

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 3 APRIL 2012

AT 5.30PM

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

Community Board: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Sam Johnson, Judy Kirk, and Peter Laloli.

Community Board Adviser

Liz Beaven

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

CLAUSE

- | | | |
|---------------|------------|---|
| PART B | 1. | APOLOGIES |
| PART C | 2. | CONFIRMATION OF MEETING MINUTES – 13 MARCH 2012 |
| PART B | 3. | DEPUTATIONS BY APPOINTMENT |
| | 3.1 | University Of Canterbury Student Association |
| PART B | 4. | PETITIONS |
| PART B | 5. | NOTICES OF MOTION |
| PART B | 6. | CORRESPONDENCE |
| PART B | 7. | BRIEFINGS |
| | 7.1 | Christchurch City Libraries Update |
| | 7.2 | Halswell Domain – Proposed Carpark, William Brittan Drive |
| | 7.3 | Plan Change 66 – Templeton Hospital |
| PART C | 8. | BIBIANA CRESCENT, CORBETT CRESCENT AND AIDANFIELD DRIVE - PROPOSED NO STOPPING RESTRICTION |
| PART C | 9. | AIDANFIELD DRIVE/WIGRAM ROAD INTERSECTION - PROPOSED STOP CONTROL |
| PART C | 10. | ENTERPRISE HOMES, KINTYRE ESTATES SUBDIVISION – GAS EASEMENTS |
| PART C | 11. | PROPOSED ROAD AND RIGHT OF WAY NAMING – FULTON HOGAN, BIRCHGATE ESTATE, AND NOBLE VILLAGE SUBDIVISIONS |
| PART C | 12. | LOCAL GOVERNMENT “KNOW HOW” TRAINING WORKSHOP – ASSET MANAGEMENT |

3. 4. 2012

- 2 -

- | | | |
|---------------|------------|--|
| PART C | 13. | APPLICATION TO RICCARTON/WIGRAM 2011/12 DISCRETIONARY RESPONSE FUND – CHRISTCHURCH SPEEDWAY ASSOCIATION |
| PART C | 14. | APPLICATION TO RICCARTON/WIGRAM COMMUNITY BOARD 2011/12 DISCRETIONARY RESPONSE FUND – HALSWELL BOWLING CLUB |
| PART C | 15. | MAIDSTONE ROAD – PROPOSED NO STOPPING RESTRICTION |
| PART B | 16. | COMMUNITY BOARD ADVISER’S UPDATE |
| PART B | 17. | ELECTED MEMBERS’ INFORMATION EXCHANGE |
| PART B | 18. | MEMBERS’ QUESTIONS UNDER STANDING ORDERS |

1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 13 MARCH 2012

The minutes of the Board's ordinary meeting of Tuesday 13 March 2012 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 13 March 2012 be confirmed as a true and correct record.

3. DEPUTATIONS BY APPOINTMENT

3.1 UNIVERSITY OF CANTERBURY STUDENT ASSOCIATION – ANNUAL UPDATE

Erin Jackson, President, University of Canterbury Student Association, will update the Board on the work and activities of the Association.

4. PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

7.1 CHRISTCHURCH CITY LIBRARIES - UPDATE

Carolyn Robertson, Unit Manager Libraries and Information, will update the Board on the city libraries including the Halswell Library.

7.2 HALSWELL DOMAIN – PROPOSED CARPARK, WILLIAM BRITTAN DRIVE

Kevin Williams, Project Manager, will brief the Board on development regarding the proposed carpark in William Brittan Drive, Halswell.

7.3 PLAN CHANGE 66 – TEMPLETON HOSPITAL

Andrew Long, Senior Planner, will brief the Board on the proposed Plan Change 66 – Templeton Hospital.

8. BIBIANA CRESCENT, CORBETT CRESCENT AND AIDANFIELD DRIVE - PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Steve Dejong, Traffic Engineer - Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install a No stopping restriction at the intersections of Aidanfield Drive with Bibiana and Corbett Crescents.

