

Halswell-Hornby-Riccarton Community Board

AGENDA

Notice of Meeting:

An ordinary meeting of the Halswell-Hornby-Riccarton Community Board will be held on:

Date: Tuesday 27 February 2018
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Natalie Bryden
	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Anne Galloway
	Ross McFarlane
	Debbie Mora

20 February 2018

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Halswell-Hornby-Riccarton Community Board – Community Board Plan 2017-2019

Community Outcomes and Priorities

1. Strong Communities

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 1.1 A range of social and recreational initiatives which build and develop community wellbeing.
- 1.2 Culturally inclusive and celebrates diversity.

Our Board Priorities are to:

Community

- 1.3 Support and encourage the involvement of children and young people in all aspects of community life including decision making.
- 1.4 Support and advocate for initiatives that address poverty issues and improve the well-being of families and individuals.
- 1.5 Support and advocate for activities for older adults in the ward to reduce social isolation.
- 1.6 Advocate for culturally inclusive practices, where diversity is supported.
- 1.7 Consider disability access across all projects.
- 1.8 Ensure partnerships are created and strengthened with community organisations, schools and the University of Canterbury.
- 1.9 Foster the development of leadership and celebrate this across the wards.

Community Board Engagement

- 1.10 Advocate for the promotion and accessibility of the Community Board and its members so as to enhance more active participation and transparency in the Board's decision-making.
- 1.11 Supporting and enabling consultation to gain clear views from the community.

Social Wellbeing

- 1.12 Advocate for safe, well-run and attractive social housing and strategies that reduce homelessness in the city.
- 1.13 Support the creation of safe, accessible and connected places for people to meet in the community.
- 1.14 Support local events and activities that bring communities together.
- 1.15 Support innovative projects that enhance social wellbeing.

2. Liveable City

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 2.1 Residents feel safe in their communities and neighbourhoods.
- 2.2 Residents have ready access to parks and greenspace for recreational facilities and activities.
- 2.3 The cultural, natural and built heritage is acknowledged, valued and enhanced.
- 2.4 Children are provided with fun and safe environments.
- 2.5 Community facilities are provided that meet the needs of communities.
- 2.6 A safe, efficient and sustainable transport and local roading network.

Our Board Priorities are to:

Roading and Transport

- 2.7 Work with schools and community groups to ensure safe crossings and road networks near schools and along key transit routes.
- 2.8 Support public transport and cycling initiatives that promote increased usage.

Planning

- 2.9 Advocate for improvements to parks, greenspace and recreational facilities.
- 2.10 Advocate for the protection of the quality of residential living.
- 2.11 Monitor the issues of green field subdivisions and increasing intensification across the ward.
- 2.12 Advocate for the community facing the challenges of growth.
- 2.13 Advocate and make decisions on effective traffic management measures that contribute to meeting the needs and connectivity of local communities.
- 2.14 Monitor planning issues and support community concerns through appropriate channels.

Community Facilities and Playgrounds

- 2.15 Ensure the new Riccarton Community Centre and the Hornby Library and Customer Services and South West Leisure Centre meet the needs of the community.
- 2.16 Advocate for the timely provision of local facilities to meet the needs of growing local communities.
- 2.17 Ensure that usage of Council facilities is being optimised.
- 2.18 Advocate for the provision of quality playgrounds throughout the wards.

Heritage

- 2.19 Support and advocate for the enhancement and protection of local heritage assets.

3. Healthy Environment

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 3.1 A commitment to protect and improve the local environment.
- 3.2 Climate change and environmental sustainability is considered by the Community Board in its decision making, including for all new facilities.

Our Board Priorities are to:

- 3.3 Support and advocate to maintain clean drinking water and high standards of air quality.
- 3.4 Monitor pollution issues, quarrying effects and compliance of consents.
- 3.5 Support local communities on land use, and air and water quality issues and where appropriate, advocate for and represent any community concerns arising.
- 3.6 Monitor and respond on parks and tree issues raised by the community.
- 3.7 Encourage and support the implementation of local sustainable greenspace use initiatives, for example, food forests and community gardens.
- 3.8 Support and advocate for initiatives aimed at addressing climate change.

4. Prosperous Economy

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 4.1 Strong local business communities.
- 4.2 An environment where innovative projects are trialled and supported.
- 4.3 Has a strong social enterprise sector.

Our Board Priorities are to:

- 4.4 Continue to liaise with local business networks.
- 4.5 Support initiatives that promote a wide range of innovative practices.
- 4.6 Foster social enterprise initiatives.
- 4.7 Advocate for Council rate increases to be kept as low as possible.
- 4.8 Support the provision of more affordable and social housing.

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies

2. Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes

That the minutes of the Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday 13 February 2018](#), be confirmed (refer page 6).

4. Public Forum

A period of up to 30 minutes may be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

The public forum session will be held at 4.30pm.

5. Deputations by Appointment

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions

There were no petitions received at the time the agenda was prepared.

Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 13 February 2018
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Ross McFarlane
	Debbie Mora

13 February 2018

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- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C
Community Board Resolved HHRB/2018/00281

That the apologies received for absence from Natalie Bryden and Anne Galloway, be accepted.

Catherine Chu/Mike Mora

Carried

The Chairperson called for a moments silence in recognition of the impacts of Cyclone Gita on the people of Tonga.

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
Community Board Resolved HHRB/2018/00282

That the minutes of the Halswell-Hornby-Riccarton Community Board meeting held on Tuesday 30 January 2018, be confirmed.

Ross McFarlane/Vicki Buck

Carried

4. Public Forum

Part B

4.1 Halswell United Association Football Club

Kevin Clarke, on behalf of the Halswell United Football Clubs, addressed the Board in relation to the clubs membership expansion over the last five years and presented details of its four year plan for new club rooms on Halswell Domain.

The Chairperson thanked Mr Clarke for his presentation.

