suva St intersection, Haynes is grass due narrow strips
	Suggest landscaping not just grass at intersection of Suva on western side of Hansons (issue with maintenance?)(PE2)	No project action at Suva St intersection
	Improvement should include cutting down of some the fluffy trees around our areas. The spill out cotton-like stuff around Christmas that messes up our whole neighbourhood (24)	No action required, not within project scope
	Please pull up some of the trees along Hansons Reserve or at least do some trimmings with some of the big trees (25)	Consultation Leader to raise RFS to get arborists to review.
	Cycle boxes at Blenheim and Richardton corners – improves cycle safety and visibility (30)	as above
	On-street Parking	Limitations on parking in Arthur Street vicinity would reduce availability and further clog the lane and/or Arthur Street (14)
La Vida would prefer to have additional vision rather than park to the left of La Vida entrance(PE 2)		Noted, no action required.
La Vida has resource consent to use 174 car parks on the road. Countdown employees encroach and push people further down the street.		No action required
I am pleased to see that most of the on-street parking is retained near private houses (23)		No action required
Should be no parking outside 25 Haynes Ave and 20 Hansons Lane because of trucks parking outside Countdown. In addition our areas should have limited parking as do other parking areas in and around Christchurch. Why not?(14)		Already removing parking, do not want to remove parking unnecessarily.
What parking status outside 111 – No stopping – should be lines? 105-103 - Two driveways close to Arthur Street - No Stopping should extend to 103? Taper could go back to there as well(30)		Scheme designer to review.
Traffic		Be aware Middleton Grange School bus in Arthur Street (PE 1)

	Feedback	Team Response
Traffic	Access from Hansons Lane to Countdown should be minimised. Suggest shifting Riccarton/Road Countdown entrance closer to Hansons Lane (15 metres from corner) and relocating bus stop further up the road. Could control the right turn off Riccarton Road with signals, especially if the island to the north on Riccarton Road was enlarged. There is a problem with congestion and truck access/parking outside and into the Countdown entrance, including trucks parking on the wrong side of the road, and reversing out from Countdown. Countdown wants to do something about this (?)	Countdown has approval for current configuration, cannot easily change. No action required.
	Issue also with right hand turn from Hansons Lane coming from Blenheim Road end into the garden centre/landscaping businesses. – How do cars and cyclists get across the right-turning lane into Countdown? Could just have a painted median and no lane (31)	There is no restriction on turning across right turning lane. No action required
	Further improvements needed for the Hansons Lane/Countdown entrance and exit. It is NOT good practice for cars to be sitting over the footpath because they have no line of sight. Cars give no consideration to pedestrians and cyclists using the footpath and road edge. This entrance/exit is a pedestrian/cyclist death trap. Check accident data – there's been PLENTY of accidents at this particular spot (17).	Countdown has approval for current configuration, cannot easily change. Plenty of vehicle accidents (3) but no pedestrian accidents. Scheme designer to review amount of stacking length for LH lane.
Traffic	The changes proposed in the vicinity of Arthur Street would appear to limit traffic flow to Blenheim Road. Certainly the changes would make access at my address difficult (trailer involved).(14)	Cycle lane will provide additional space for trailer manoeuvring. No changes to kerblines.