EXECUTIVE SUMMARY

2. The Council had received several requests for the installation of a No stopping restriction at the intersection of Corbett and Bibiana Crescents; the requests stated that when vehicles park in the immediate vicinity of this narrow street it is very difficult for motorists to exit Corbett Crescent.
3. Corbett Crescent is only 30 metres long and five metres wide and although it has only one residing owner/resident with a frontage onto the street, it also forms the only entrance to the Anthony Wilding Retirement Village which is home to approximately 250 elderly residents.
4. Bibiana Crescent is a seven metre wide local road running between Corbett Crescent to Aidanfield Drive. When motorists park on Bibiana Crescent near the intersection of Corbett Crescent or Aidanfield Drive, vehicles entering or exiting Corbett Crescent, or approaching the roundabout at the intersection of Aidanfield Drive with Bibiana Crescent, have to move to the other side of the road.
5. Although it is acceptable and legal on a local road, with no centre line, for a motorist to move from one side of the road to another when avoiding obstructions or parked vehicles, it is not ideal near intersections. A motorist when cornering can be confronted with a vehicle approaching them head on, on their side of the road. This manoeuvre could result in conflict.
6. The installation of the proposed No stopping restriction will prevent motorists parking near the intersections removing the necessity for traffic having to move to the other side of the road, which will reduced the chance of conflict.
7. Road User Rules make it illegal for a motorist to park on a bend, within six metres of an intersection or in a cycle lane. It is therefore appropriate to continue the proposed No stopping restriction along Bibiana Crescent, around the corner into Aidanfield Drive and along to the end of the cycle lane (see **Attachment 1**).
8. Consultation was undertaken with all property owners directly affected by the installation of the proposed No stopping restriction and those property owners adjoining or opposite the proposed restriction; totalling 11 in all. Ten of the property owners consulted fully support the proposal with the last resident partially supporting it (see paragraph 17 and 18 for full consultation details).

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$150.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

8 Cont'd

LEGAL CONSIDERATIONS

11. 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.
12. 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 the resolution of parking restrictions and traffic control devices.
13. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including the Parking Strategy 2003 and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

17. Consultation was undertaken by visiting with all property owners directly affected by the installation of the proposed No stopping restriction and those property owners adjoining or opposite the proposed restriction, totalling 11 in all. Ten of these property owners fully support the proposal. The resident who resides at 2 Aidanfield Drive on the corner of Bibiana Crescent stated; "they support the installation of the proposed No stopping restriction on the Bibiana frontage of their property but not the Aidanfield frontage."
18. The property at 2 Aidanfield Drive is a corner property having along its Aidanfield Drive frontage a pedestrian crossing point and cycle lane/shared path. It is illegal and endangers other road users to park along the frontage of 2 Aidanfield Drive, the proposed no stopping restriction in this location will make this clear to motorists.

STAFF RECOMMENDATION

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

- (a) The stopping of vehicles be prohibited at any time on the south west side of Aidanfield Drive commencing at its intersection with Bibiana Crescent and extending in a north westerly direction for a distance of 46 metres.
- (b) The stopping of vehicles be prohibited at any time on the south west side of Aidanfield Drive commencing at its intersection with Bibiana Crescent and extending in a south easterly direction for a distance of 43 metres.

8 Cont'd

- (c) The stopping of vehicles be prohibited at any time on the north west side of Bibiana Crescent commencing at its intersection with Aidanfield Drive and extending in a south westerly direction for a distance of 32 metres.
- (d) The stopping of vehicles be prohibited at any time on the south east side of Bibiana Crescent commencing at its intersection with Aidanfield Drive and extending in a south westerly direction to its intersection with Corbett Crescent.
- (e) The stopping of vehicles be prohibited at any time on the south east side of Bibiana Crescent commencing at its intersection with Corbett Crescent and extending in a south westerly direction for a distance of 15 metres.
- (f) The stopping of vehicles be prohibited at any time on the north east side of Corbett Crescent commencing at its intersection with Bibiana Crescent and extending in a south easterly direction for a distance of 13 metres.
- (g) The stopping of vehicles be prohibited at any time on the south west side of Corbett Crescent commencing at its intersection with Bibiana Crescent and extending in a south easterly direction for a distance of 13 metres.

9. AIDANFIELD DRIVE/WIGRAM ROAD INTERSECTION - PROPOSED STOP CONTROL

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Asset & Network Planning
Author:	Gemma Dioni, Transport Planner

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install a "Stop" control against Aidanfield Drive at the Wigram Road intersection.