5. Deputations by Appointment

Part B
There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Halswell-Hornby-Riccarton Wards - Proposed Road Names - Various Subdivisions

Community Board Resolved HHRB/2018/00283 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to approve the following road names:

1. Riccarton Park (RMA/2017/2099) - 165 Racecourse Road
 - Manakura Street
 - Grey Way Road
 - Horoeke Street
2. Quarry View (RMA/2017/894) - 31 Provincial Road
 - Leyland Lane
3. Country Palms (RMA/2016/3297) - 43 Country Palms Drive
 - Gammack Drive
 - Sheehan Street
 - Billington Drive
 - Flynn Lane
 - Saxby Lane
 - Fairbairn Close

Vicki Buck/Ross McFarlane

Carried

8. 205 Cashmere Road - Proposed No Stopping Restrictions

Community Board Resolved HHRB/2018/00284 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cashmere Road commencing at a point 161 metres west of its intersection with Opihi Street and extending in a westerly direction for a distance of 47 metres.

Helen Broughton/Ross McFarlane

Carried

9. 10 Ayr Street - Proposed Angled Parking Changes

Community Board Resolved HHRB/2018/00285 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Revoke all existing parking restrictions on the north side of Ayr Street commencing at its intersection with Deans Avenue and extending in a westerly direction to its intersection with Darvel Street.
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 12 metres.
3. Approve the parking be restricted to 90 degree angle parking on the north side of Ayr Street commencing at a point 12 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of eight metres.
4. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at a point 20 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 12 metres.
5. Approve the parking be restricted to 90 degree angle parking on the north side of Ayr Street commencing at a point 32 metres west from its intersection with Deans Avenue and extending in a westerly direction for a distance of three metres.
6. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at a point 35 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 10 metres.
7. Approve the parking be restricted to 90 degree angle parking on the north side of Ayr Street commencing at a point 45 metres west from its intersection with Deans Avenue and extending in a westerly direction for a distance of eight metres.
8. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at a point 53 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of nine metres.
9. Approve the parking be restricted to 90 degree angle parking on the north side of Ayr Street commencing at a point 62 metres west from its intersection with Deans Avenue and extending in a westerly direction for a distance of eight metres.
10. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at a point 70 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of nine metres.
11. Approve the parking be restricted to 90 degree angle parking on the north side of Ayr Street commencing at a point 79 metres west from its intersection with Deans Avenue and extending in a westerly direction for a distance of eight metres.
12. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at a point 87 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of six metres.

13. Approve the parking be restricted to 90 degree angle parking on the north side of Ayr Street commencing at a point 93 metres west from its intersection with Deans Avenue and extending in a westerly direction for a distance of 8 metres.
14. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at a point 101 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 13 metres.
15. Approve the parking be restricted to 90 degree angle parking on the north side of Ayr Street commencing at a point 114 metres west from its intersection with Deans Avenue and extending in a westerly direction for a distance of 20 metres.
16. Approve that the stopping of vehicles be prohibited at any time on the north side of Ayr Street commencing at a point 134 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 14 metres to Darvel Street.
17. Approve the removal and replacement of the three existing street trees (tree ID's 36454, 36455 and 36456) at the applicant's cost, with all work to comply with the Council's Construction Standards and Infrastructure Design Standards.

Mike Mora/Debbie Mora

Carried

Vicki Buck abstained from voting on this item.

10. Sutherlands/Hoon Hay and Sparks Road Stormwater Basins - Tree Removals

Staff in attendance spoke to the accompanying report and answered questions from members.

Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve the removal of approximately 191 trees within the Sutherlands Basins site generally in accordance with Agenda Attachment D.
2. Approve the removal of approximately 36 trees within the Sparks Wetland site generally in accordance with Agenda Attachment D.

Community Board Resolved HHRB/2018/00286

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve the removal of trees within the Sutherlands Basins and Sparks Wetland sites (Agenda Attachment D refers) on an as required basis only, to allow construction to proceed. Any tree or tree cluster is to be retained and selective removal can proceed when other replacement trees are approved for planting.
2. That the 600 metres of Hawthorn hedge row along the frontage of Henderson Road, be maintained in situ for the purposes of shade, dust and wind protection, and until the ponding areas are constructed.

Ross McFarlane/Debbie Mora

Carried

11. Elected Members' Information Exchange

Part B

Board members exchanged information on matters of current interest.

Meeting concluded at 5.36pm

CONFIRMED THIS 27TH DAY OF FEBRUARY 2017

MIKE MORA
CHAIRPERSON

7. Riccarton Road Upgrade - Harakeke Street to Matipo Street

Reference: 17/1323906

Contact:	Lindsay White	lindsay.white@ccc.govt.nz	941 8286
	Ross Julian	ross.julian@ccc.govt.nz	941 5246

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to request the Halswell-Hornby-Riccarton Community Board to recommend to the Council that Stages 3 and 4 of the Riccarton Road Bus Priority project (Harakeke Street to Matipo Street) and the Three Waters Upgrade project to replace the underground infrastructure continue as combined projects through to the end of construction. This integrated approach will limit the disruption to businesses and users of Riccarton Road as there will be only one combined construction contract creating construction and programme efficiencies.

Origin of Report

- 1.2 This report is being provided to the Halswell-Hornby-Riccarton Community Board (the Board) following a presentation given jointly to the Board and the Infrastructure, Transport and Environment Committee (ITE) on 3 November 2017 on the delivery management of this section of works.

2. Significance

- 2.1 The decisions in this report are of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the level of community interest, benefits for the bus passengers given the number per day, and environmental benefits of mode shift from single occupant vehicles to public transport. There is also a high amount of reputational risk to the Council as this is one of the busiest roads and transport corridors in the city.
 - 2.1.2 The community engagement and consultation for the approved bus priority measures was very significant and extensive and although not part of this report does indicate that there will need to be extensive communication with the affected businesses and users of Riccarton Road, before and during the construction works. This reflects the significance assessment as shown in 2.1.1.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board:

1. Recommend to the Council that the combined project approach for the Bus Priority scheme and the Underground Pipe Upgrade on Riccarton Road continues from Harakeke Street to Matipo Street to the end of construction prescribing either Option 5 or 6, as covered in the staff report.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Public Transport Infrastructure
 - Level of Service: 10.4.3 Provide journey reliability on high frequency core services

4.1.2 Activity: Wastewater Collection

- Level of Service: 11.0.1 Provide Wastewater Collection in a safe, convenient and efficient manner.

4.1.3 Activity: Water Supply

- Level of Service: 12.0.1 Supply continuous potable water to all customers.