		Feedback	Team Response
		The existing traffic-calming measure at Suva Street/Hansons Lane has no benefit in slowing traffic because traffic must stop at the stop sign in any case. The benefit of the short crossing distance for pedestrians could be achieved by installing a centre pedestrian island instead. This would enable the addition of a left turn lane for Suva St traffic. Then right-turning and through Suva Street traffic would not block left turning Suva St traffic at this intersection (left-turning Suva St traffic gives way to only one lane of Hansons Lane traffic but through and right-turning traffic gives way to both lanes of Hansons Lane traffic. (23-includes diagram over page)	Project does not have funds to alter Suva Street. No action required.
		It's really sensible to put a Stop sign at Suva St intersection (25)	No action required.
		Enlarge the entrance of Suva Street between nos 51 and 52 , and make it a two lane stop junction. See diagram (25)	Do not want to encourage additional traffic onto Suva St. No action required.
		Slow the traffic down please. Trucks cause most noise and damage. Surface is in poor condition. Need traffic slowed and made safer for school children walking and biking(26)	This is scheme's intention. No action required.
Traffic		It's tricky coming out of the Garden Centre trying to turn right into Riccarton Road – quite often turn left into Haynes Ave and back!(27)	Agreed, it will be difficult with 10,000 vpd. No action possible.
		Council put in the continuity lines and double lanes at the Countdown corner (Western side, leading to Riccarton) because there had been accidents with cars coming from the south to turn left,, indicating early and being hit by cars turning right into Countdown. This accident rate has gone right down – but could rise again because the cycle lane takes away the definition?(30)	Scheme designer to review but consider that edge of cycleway provides similar definition.
Speed		Please consider more speed signs. Some cars tend to come off Blenheim Road at 60 km and carry on at that speed down Hanson Lane – a constant problem	Scheme designer to check that signage complies with current LTNZ requirements.
Outside scope of project		Request to prune pear trees in Hanson Reserve as walking becomes difficult in the park	RFS raised.

8. STRENGTHENING COMMUNITIES FUND - KEY LOCAL ORGANISATIONS FOR RICCARTON/WIGRAM

General Manager responsible:	General Manager, Community Services DDI 941-8986
Officer responsible:	Community Support Unit Manager
Author:	Ian Burn, Community Development Adviser, and Lincoln Papali'i, Community Development Manager, Community Support Unit

PURPOSE OF REPORT

1. The purpose of this report is to the Board's recommendation to the Metropolitan Funding Sub-Committee in regards to the following:
 - (a) Key Local Organisations (KLOs) to be considered for funding from the Metropolitan Strengthening Communities Fund; and
 - (b) The order of priority for these applications to be considered.

EXECUTIVE SUMMARY

2. In October 2007, the Council adopted the Strengthening Communities Fund operational procedures which included the process for nominating Key Local Organisations (KLOs), with the recommended organisations being considered for funding from the Metropolitan Strengthening Communities Fund. The agreed process to determine if a "local" funding application should be processed as a KLO was detailed as bullet point 16 in the report adopted by Council on 4 October, 2007, and is as follows:
 - (a) Staff will assess the application as a possible KLO based on:
 - Strengthening Communities Strategy Principles and Goals.
 - Funding outcomes and priorities as set out in Strengthening Communities Strategy.
 - Alignment to local Community Board objectives.
 AND
 - Projects deliver benefits to the city outside of the local Board area.
 - Key community issues contemplated under Goal 2 of the Strengthening Communities Strategy.
 - (b) Community Board decides whether the application is for a KLO and prioritise applications if more than one. Community Board may decide against putting application forward as a KLO.
 - (c) Metropolitan Funding Subcommittee will make decisions based on affordability and priorities as above. Good communication between the Metro committee and Boards will be essential to ensure a good understanding of recommendations and decisions.
3. In the assessment process undertaken by advisers, the following guidelines were used to assist staff in determining candidates for KLO funding consideration.
 - Proven track record with the Council in providing a high quality level of service.
 - Provides a significant contribution towards the Council's Funding Outcomes and Priorities.
 - Demonstrates leadership and innovation.
 - Demonstrates best-practice and collaboration.
4. Goal 2 of the Strengthening Communities Strategy is yet to be determined, as it will be subject to additional review processes being undertaken and for this funding round, does not form part of the assessment process.