EXECUTIVE SUMMARY

2. Wigram Road is designated as a collector road within the Christchurch City Plan; while Aidanfield Drive, being a new road, is not yet designated however in the future it is likely to be designated as a collector road. On completion of the Magdala Bridge over Curletts Road, Wigram Road will fulfil the function of a minor arterial road.
3. The intersection is being constructed to connect the new Aidanfield Drive to Wigram Road. The Aidanfield Drive over bridge was constructed as part of the Christchurch Southern Motorway works to improve connectivity between the northern and southern sections of the Aidanfield Subdivision. The "T" intersection is considered temporary until the new 'Wigram Skies' subdivision developer implements the long term intersection control to provide access to the development.
4. The intersection of Aidanfield Drive and Wigram Road is to be constructed as a 'T' intersection (see **Attachment 1**). The new give-way rule being in operation on completion of the intersection construction (the new rules apply from 25 March 2012), will require that a right turning vehicle from Wigram Road will have to give-way to a vehicle turning left from Wigram Road to Aidanfield Drive.
5. Initially it was intended to install a Give way control against Aidanfield Drive; however the pre-construction safety audit revealed that, in accordance with the Manual of Traffic Signs and Road Markings, there were not the required sight lines at this location and that the appropriate control for this intersection was a Stop control.
6. By installing the proposed "Stop" control and associated limit line against Aidanfield Drive, vehicles approaching the intersection will be required to physically stop where they are able to obtain a clear view of approaching traffic before they are committed to their turn. This will remove indecision and provide motorists with a clear delineation and will give priority to Wigram Road.

FINANCIAL IMPLICATIONS

7. The works will be undertaken as part of the Aidanfield Drive/Wigram Road intersection construction.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

8. The installation of stop controls and road markings is within LTCCP Street and Transport operational budgets.

LEGAL CONSIDERATIONS

9. The Land Transport Rules provide for the installation of Stop controls.
10. 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 the resolution of parking restrictions and traffic control devices.
11. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9 Cont'd

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

14. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. It is considered that the installation of the proposed "stop" control would have no direct effect on any property or resident, therefore, no consultation with the property owners was undertaken. An information leaflet informing residents of the start of construction was sent to neighbouring properties on 27 February 2012.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve that a "stop" control be installed against Aidanfield Drive at its intersection with Wigram Road.

10. ENTERPRISE HOMES KINTYRE ESTATES SUBDIVISION – GAS EASEMENTS

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Lewis Burn, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to obtain the approval of the Riccarton/Wigram Board, under the delegated authority of the Council, to create easements in gross over vested reserve lots within stages 1 and 2 of the Kintyre Estates residential subdivision, Masham in favour of Rockgas Limited for gas service lines that have been installed. (**Attachments 1 and 2**).

EXECUTIVE SUMMARY

2. The Council has received by way of reserve contribution on subdivision, local purpose reserve lots for drainage and landscaping purposes in Stages 1 and 2 of the Enterprise Homes development at Masham. Stage 1 of this subdivision deposited in August 2009 and at that time Enterprise Homes as owner of all the land (including the land to become reserves) as part of that plan, provided for the creation of various utility easements. A temporary gas tank facility was provided for Stage 1 with full gas reticulation to be completed on Stage 2 which deposited June 2011.
3. All reserve utility easements in Stages 1 and 2 with the exception of gas were created at the time of vesting. The gas easements are still required by Rockgas Limited, the service provider, but as the plans have now deposited and the reserves have vested in the Council, the Council's consent as landowner (not as subdivision consent) is required to allow registration of these easements to be completed.
4. Compensation payment for the easements is not being requested in this instance. Following the first subdivision consent in 2008 which included many stages, a long period of negotiation between Enterprise Homes and the Council concluded with all financial contributions/payments in total being paid in full to the Council in advance of Stage 2 and prior to all other stages being completed. These easements are part of that package to serve the subdivision as required.

FINANCIAL IMPLICATIONS

5. There are no financial implications of any significance for the Council with all costs to create the easements to be met by the applicant.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Not applicable.