- 4.2 The bus priority measures between Deans Avenue and Matipo Street were approved on 6 August 2015 by the ITE Committee. The combination of the Bus Priority and Three Waters projects to Harakeke Street was approved in December 2015 by the ITE Committee. Stage 1 (Deans Avenue intersection) has been completed with Stage 2 (Deans Avenue-Harakeke Street) currently under construction and due for completion in 2018.
- 4.3 Between Harakeke Street and Matipo Street, in addition to the bus priority measures, there is other horizontal infrastructure that requires renewal. It is practical to continue to upgrade both the underground infrastructure and the road at the same time. It is intended to carry out these works commencing in mid-2018.
- 4.4 The combined Transport and Three Waters Project Team attended a seminar with the Community Board in May 2017, where this was presented. The feedback received was that the indicative programme based on current construction timeframes was too long at the estimated 26 months. Following that seminar, the team revisited the construction delivery option and explored whether there were further options to accelerate the programme and complete the works in a shorter timeframe.
- 4.5 This report considers the following nine construction delivery options which have been assessed through a Multi Criteria Analysis and each option scored based on the New Zealand Transport Agency (NZTA) Multi Criteria Analysis model and guidelines. The full Multi Criteria Analysis is appended to this report (refer **Attachment A**) along with the criteria breakdown (refer **Attachment B**). The Multi Criteria Analysis assesses each delivery option under the following sub-headings:
- **Investment**
 - Funding for the scheme
 - Meeting project and therefore NZTA funding objectives (where applicable)
 - **Implement-ability**
 - Feasibility in terms of design, constructability, safety and consents
 - Affordability - financial, operationally and maintenance
 - Public and stakeholders - Disruption to local businesses, Riccarton Road users, wider community and business area, construction period/duration of works, public services (water and wastewater supply)
 - **Assessment of Effects**
 - Safety - for construction workers, safety of all road users
 - Community - residential amenity, business amenity, visual amenity, access to community facilities
 - System integration - traffic management and functionality of wider network
 - Natural environment - stormwater management

4.6 The below table summarises the results from the Multi Criteria Analysis and their overall ranking. A sensitivity test was carried out on the analysis and confirmed the results.

Option #	Name	Description	Multi Criteria Analysis Ranking
1	Do Minimum	Abandon project and leave Riccarton Road as it is currently.	6
2	Defer all works	Defer all works to a future financial year	7
3	Defer partial works	Defer bus priority works but complete underground works	9
4	Split project into two stages of construction	Complete project from Harakeke Street to Clarence Street and then defer both projects Clarence Street to Matipo Street to a future year	8
5	Staged construction along Riccarton Road with longer worksite/multiple crews (preferred option)	Staged construction as being done now but longer worksites so higher productivity.	1
6	Staged construction along Riccarton Road with shorter worksite (preferred option)	Staged construction as being done now but shorter worksites and completing full sections including reseal as the contractor moves up Riccarton Road.	2
7	Close Riccarton Road for duration of works	Full road closure with all traffic diverted.	5
8	Keep Riccarton Road open during the day and close at night	Daytime works keep Riccarton Road open and then full road closure at night (11pm – 6am) and full traffic diversion.	3
9	Make Riccarton Road public transport and pedestrians only	Divert all general traffic to other routes all the time.	4

4.7 There are two potential variations identified that can be added to any of the above options to increase productivity. They have also been assessed under the Multi Criteria Analysis as options as they have advantages and disadvantages of their own.

- **Variation 1** - Work 24 hours i.e. day and night works for various activities.
- **Variation 2** - Work longer hours- extended working hours to make longer working days.

- 4.8 From the results of the Multi Criteria Analysis, there were two viable options that scored positively (Options 5 and 6) and the option summary for both options are below.
- 4.9 **Option Summary - Advantages and Disadvantages of Option 5** - Staged construction along Riccarton Road with longer worksite and/ or multiple crews
- 4.9.1 The advantages of this option include:
- More space for multiple crews, equipment and deliveries
 - Higher productivity due to multiple crews, hence reduced construction timeframes
- 4.9.2 The disadvantages of this option include:
- Visual amenity impact is greater for local community
 - Longer sections of Riccarton Road impacted by construction works at any one time
 - Potential increased cost due to multiple crews
- 4.10 **Option Summary - Advantages and Disadvantages of Option 6** - Staged construction along Riccarton Road with shorter worksites that are completed including the final road surface as the project progresses along Riccarton Road.
- 4.10.1 The advantages of this option include:
- Sections of the works will be fully completed as construction progresses (i.e. Three Waters and Bus Priority components), community and users can see the final product as construction completes
 - Smaller sections of Riccarton Road affected at any one time
 - Sense of less disruption to road users and businesses
- 4.10.2 The disadvantages of this option include:
- More complexities to constructing within a smaller site
 - Although some programme gains due to longer working hours, the construction timeframes will not be reduced as much as having a longer worksite.

5. Context/Background

Background

5.1 Bus Priority scheme

Riccarton Road is Christchurch's second busiest bus corridor after the Central City with over 800 bus journeys per day and nearly 3,000 passengers boarding there on an average weekday (data supplied by Environment Canterbury (ECan)). It forms a key part of the ECan hubs and spokes model and the Riccarton bus lounges provide critical transfer points for passengers transferring from core to local services. Key features of the bus priority scheme include:

- Bus lanes and priority measures along Riccarton Road from Harakeke Street to Matipo Street to improve bus reliability and journey times.
- Street enhancements and a tree lined median along the centre of the road through Central Riccarton which provides safety benefits in reducing traffic speed, as well as providing a crossing point for pedestrians so they can cross in two halves.
- Full road reconstruction from Harakeke Street to Matipo Street to repair the failing pavement with some kerb and channel replacement where needed. Street lighting upgrade included as part of the scheme.

- Cycle improvements made throughout the whole scheme with the provision of cycle lanes or when space is restricted, cyclists are able to use the bus lanes.

5.2 Water Supply

The water supply assets along this section of Riccarton Road are predominately constructed of asbestos cement (AC) and are past the end of their asset life expectancy. The condition of the AC pipes is rated as poor/very poor. Failures are occurring and future failures are expected. The new water supply design uses modern materials and increases the pipe size over the existing to allow for future growth and demand in the Riccarton area. All water supply assets are programmed for renewal.