8 Cont'd

5. The process for considering KLOs is as follows:
 - (i) Community Boards nominate and prioritise their KLOs and make a recommendation to the Metropolitan Funding Sub-Committee.
 - (ii) The Metropolitan Funding Sub-Committee makes decisions on Board recommended KLOs.
 - (iii) Successful KLOs are allocated funding from the Metropolitan Strengthening Communities Fund.
 - (iv) Unsuccessful KLOs are returned to the Community Board for consideration under the local Strengthening Communities Fund.
6. The Board is advised that where candidates for KLO funding consideration are successful in receiving funding from the Metropolitan Funding Subcommittee, then there can be no further call on the Board for that project. This is also the case, where a successful candidate is funded to a lower level than has been recommended by the Board. This reflects the 'Funding Constraints' criteria agreed by Council in Appendix F of the October 4, 2007 report which states that *'Groups receiving funding at a Metropolitan level may only receive local level funding if the project is specifically local and no portion of it has been funded at the Metropolitan level.'*
7. The organisations for consideration as a KLO are detailed in the matrix **attached (Attachment 1)**.
8. Staff recommend the following organisations for the Riccarton/Wigram Community Board to consider as Key Local Organisations nominations:
 - Te Puawaitanga Ki Otautahi Trust - Community Support/Development Worker for Maori for the wider Hornby area.
 - Te Puawaitanga Ki Otautahi Trust - Assistance with salary and administration costs for Community Facilities Co-ordinator position.

FINANCIAL IMPLICATIONS

9. The funding requests from the organisations in the attached matrix total \$134,950 with staff recommendations totalling \$103,050.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. Yes.

LEGAL CONSIDERATIONS

11. There are no legal considerations.

Have you considered the legal implications of the issue under consideration?

12. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with LTCCP.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. Yes.

8 Cont'd**ALIGNMENT WITH STRATEGIES**

15. Aligns with Strengthening Communities Strategy.

Do the recommendations align with the Council's strategies?

16. Yes.

CONSULTATION FULFILMENT

17. None required.

STAFF RECOMMENDATION

That the Riccarton Wigram Community Board agree to recommend the following Key Local Organisation's and funding amounts to the Metropolitan Funding Sub-Committee for consideration and funding from the 2008/09 Metropolitan Strengthening Communities Fund:

Organisation	Amount	Funding Duration (1, 2, or 3 year)
- Te Puawaitanga Ki Otautahi Trust – <i>(Community Support/Development Worker).</i>	\$51,800	3
- Te Puawaitanga Ki Otautahi Trust <i>(Community Facilities Co-ordinator and programmes)</i>	\$51,250	3

RICCARTON / WIGRAM KEY LOCAL ORGANISATIONS DECISION MATRIX

Priority Rating

- 1 Meets all eligibility and criteria and contributes significantly to Funding Outcomes and Priorities
- 2 Meets all eligibility and criteria and contributes to Funding Outcomes and Priorities
- 3 Meets all eligibility and criteria and has minimum contribution to Funding Outcomes and Priorities

Index Number	Organisation Name	Project Description	Amount Requested	Total project Cost	Amount Recmd	Delivery and Financial Risks	Funding History	Recommendation	Priority
1	Te Puawaitanga Ki Otautahi Trust	Community Support / Development Worker and services provided for Maori across the wider Hornby area	\$64,850	\$64,850	\$51,800	Te Puawaitanga is a well established organisation with sound staff management practices. Delivery and Financial risks are minimal.	Internal budgets and Social Initiatives fund 2007/08 - \$20,000 (0.5 FTE salary) - \$10,000 (administration and overheads) 2006/07 - \$20,000 (0.5 FTE salary) - \$10,000 (administration and overheads)	That Te Puawaitanga Ki Otautahi Trust be considered as a key local organisation, with funding of \$51,800 per annum allocated for a three year period, to support the role of a Community Support / Development Worker for Maori for the wider Hornby area.	1

Project Goals:

- Continue to identify and assess community needs and issues of the Maori community in greater Hornby area.
- Maintain and strengthen linkages with those stakeholders working with Maori.