LEGAL CONSIDERATIONS

7. Section 48 of the Reserves Act 1977 provides that the administering body, with the consent of the Minister and on such conditions as the Minister thinks fit, may grant rights of way and other easements over any part of the reserve for in this case (1 (c), the distribution or transmission by pipeline of natural or manufactured gas, petroleum, biofuel, or geothermal energy.
8. Subsection 2 provides that before granting a right of way or an easement under subsection (1) over any part of a reserve vested in it, the administering body shall give public notice in accordance with section 119 specifying the right of way or other easement intended to be granted, and shall give full consideration, in accordance with section 120, to all objections and submissions received in respect of the proposal under that section.
9. Further subsection (3) states Subsection (2) shall not apply in any case where –
 - (a) The reserve is vested in an administering body and is not likely to be materially altered or permanently damaged; and

10 Cont'd

- (b) The rights of the public in respect of the reserve are not likely to be permanently affected - by the establishment and lawful exercise of the right of way or other easement.
- 10. This application falls within the provisions of Subsection 3 as the rights of the public not likely to be permanently affected (the services are under ground) and accordingly public notice is not required. The consent of the Minister of Conservation is delegated to the Council as "the activity is an existing use" and the effects of the use will be the same or similar in character intensity and scale".
- 11. The Community Board has the delegated authority of the Council as the decision maker to approve the granting of easements pursuant to Section 48 (1) of the Reserves Act 1977.

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

- 12. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 13. Not applicable.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

- 14. Not applicable.

ALIGNMENT WITH STRATEGIES

- 15. Not applicable

Do the recommendations align with the Council's strategies?

- 16. Not applicable.

CONSULTATION FULFILMENT

- 17. As stated in paragraph 7 there is no need for statutory notification of the intent to grant the easement.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- (a) Pursuant to Section 48 (1) (c) of the Reserves Act 1977, approve the granting of an easement in gross for the reticulation of gas over Lot 401, DP 416100 (Local Purpose (Drainage)) Reserve and Lot 406 DP 434191 (Local Purpose (Landscaping)) Reserve in favour of Rockgas Limited.
- (b) Subject to (a) Give the consent of the Minister of Conservation pursuant to a delegation under Section 10 of the Reserves Act 1977 to the creation of the easements.
- (c) All costs in creating the easements being met by Rockgas Limited.

11. PROPOSED ROAD AND RIGHT OF WAY NAMING – FULTON HOGAN, BIRCHGATE ESTATE, AND NOBLE VILLAGE SUBDIVISIONS

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Resource Consents and Building Policy Manager
Author:	Bob Pritchard, Subdivisions Officer

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to 28 new road names and three new rights of way names.

EXECUTIVE SUMMARY

2. The approval of proposed new road names is delegated to Community Boards.

Fulton Hogan Subdivision - Halswell Junction Road

The Subdivision Officer has checked the proposed names against the Council's road name database to ensure they will not be confused with names currently in use. This report relates to Stages 2, 3, 4 and 5 of the Fulton Hogan subdivision on Halswell Junction Road. These four stages will create approximately 200 new allotments, to be accessed by the provision of 15 new roads and one new right of way. The applicants have also supplied 13 additional names in case any priority names are declined by the Board. It is their wish that suitable names from the additional names be approved for future stages of the subdivision.

Stages two and three have been given the name "Longhurst" (see **Attachment 1**), and stage four and five "Knights Stream Park" (see **Attachment 2**) (the Council has no powers in respect to naming subdivisions and stages of subdivisions). The applicant company have chosen two distinct themes, with Longhurst being named after local identities and homesteads in the locality, while Knights Stream Park roads have been named with a common theme of World Heritage sites and National Parks and major parks from around the world.

"Longhurst"	
Road Name	Comments
McDermott Place	The McDermotts farmed the property since the 1920s
Graycliffe Street	The original name for the Otahuna Mansion
Hamill Road	George Hamill along with Henry Hedge purchased land for subdivision in the late 1880s
Caulfield Avenue	Immigrant family on the first four ships.
Gosling Crescent	Immigrant family on the first four ships.
Belgrave Close	A name from the past that has long disappeared.
Hedge Close	Henry Hedge was George Hamill's partner (see above)
John Annan Street	John Annan was the third Paparua County Engineer
Nan Corne Lane	A former Halswell School teacher who organised weekly bus trips to the Sockburn swimming pool to ensure the children all had swimming lessons. It was largely through her efforts that the Halswell swimming pool was constructed and opened in 1971.
Additional names for "Longhurst"	
Nennis	Egerton Nennis established the Halswell Flax Company in 1867
Charles Comer	Charles Comer was Clerk of the Halswell Roads Board and later became County Clerk and County Surveyor of Halswell County
Bryan Moorar	Bryan was County Clerk of Paparua County from 1976