5.3 Wastewater

The Wastewater assets along this section of Riccarton Road were originally installed in 1925. They are now very close to the end of their 100 year design life. The wastewater also fared badly during the Canterbury earthquakes, with the SCIRT rebuild programme deferring hundreds of defects on this section of the wastewater alone. The new wastewater design uses modern pipe materials and significantly increases the pipe size over the existing, to deal with current capacity issues within the network, and to allow for future growth. All wastewater assets are programmed for renewal, including laterals to the boundaries of private properties.

5.4 Programming

- 5.4.1 The Public Transport component of this combined project did initially determine early on that the Three Waters infrastructure under the road would need replacement, however no budget was available at the time so the bus priority project continued. More recently, budget has been prioritised to enable the Wastewater and Water supply replacement to occur. Since this was identified, co-ordination with the Three Waters projects was re-addressed and given the estimated remaining life of the Three Waters infrastructure, it was considered desirable to do the projects together to minimise disruption to the community and businesses.
- 5.4.2 When the Project Team presented to the Board in May 2017, regarding combining projects for Stages 3 and 4, a timeline was proposed based on current construction timeframes. The feedback at that meeting was that it was too long for the community and the impact would be considerable. The action of the Project Team was to look at ways to reduce the timeframe and limit disruption to the Riccarton businesses which has formed the basis of this report. The Project Team appreciate that this next section of work is different to the earlier stages of the project both technically and with reference to the concentration of surrounding stakeholders and businesses.
- 5.4.3 Following the seminar, the Project Team was widened to include Christchurch Transport Operations Centre (CTOC), Unit and Team Managers from Transport and Three Waters, Construction and Supervision team members, ECan and Christchurch City Council Operations to assess a number of delivery options to find the preferred option that was best for the Council and will cause the least disruption to the local area, businesses and Riccarton Road users.
- 5.4.4 The upgrade of the public car park to the north of Riccarton Road off Rimu Street to time-restricted spaces has been included as part of the bus priority scheme and is intended to be completed first to provide shopper parking whilst works on Riccarton Road are carried out.

5.5 Indicative costs

- Underground pipe renewal - \$10m
- Bus Priority scheme - \$3.9m

- Total Scheme Cost - \$13.9m

5.6 Traffic Management

Many options have been looked at through the Multi Criteria Analysis in regards to the potential traffic management required to complete the works. This has included:

- Full closure of sections of Riccarton Road
- One way traffic through sections of Riccarton Road, with tidal arrangements
- Public transport and pedestrian access only to Riccarton Road
- Maintain two lanes of traffic (one in either direction)
- Potential night time closure options

CTOC has advised that there are no viable detour routes that can cope with the amount of traffic that travels down Riccarton Road. Detours would also have a significant impact on the 800 buses that travel down Riccarton Road per day and the use of the recently opened bus lounges.

CTOC has therefore determined that throughout the construction period, two lanes of traffic must be maintained (one in either direction) with the potential to do road closures at night, where required.

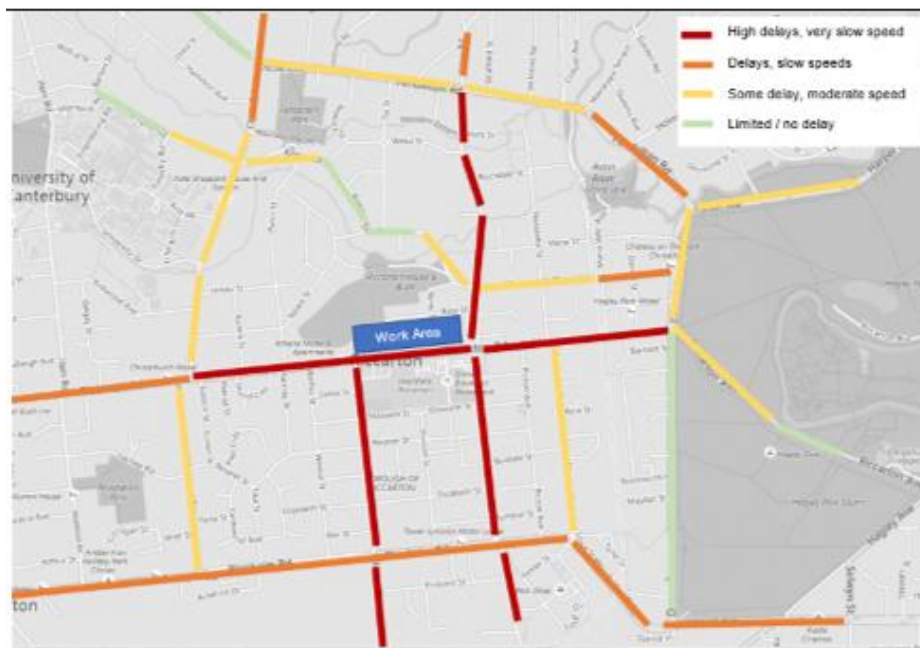


Figure 1: CTOC image showing delays with Riccarton Road open with two lanes of traffic.

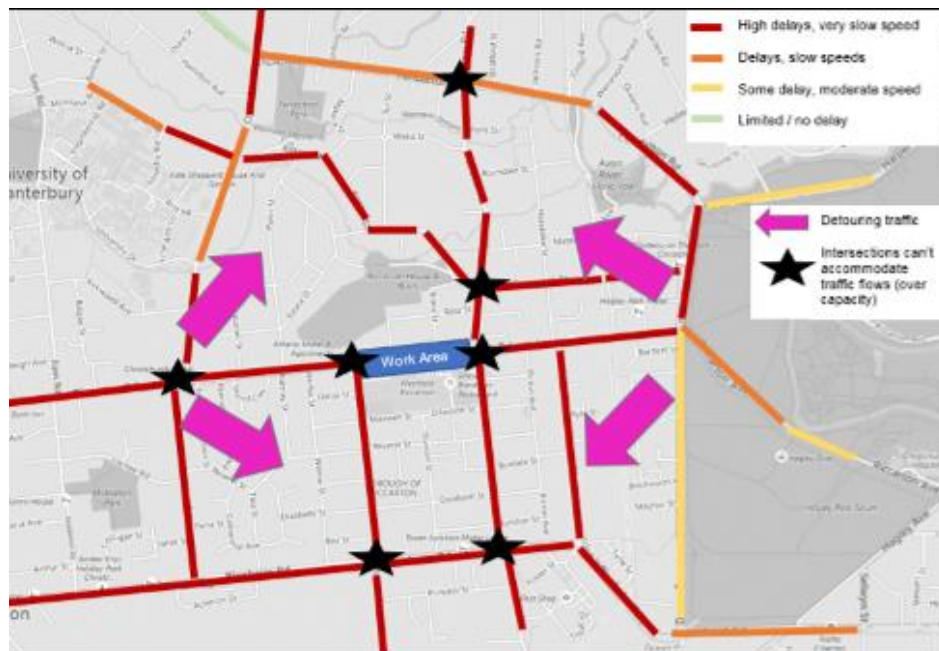


Figure 2: CTOC image showing delays with Riccarton Road closed to traffic.