Funding Outcomes:

- Foster collaborative responses to areas of identified need
- Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events
- Provide community based programmes which enhance basic life skills

Funding Priorities:

- Older adults
- Children and youth
- Ethnic and culturally diverse groups
- Disadvantage and/or social exclusion

Alignment with board objectives and council strategies:

This project aligns with the Strengthening Communities Strategy in regard to improving the following outcomes for Maori in the greater Hornby area:

- Increasing participation in and awareness of community, recreation, sports, arts, heritage, and environment groups, programmes and local events.
- Fosters collaborative responses to areas of identified need through working with other Maori stakeholders in the area.
- Enhancing basic life skills
- Reducing and overcoming barriers to participation, particularly through promoting access to low cost facilities in the area.

Staff comments including evidence of need:

This project makes a key contribution to Maori development in this part of the city. The worker in the position is competent and well supported by Te Puawaitanga, which has a proven track record with Council in providing a high quality level of service, best practice and collaboration notably with other Te Puawaitanga services and other Maori and non-Maori service providers in the area.

In the local area 18% of the population is Maori and as a population group Maori have significant socio-economic issues when compared to non-Maori population groups. The particular needs of this population are outlined in a range of Council initiated studies conducted between 1997 and 2004.

Comments and notes (for elected member use):

RICCARTON / WIGRAM KEY LOCAL ORGANISATIONS DECISION MATRIX

Priority Rating

- 1 Meets all eligibility and criteria and contributes significantly to Funding Outcomes and Priorities
- 2 Meets all eligibility and criteria and contributes to Funding Outcomes and Priorities
- 3 Meets all eligibility and criteria and has minimum contribution to Funding Outcomes and Priorities

Index Number	Organisation Name	Project Description	Amount Requested	Total project Cost	Amount Recomd	Delivery and Financial Risks	Funding History	Recommendation	Priority
2	Te Puawaitanga Ki Otautahi Trust	Assistance with salary and administration costs for Community Facilities Co-ordinator position	\$70,100	\$79,100	\$51,250	Te Puawaitanga is a well established provider of quality services, with good staff management procedures and policies in place.	Internal Budget 2007/08 - \$20,000 (0.5 FTE salary) - \$10,000 (admin overheads) 2006/07 - \$20,000 (0.5 FTE salary) - \$10,000 (admin overheads) - \$5,000 (facilities operational costs)	That Te Puawaitanga Ki Otautahi Trust be considered as a key local organisation, with funding of \$51,250 per annum, allocated for a three year period, to support the role of a Community Facilities Co-ordinator and associated programme provision.	1

Project Goals:

- Increase access to and participation of community facilities

Funding Outcomes:

- Foster collaborative responses to areas of identified need
- Increase community engagement in local decision making
- Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events

Funding Priorities:

- Older adults
- Children and youth
- People with disabilities
- Ethnic and culturally diverse groups
- Disadvantage and/or social exclusion

Alignment with board objectives and council strategies:

This project aligns with the Strengthening Communities Strategy in regard to improving the following outcomes for Maori in the greater Hornby area:

- Increasing participation in and awareness of community, recreation, sports, arts, heritage, and environment groups, programmes and local events.
- Enhancing basic life skills
- Reducing and overcoming barriers to participation, through enabling access to a low cost facility in the area.

Staff comments including evidence of need:

Hei Hei Broomfield is a low income area (deprivation levels 7 and 8, nearby school is decile 2) with strong demand for low cost facilities as indicated by the large number of diverse groups using this facility. The employment of a facilities coordinator has lead to a considerable increase in the extent of use of these facilities, their cleanliness and the quality of service provided to local users with numerous comments from users regarding the improved level and quality of service.

The coordinator is also assisted by a community advisory committee which engages with the local community, and assists with conflict resolution and planning. There is also evidence of this role being larger than the current hours can accommodate and an increase in capacity is considered appropriate.

This service acting with the Community Development/Support worker for Maori position has also encouraged greater Maori community development in this area.

Comments and notes (for elected member use):

9. ELECTED MEMBERS INFORMATION EXCHANGE

10. QUESTIONS UNDER STANDING ORDERS

11. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