Knights Stream Park	
Richmond Avenue	After Richmond Park in London 200 acres of woods and walks. The hunting ground of Charles 1 st
Craigeburn Road	After Craigeburn Forest Park in the Southern Alps
Greenwich Street	After Greenwich Park London, a World Heritage site and the oldest of the Royal Parks.
Oakdene Place	After a park in Christchurch England
Monsanto Street	A park in Lisbon, Portugal
Jefferson Close	After Jefferson National Forests in Virginia United States of America
Additional names for Knights Stream Park	
Flagstaff (United States of America), Tongariro (New Zealand), Blaenavon (Wales), Elba (Egypt), Aberdare (Kenya), Waterberg (Namibia), Loma (Sierra Leone), Kruger (South Africa), Denali (Alaska), Pico (Mexico)	

Birchgate Estate Limited - Wigram Road & Halswell Junction Road

A new subdivision at the corner of Wigram Road and Halswell Junction Road, creates 17 new allotments to be served by a formed and sealed right of way (see **Attachment 3**). The applicants have proposed three names in order of preference. Firstly, Birchgate Lane, there are Birch trees located in proximity to the existing dwelling, and again, near to the Wigram Road entrance to the property. Secondly, Lavery Lane, the present owners, Mr and Mrs Lavery have owned the property for 28 years. A third name, Wigram Lane is not favoured as we have two existing road names, Wigram Road and Wigram Close.

Noble Village Subdivision - Yaldhurst Road, Rannoch Drive

A small right of way in the Noble Village subdivision (see **Attachment 4**). This right of way should have been named at the same time as the other road names in the first stage of the subdivision, however the proposed name "Farrier Lane" was to have been applied to another road, which was declined by the Board in favour of extending the name of a connecting road (Rannoch Drive) from the adjoining Enterprise homes subdivision.

FINANCIAL IMPLICATIONS

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

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

4. Not applicable.

LEGAL CONSIDERATIONS

5. The Council has a statutory obligation to approve road names.

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

6. Yes. There are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. Not applicable.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

8. Not applicable.

ALIGNMENT WITH STRATEGIES

9. Not applicable.

Do the recommendations align with the Council's strategies?

10. Not applicable.

CONSULTATION FULFILMENT

11. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and New Zealand Post. The Subdivision Officer does not believe any of the names submitted will cause confusion, therefore Land Information New Zealand and New Zealand Post have not been consulted in this instance.

STAFF RECOMMENDATION

It is recommended that the Board consider and approve the proposed road names as follows:

Longhurst Subdivision

McDermott Place

Graycliffe Street

Hamill Road

Caulfield Avenue

Gosling Crescent

Belgrave Close

Hedge Close

John Annan Street

Nan Corne Lane

Knights Stream Park

Richmond Avenue

Craieburn Road

Greenwich Street

Oakdene Place

Monsanto Street

Jefferson Close

Birchgate Estate Limited

Birchgate Lane

Lavery Lane

Noble Village Subdivision

Farrier Lane

BACKGROUND (THE ISSUES)

12. There are no issues.

THE OBJECTIVES

13. Approval by the Community Board of the road names proposed in this report.

THE OPTIONS

14. Decline the proposed names and require alternative names to be supplied.

THE PREFERRED OPTION

15. Approve the name names as submitted by the applicant.

12. LOCAL GOVERNMENT “KNOW HOW” TRAINING WORKSHOP – ASSET MANAGEMENT

General Manager responsible:	General Manager Regulation & Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Liz Beaven, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval for interested members to attend a Local Government New Zealand “Know How” Training Workshop – Asset Management, to be held in Christchurch on 9 May 2012.

EXECUTIVE SUMMARY

2. This one-day Local Government New Zealand workshop will underpin asset management theory with local government specific strategies and case studies. The presenter will use Councils' Long Term Plans (LTPs) and related examples, to keep the focus relevant.