6. Summary of other options not proposed as viable

- 6.1 As shown in the Multi Criteria Analysis, eleven delivery options were considered in total with Options 5 and 6 scoring the most positively as the two feasible options that could achieve project objectives whilst limiting disruption and reducing timeframes.
- 6.2 Options 1 to 4 which looked at abandoning the project, deferring all or sections of it, scored negatively due to the amount of risk associated with that option. The main risk identified was that the underground pipes are at the end of their life and the risk of a pipe burst is significantly increased if the project is abandoned or deferred. These options also hold significant reputational risk for the Council due to consulting on the bus priority scheme in May 2015 and then not completing the approved scheme. The stages already constructed to Harakeke Street would not see the full bus journey benefits at peak times due to limited completion of the bus lanes.
- 6.3 Options 7 to 9 which focused on various road closure options, scored negatively due to the amount of risk associated with those options. The main issue with all these options was the severe impact on the wider transport network as a result of the diversion. Other routes simply could not cope with the amount of diverted traffic. It also removed drive-by traffic from the local businesses on Riccarton Road which could impact customers choosing those businesses to visit. There were some opportunities seen in road closures overnight which will be explored with contractors.
- 6.4 Variation 1 (Work 24 hours) and Variation 2 (Work longer hours) were also assessed as part of the Multi Criteria Analysis. There are significant health and safety implications of working 24 hours to both workers and residents as well as a reduction in productivity and resourcing issues for a prolonged programme duration. It was concluded that longer working hours was the preferable approach to balance time benefits and productivity but overnight working could be employed where necessary or if there was a task that would benefit from this extended working time. Any night work would still be subject to consenting requirements.
- 6.5 During the Multi Criteria Analysis process, the project team invited drainage and roading contractors into the Council to have a high level conversation about the project and possible

ways of reducing timeframes whilst limiting disruption to local businesses and the wider network. This also provided a sensitivity test to the results of the Multi Criteria Analysis.

- 6.6 Following eight meetings with different contractors, they all confirmed that the more worksite space they had to work within, the quicker the work could be completed and timeframes reduced. That said, working within the confines of the traffic management as set by CTOC, they saw that either Option 5 or 6 were the most viable to enable one lane of traffic in either direction which confirmed the findings from the Multi Criteria Analysis.

7. Option 5 – Staged construction - longer worksite

Option Description

- 7.1 Staged construction along Riccarton Road with a longer worksite and/or multiple crews along Riccarton Road utilising longer hours and some 24 hour working, where needed.
- 7.2 As part of the tender process contractors will be requested to focus on minimising disruption and a reduction in total construction periods. The use of the Variations in section 4.7 will be options to consider. The tender evaluation will be weighted to ensure there are key assessment criteria.

Significance

- 7.3 The level of significance of this option is high consistent with section 2 of this report.
- 7.4 Communications and engagement will be carried out appropriately in line with the Communications and Engagement framework (refer **Attachment C**).

Impact on Mana Whenua

- 7.5 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.6 This is not applicable as the delivery management of the scheme is not to be consulted on.
- 7.7 The Communications and Engagement framework (refer Attachment C) sets out how the community will be informed of the work required as part of the construction. This will be led by the Council and day-to-day communications managed by the contractor.

Alignment with Council Plans and Policies

- 7.8 This option is consistent with the Council's Plans and Policies.

Financial Implications

- 7.9 Cost of Implementation – the Three Waters and Transport elements are expected to be able to be delivered within the \$13.9 million budget as will be proposed in the draft Long Term Plan 2018-2028 (LTP). This option is not expected to have a significant effect on the cost of the project, however if combined with night works, a reasonable increase in costs is expected.
- 7.10 Maintenance/Ongoing Costs – these are expected to be reduced, given the Transport, Wastewater and Water Supply assets are being replaced with new.
- 7.11 Funding source – funding is available in the following CPMS projects:
- CPMS 41283 – WW Riccarton Road – Harakeke to Matipo
 - CPMS 41284 – WS Riccarton Road – Harakeke to Matipo
 - CPMS 15315 – Riccarton Interchange and Bus Priority

Legal Implications

- 7.12 Under Section 10 of the Christchurch City Council Water Supply, Wastewater and Stormwater Bylaw 2014 pursuant to Sections 145 and 146 of the Local Government Act 2002 and Section 64 of the Health Act 1956, the Council is required to maintain Continuity of Supply of water in accordance with the level of service contained in the Long Term Plan.

Risks and Mitigations

- 7.13 There is a reputational risk to the Council caused by the visual amenity impact of the longer worksite. This may result in negative feedback from the public as larger sections of Riccarton Road are included as part of the worksite.
- 7.14 Residual risk rating: The residual rating of the risk after the below treatment(s) is implemented, will be Medium.
- 7.15 Planned treatment measures would be mitigation via the Communications and Engagement Framework as set out in Attachment C.

Implementation

- 7.16 Implementation dependencies - Resource consent applications
- 7.17 Implementation timeframe – Construction start planned mid 2018

Option Summary - Advantages and Disadvantages

- 7.18 The advantages of this option include:
- More space for multiple crews, equipment and deliveries
 - Higher productivity due to multiple crews, hence reduced construction timeframes
- 7.19 The disadvantages of this option include:
- Visual amenity impact is greater for local community
 - Longer or multiple sections of Riccarton Road impacted by construction works at any one time so disruption could be spread out
 - Increased cost due to multiple crews and longer hours.

8. Option 6 – Staged construction - Shorter worksites

Option Description

- 8.1 Staged construction along Riccarton Road with shorter worksites that are completed including the final road surface as the project progresses along Riccarton Road.
- 8.2 As part of the tender process contractors will be requested to focus on minimising disruption and a reduction in total construction periods. The use of the Variations in section 4.7 will be options to consider. The tender evaluation will be weighted to ensure there are key assessment criteria.