The workshop will look at what asset management is and why it is important for the community. Discussion will be on how to successfully manage community assets over the long-term and will cover key topics that will help attendees understand their role, to gain a clear understanding of local government infrastructure.

Topics include:

- The LTP and asset planning
- The concept of lifecycle management and key life cycle strategies
- Maintenance analysis
- Risk management
- Growth and future demand forecasting.

The Council is hosting this workshop, which only entails providing a venue at Civic Offices. Elected members from other Councils will also be attending.

FINANCIAL IMPLICATIONS

3. The cost of this Local Government workshop is \$495 plus GST per person. The Board's 2011/12 training and travel budgets currently have an unallocated budget of \$2,301.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes, provision for elected member training is made in the LTCCP, specifically under the Elected Member Representation activity.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

7. Yes, there are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

8. Not applicable.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

9. Not applicable.

12 Cont'd

CONSULTATION FULFILMENT

10. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board give consideration to approving the attendance by interested members at the Local Government New Zealand "Know How" Training Workshop – Asset Management, to be held in Christchurch on 9 May 2012.

13. APPLICATION TO RICCARTON WIGRAM 2011/12 DISCRETIONARY RESPONSE FUND – CHRISTCHURCH SPEEDWAY ASSOCIATION

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Community Support Unit Manager
Author:	Lisa Gregory - Community Grants Adviser.

PURPOSE OF REPORT

1. The purpose of this report is for the Riccarton Wigram Community Board to consider one application for funding from its 2011/12 Discretionary Response Fund from the Christchurch Speedway Association for \$24,324.

EXECUTIVE SUMMARY

2. In 2011/12, the total pool available for allocation for the Riccarton Wigram Discretionary Response Fund is \$72,491. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. 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.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*
6. Based on this criteria, the application from Christchurch Speedway Association for their fencing upgrade is eligible for funding.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix. (**Attachment 1**)

FINANCIAL IMPLICATIONS

8. There is currently \$41,383 remaining in the Board's 2011/12 Discretionary Response Fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176

13 Cont'd

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

13. Refer to the attached Decision Matrix.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Riccarton Wigram Community Board makes a grant of \$18,000 from their 2011/12 Discretionary Response Fund to the Christchurch Speedway Association towards their fencing upgrade.

14. APPLICATION TO RICCARTON/WIGRAM COMMUNITY BOARD 2011/12 DISCRETIONARY RESPONSE FUND – HALSWELL BOWLING CLUB

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Community Support Unit Manager
Author:	Lisa Gregory - Community Grants Adviser.

PURPOSE OF REPORT

1. The purpose of this report is for the Riccarton/Wigram Community Board to consider one application for funding from its 2011/12 Discretionary Response Fund from the Halswell Bowling Club for \$2,251.

EXECUTIVE SUMMARY

2. In 2011/12, the total pool available for allocation for the Riccarton/Wigram Discretionary Response Fund is \$72,491. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. 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.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*
6. Based on these criteria, the application from Halswell Bowling Club for the replacement of their current sprinkler control wiring is eligible for funding.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix. (**Attachment 1**)

FINANCIAL IMPLICATIONS

8. There is currently \$41,383 remaining in the Board's 2011/12 Discretionary Response Fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176

14 Cont'd

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

13. Refer to the attached Decision Matrix.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board makes a grant of \$2,250 from their 2011/12 Discretionary Response Fund to the Halswell Bowling Club towards the replacement of their current sprinkler control wiring.

15. MAIDSTONE ROAD – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Steve Dejong, Traffic Engineer - Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to extend the existing No stopping restriction on Maidstone Road at its intersection with Lynfield Avenue.