Significance

- 8.3 The level of significance of this option is high consistent with section 2 of this report.
- 8.4 Communications and engagement will be carried out appropriately in line with the Communications and Engagement framework (refer Attachment C).

Impact on Mana Whenua

- 8.5 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 8.6 This is not applicable as the delivery management of the scheme is not to be consulted on.
- 8.7 The Communications and Engagement framework (Attachment C) sets out how the community will be informed of the work required as part of the construction. This will be led by the Council and day-to-day communications, managed by the contractor.

Alignment with Council Plans and Policies

- 8.8 This option is consistent with the Council's Plans and Policies.

Financial Implications

- 8.9 Cost of Implementation - the Three Waters and Transport elements are expected to be able to be delivered within the \$13.9 million budget as will be proposed in the draft LTP. This option is not expected to have a significant affect on the cost of the project, however if combined with night works, a reasonable increase in costs is expected.
- 8.10 Maintenance/Ongoing Costs - these are expected to be reduced, given the Transport, Wastewater and Water Supply assets are being replaced with new.
- 8.11 Funding source - funding is available in the following CPMS projects:
- CPMS 41283 – WW Riccarton Road – Harakeke to Matipo
 - CPMS 41284 – WS Riccarton Road – Harakeke to Matipo
 - CPMS 15315 – Riccarton Interchange and Bus Priority

Legal Implications

- 8.12 Under Section 10 of the Christchurch City Council Water Supply, Wastewater and Stormwater Bylaw 2014 pursuant to Sections 145 and 146 of the Local Government Act 2002 and Section 64 of the Health Act 1956, the Council is required to maintain Continuity of Supply of water in accordance with the level of service contained in the Long Term Plan.

Risks and Mitigations

- 8.13 There is a risk to the project caused by constructing the final road surface immediately after all the trenching work has been completed. This may result in the final road surface cracking/failing /ending up being less than desirable, due to unplanned settlement of the trench materials.
- 8.14 Residual risk rating: The residual rating of the risk after the below treatment(s) is implemented, will be Medium.
- 8.15 Planned treatment(s) include compacting backfill to required levels, as work progresses.
- 8.16 There is a risk to the project generally around completing the work in short sections due to added complexities around constructing the new infrastructure whilst keeping the old infrastructure running in order to maintain levels of service and supply. With a smaller work site, there is a higher chance that customers could be disconnected for a longer period of time and therefore they receive a lower level of service.
- 8.17 Residual risk rating: The residual rating of the risk after the below treatment(s) is implemented will be Low.
- 8.18 Planned treatment(s) include planning each section appropriately and working with customers to better identify appropriate changeover times.

Implementation

- 8.19 Implementation dependencies - Resource consent applications
- 8.20 Implementation timeframe – Construction start planned in mid 2018

Option Summary - Advantages and Disadvantages

8.21 The advantages of this option include:

- Sections of the works will be fully completed as construction progresses, community and users can see the final product as construction completes
- Smaller sections of Riccarton Road affected by the works at any one time, so disruption limited to a smaller area.

8.22 The disadvantages of this option include:

- More complexities to constructing within a smaller site
- Although some programme gains due to longer working hours, the construction timeframes will not be reduced as much as having a longer worksite with Option 5.

Attachments

No.	Title	Page
A ↓	Appendix A - Riccarton Road Multi Criteria Analysis Summary	24
B ↓	Appendix B - Riccarton Road Criteria	25
C ↓	Appendix C- Riccarton Road Communications and Engagement Framework	37

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Lindsay White - Project Manager Ross Julian - Junior Project Manager
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport John Moore - Manager Planning and Delivery Patricia Christie - Head of Business Partnership David Adamson - General Manager City Services

MCA Criteria		Delivery Options for Stages 3 and 4, Matipo to Harakeke Street, of the Riccarton Road Upgrade										
		Option 1:	Option 2:	Option 3:	Option 4:	Option 5:	Option 6:	Option 7:	Option 8:	Option 9:	Option 10:	Option 11:
		Do Minimum. Abandon project and leave Riccarton Road as it is currently.	Defer All Works. Defer all works to a future financial year.	Defer Partial Works. Defer Bus Priority works (Underground works must happen first)	Split Project into Two Stages of Construction and Defer Second Stage. Complete Three Waters and Transport projects Harakeke to Clarence and then defer both projects Clarence to Matipo to a later date.	Staged construction along Riccarton Road, longer worksite/multiple crews. Staged construction, as being done now. Longer worksite, multiple crews, shorter timeframe.	Staged construction along Riccarton Road shorter worksite and complete sections as you go. Staged construction, as being done now. Shorter worksites, finishing full sections including reseal and lines as you go.	Close Riccarton Road for duration of works (Pedestrian access only) Full road closure and diversion of all traffic to alternative routes	Work in the road with 2 lanes running in the day and then close Riccarton Road at night. Daytime works: Two lanes of traffic running. Nightworks: Full road closure and diversion of all traffic to alternative routes e.g. 11pm - 6am. Larger work site at night.	Make Riccarton Road PT and Peds only (larger work site). Daytime and night working. Close Riccarton Road to general traffic. Diversion routes for general traffic.	Work 24 hours (day and night works). 24 hour working.	Work longer hours (longer days). Extend working hours.
Investment Objectives Overall Weighting												
Investment	Investment Objective 1: Improve bus journey times, following the ECAN hub and spoke model.											
	Investment Objective 2: Increase bus journey reliability.											
	Investment Objective 3: Deliver the Transport component of the Bus Priority project, from Matipo to Harakeke Street, within the \$2.7 million budget.											
	Investment Objective 4: Replace the wastewater and water pipework from Matipo to Harakeke Street within the \$10 million budget.											
	Investment Objective 5: Deliver both projects by July 2020 (Financial Year 2021).											
	Investment Objective 6: Meet the NZTA funding objectives.											
	Investment Objectives Score	-1.00	-1.00	-1.00	-0.67	1.00	1.00	1.00	1.00	1.00	0.89	0.89
Implementability Overall Weighting												
Feasibility	Technical and Design											
	Approvals and Consents											
	Safety											
	Constructability											
Affordability	Financial											
	Operational/ Maintenance											
Public Stakeholders	Disruption to Local businesses along Riccarton Road											
	Disruption to Bus Users and Public Transport network											
	Disruption to wider community and business area											
	Construction Period/ duration of Works											
	Public Services											
Implementability Score		-0.39	-0.39	-0.33	-0.30	0.33	0.24	0.03	0.18	0.00	0.00	0.15
Assessment of Effects Overall Weighting												
Safety	Safety - Construction workers											
	Safety - All Road users including commercial and light vehicles, buses, cyclists and pedestrians											
Community	Social - Residential amenity											
	Social - Business amenity											
	Social - Visual amenity											
	Social - Community facilities i.e. Bus lounges, Churches, Fo Guang Shan Buddhist temple, Community halls and centres, Sports facilities											
Natural Environment	System Integration - Traffic Management											
	Natural Environment - Stormwater Management											
Assessment of Effects Score		0.25	0.12	-0.33	-0.33	-0.50	-0.46	-0.62	-0.50	-0.54	-0.50	-0.46
Total Weighted Score (Base)		-1.14	-1.27	-1.67	-1.30	0.83	0.78	0.40	0.68	0.46	0.39	0.58
Ranking		8	9	11	10	1	2	6	3	5	7	4