EXECUTIVE SUMMARY

2. Maidstone Road is designated as a Collector road under the Christchurch City Plan. Lynfield Avenue is a local Road and Waimairi Road, located 100 metres east of the Lynfield/Maidstone intersection is designated as a Minor Arterial road.
3. On the 14 of September 2011 the Riccarton/Wigram Community Board received a very comprehensive letter and accompanying plans from Mr Macaulay a resident of Rutherglen Avenue. Mr Macaulay raised concerns regarding parking on Maidstone Road close to the Lynfield Avenue intersection and in front of the Bus Stop (refer **Attachment 1**).
4. On the 17 November 2011 representatives of the Riccarton/Wigram Community Board and the Council's Area Traffic Engineer met with Mr Macaulay on site and discussed the matter. All those in attendance at the site meeting agreed on a proposal to extend the No Stopping lines at the intersection of Maidstone Road and Lynfield Avenue. The Board members requested that a report be prepared and presented in the New Year for the Riccarton/Wigram Community Board to make formal decision.
5. Located on the north western corner of the Waimairi Road/Maidstone Road signalised intersection are the Waimairi Road shops (the shops are across the ward boundary and fall under the jurisdiction of the Fendalton/Waimairi Community Board). Staff employed in the fore-mentioned B1 Zoned local retail area tend to park along Maidstone Road and right up to the intersection of Lynfield Avenue, often parking over the edge line which tapers down to the intersection of Lynfield Avenue.
6. While parking over the edge line taper is not illegal, it is accepted that motorists should park so their vehicle is completely contained within the parking area behind the marked edge line. When vehicles are parked across the edge line taper in this location it can often restrict the vision of motorists exiting Lynfield Avenue. It further means that when a vehicle is entering Lynfield Avenue it can not move to the left when slowing down prior to the intersection. This holds up traffic following the turning vehicle that often get impatient and cross the centreline to overtake. Crossing the centre line in this location can cause conflict if there is another east bound vehicle turning right into Lynfield Avenue from Maidstone Road.
7. Extending the existing No stopping restriction located on Maidstone Road to the east and west of the Lynfield Avenue intersection, through the tapered edge line, will prevent vehicles parking close to the intersection solving the above mentioned problems. As there is insufficient space to legally park a vehicle to the east of the Lynfield Avenue intersection between the proposed extended No stopping restriction and the bus stop it is proposed to continue the proposed No stopping restriction along to the marked bus stop (refer **Attachment 2**).
8. The tenants residing in the properties of 79, 85 and 87 Maidstone Road, which will be affected by the proposal, were visited on the 12 December 2011 and they all indicated their support for the proposal. The owner of the property at 1/1 Lynfield Avenue also gave his support to the proposal. The owners of numbers 77, 79, 85 and 87 Maidstone were consulted by letter posted on the 30 January 2012. To date no responses from property owners have been received. See paragraphs 18-21 for full consultation details.

15 Cont'd

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$90.00.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. 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.
12. 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 the resolution of parking restrictions and traffic control devices.
13. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. The tenants residing in the properties of 79, 85 and 87 Maidstone Road, which will be affected by the proposal, were visited on the 12 December 2011. They all indicated their support of the proposal. The owner of the property at 1/1 Lynfield Avenue also gave his support to the proposal. The owners of numbers 77, 79, 85 and 87 Maidstone were consulted by letter posted on the 30 January 2012. To date no responses from property owners have been received.
20. The son in-law of the property owner of Numbers 77 and 79 Maidstone Road was spoken to on site. He indicated that he opposed the installation of the proposed No stopping restriction outside numbers 1 Lynfield Avenue and 79 Maidstone Road because staff from his business often stopped their vans outside these properties. City plan rules for living zones require that a business located in a living zone be contained on the site. Number 77 Maidstone Road has ample off street parking and any business associated with this site should not be using the road as an extension of that business.

15 Cont'd

21. The small parking space currently located outside number 79 Maidstone Road is only 2.5 metres long which is too short for a car or van; the only vehicle which could legally park in this space is a motorcycle. There is presently a Bus Stop located outside number 77 Maidstone Road. Any vehicles which are currently parking outside Numbers 77 and 79 Maidstone Road, which are larger than a motor cycle are therefore doing so contrary to road user rules.

STAFF RECOMMENDATION

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

- (a) That the stopping of vehicles currently prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in a westerly direction for a distance of 10 metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in an easterly direction for a distance of 15 metres be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in a westerly direction for a distance of 21 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in an easterly direction for a distance of 29 metres.

3. 4. 2012

- 23 -

- 16. COMMUNITY BOARD ADVISER'S UPDATE**
- 17. ELECTED MEMBERS' INFORMATION EXCHANGE**
- 18. MEMBERS' QUESTIONS UNDER STANDING ORDERS**