Multi Criteria Analysis (MCA) - Finalised Criteria for Stages 3 and 4, Matipo to Harakeke Street, of the Riccarton Road Upgrade

Objective

- To develop the Multi Criteria Analysis framework “criteria” for the Bus Priority project and the Wastewater and Water Supply project planned for Stages 3 and 4 of the Riccarton Road Upgrade, from Matipo to Harakeke Street, in order to assess the delivery options.

Draft Criteria Outline

- Criteria determined by legislative and policy drivers / objectives, project specific aims and key issues.
- Scoring of criteria, based on NZTA guidelines, ranges from -3 to 3

Effects criteria	Scoring (score after mitigation)
Significant adverse effect	-3
Moderate / major adverse effect	-2
Minor adverse effect	-1
Neutral / no change	0
Minor positive effect	1
Moderate / major positive effect	2
Significant positive effect	3

- Importance factor to be applied to each criteria.
- Criteria apply to the delivery of the two projects planned for Stages 3 and 4 from Matipo to Harakeke Street of Riccarton Road

Draft Criteria

1 Investment Objectives

Objectives	Performance against investment objective
List each of the investment objectives in summary, together with a target where appropriate. Where appropriate, give details of how the objective is likely to be refined moving into the indicative business case to ensure it meets SMART principles.	For each investment objective describe to what extent each delivery option is expected to meet the objective.
Rationale for selection or rejection of option:	State whether the option is being selected for consideration or being rejected. Describe why an option is favoured over the other options or why the any option is being rejected for further consideration.

Investment Objectives	Performance against Investment Objective
<ol style="list-style-type: none"> 1. Improve bus journey times, following the ECAN hub and spoke model 2. Increase bus journey reliability 3. Deliver the Transport component of the Bus Priority project, from Matipo to Harakeke Street, within the \$2.7 million budget 4. Replace the wastewater and water pipework from Matipo to Harakeke Street within the \$10 million budget 5. Deliver both projects by July 2020 (Financial Year 2021) 6. Meet the NZTA funding objectives 	<ol style="list-style-type: none"> 1. Does the delivery option negatively impact on ability to improve on current bus journey times? 2. Does the delivery option negatively impact on ability to achieve reliable travel times for bus passengers? 3. Does the delivery option come within the Transport Bus Priority \$2.7 million target budget? 4. Does the delivery option come within the Wastewater and Water \$10 million target budget? 5. Does the delivery option positively or negatively impact on the ability to deliver by July 2020? 6. Does the delivery option meet the NZTA funding objectives?

NOTES:

It is noted that the Bus Priority and Wastewater and Water projects are to be completed by July 2020, however both teams agree this is unreasonable and are investigating the different delivery options to reduce the timeframe.

It is understood the delivery options meet the NZTA funding objectives, however Lindsay White is investigating and will confirm whether deferral of works meet the NZTA funding objectives. This objective has been included above, until confirmed otherwise.

There is a Benefit Cost Ratio for the overall Bus Priority scheme, but currently no financial differentiation can be made between the different delivery methods for Stages 3 and 4, Matipo to Harakeke Street, of the Riccarton Road Upgrade. Ross Julian is investigating internally and will provide high level cost estimates for each of the delivery options for the purposes of assessing the delivery options in this Multi Criteria Analysis.

2 Implementability Objectives

Objective	Performance against Implementability Objective
1. Feasibility	<p>From a technical standpoint, how straightforward will it be to implement the option? Are any novel / untried / leading edge technologies involved? Might there be any risks involved in developing or implementing the option or significant associated hazards which may pose a health and safety risk in the design, build and final product? Might there be notable property risks to delivery? Might the option affect other infrastructure providers and in what way? What consenting risks might there be which could affect delivery or cost risk? Are there any factors which might adversely affect the ability to operate or maintain the option over its projected life without major additional costs?</p>
1.1 Technical and Design	<p>1.1 Does the delivery option meet the technical and design requirements of the road layout and pipework renewals for both the Bus Priority project and Wastewater and Water Supply project, specifically:</p> <ul style="list-style-type: none"> • Tree line median in central Riccarton as per approved scheme following consultation. Approval of scheme by ITE Committee Minutes, dated 6th August 2015 • Replace existing wastewater and water supply assets to specifications outlined in the Construction Standard Specifications and Infrastructure Design Standards
1.2 Approvals and Consents	<p>1.2 Does the delivery option meet Community Board and ITE approval requirements? LTP funding requirements? CTOC / Traffic Management requirements? i.e. keeping two lanes open allowing traffic flow in either direction. Noise and other restrictions? NOTE: Lindsay White to confirm noise and other restrictions for each of the delivery options for the Multi Criteria Analysis Workshop, to be held Thursday 26 October '17. NOTE: Consenting was considered but there is no differentiation between the delivery options and therefore is not included in the criteria for this assessment.</p>

1.3 Safety	<p>1.3 Can the delivery option be executed safely? What factors may adversely affect the ability to safely execute the delivery option? How does it impact on the safety of people doing the work/ construction workers? How does the option impact managing public safety on the street? Considerations:</p> <ul style="list-style-type: none"> • Resourcing i.e. number of people working on site • Working hours i.e. night works • Staging and traffic management i.e. rerouting of traffic (commercial and light vehicles, cyclists etc.) • Access for emergency services • Pedestrian management. Are both sides of the streets usable? How easily can pedestrians be kept out of works while making the path they want to travel not obstructed etc.?
1.4 Constructability	<p>1.4 Does the delivery option impact the construction method i.e. does it increase the complexity? How does it impact on the time restraints i.e. contracted start and finish dates?</p>
2. Affordability	<p>What are the funding risks of the alternative? Could the alternative be funded under traditional methods or would more novel approaches seem likely? Would there be potential cash flow risks which affect the desired delivery programme? Are their possible ongoing operating cost risks? If operating subsidies are required, how might these be funded?</p>
2.1 Financial	<p>2.1 What is the cost of delivery for each option? What financial impact does staging and traffic management, varying working hours, changes in signals, traffic and infrastructure work and resourcing have on the cost of delivery? Cost of communications with bus users to communicate changes in construction works/route/timetables – these costs are to both project and ECan</p> <p>2.1 Does the delivery option maximise the community benefit? i.e. Is there a financial gain in delivery option for the Water and Transport projects? Is there an ECI opportunity?</p> <p>NOTE: The factors to be considered for each delivery option impacting on ECan include:</p> <ul style="list-style-type: none"> • Cost p/km, however note that this is relatively low,

	<ul style="list-style-type: none"> • ECan would possibly have to undertake a contract variation with Operators on the additional mileage associated with a detour, • There is a Financial Incentive for Operators, based on improved journey times. Does the delivery option potentially hamper the Operator's ability to achieve improved journey times? <p>NOTE: Ross Julian to investigate and provide high level cost estimates for each of the delivery options for the Multi Criteria Analysis Workshop, to be held Thursday 26 October '17.</p>
2.2 Operational/ Maintenance	2.2 Does the delivery option impact on maintenance after delivery?
3. Public/Stakeholders	Has the alternative been made public? If so, how acceptable is the alternative? Are there real or anticipated objections from particular sections of the community or from particular stakeholders?
3.1 Disruption to Local businesses along Riccarton Road	3.1 Does the delivery option negatively impact the level of disruption perceived by the local residents and business owners? i.e. level/ intensity of works on doorstep, period/ duration of Works in local area hampering access and loss to local businesses
3.2 Disruption to Bus Users and Public Transport network	<p>3.2 Does the delivery option negatively impact the level of disruption to Bus users and road users that travel or intersect with Riccarton Road? i.e. increased journey times and transfer points felt in the immediate Riccarton area, as well as the wider Public Transport (PT) network.</p> <p>NOTE: The service reliability may have a bigger impact on people in the wider Christchurch PT network than the people transferring within Riccarton i.e. someone in Rolleston may feel the effects of the detour in Riccarton more than the person in the immediate Riccarton area, as their route passes through the affected area.</p>

3.3 Disruption to wider community and business area	3.3 Does the delivery option negatively impact the level of disruption to the wider community and business area, including businesses and stakeholders connected to the Riccarton community?
3.4 Construction Period/ duration of Works	3.4 Does the delivery option impact the period to complete the construction for Stages 3 and 4 of the Riccarton Road Upgrade, from Matipo to Harakeke Street? What impact does it have on the overall programme timeline for Riccarton Road? Does the delivery option negatively impact on the risk of non-completion?
3.5 Public Services	3.5 Does the delivery option negatively impact on the risk of maintaining the supply of water and wastewater services during construction?

3 Assessment of Effects Objectives

Objective		Weighting	Performance against Assessment of Effects Objectives
1. Health and Safety			
.1 Construction workers		High	<p>Explain your assessment. How will the delivery option enhance safety for different types of transport users? Will it involve gainers and losers in terms of safety? Are there impacts on personal safety / security? What will be the impact on fatal and serious?</p> <p>.1 Does the delivery option negatively impact on the Health and Safety of Construction workers? What are the risks? i.e. staging and traffic management, rerouting traffic</p> <p>NOTE: The Construction Company has a responsibility and legal liability to manage the health and safety of their Construction workers on site. The delivery option will impact the number of shifts and number of workers required onsite, which will be managed by the Construction firm, but should be considered here.</p> <p>.2 Does the delivery option negatively impact on the Health and Safety of Road users? What are the risks? i.e. staging and traffic management, rerouting traffic</p>
.2 All road users (including commercial and light vehicles, buses, cyclists and pedestrians)		High	
2. Community	Social		
	.1 Residential amenity	High	<p>Could the delivery option affect accessibility for the public, including access to jobs, communities, shops, services and other facilities?</p> <p>.1 Could the delivery option negatively impact on local community fatigue? i.e. period of works, reduced accessibility, traffic re-routing, congestion.</p> <p>.2 Could the delivery option negatively impact on the small business owners, Westfield Mall etc between Harakeke and Matipo? i.e. financial impact on businesses, period of works, reduced accessibility, re-routing and loss of pass by traffic, cyclists and pedestrians away from local businesses, congestion,</p> <p>.3 Does the delivery option influence the visual impact on the community i.e. period of works, length of work site, staging</p>
	.2 Business amenity	High	
	.3 Visual amenity	Low	
	.4 Community facilities (Bus lounges, Churches, Fo Guang Shan Buddhist temple,	High	

	Community halls and centres, Sports facilities)		<p>.4 Could the delivery option negatively impact on accessibility to Community facilities, either situated on Riccarton Road or down a side street accessed from Riccarton Road? For example Riccarton Community Centre- Clarence St, Wharenui Sports Centre and Pool- Matipo St, Riccarton Community Church- Elizabeth St</p> <p>NOTE: Communications and messaging will be a crucial component of any delivery option, and managing expectations of the Community.</p>
	Human Health	Not Applicable	<p>Could the option result in significant risk to human health related to noise, air quality or contaminated land?</p> <p>The Human Health of construction workers is considered under Assessment of Effects, 1.1 Health and Safety – Construction Workers, as detailed above. The Human Health of Road users is considered under Assessment of Effects, 1.2 Health and Safety – All road users, and 2.1 Social - Residential amenity.</p>
	Property	Not Applicable	<p>How does the option impact on property? Will additional property purchases be required? Are there property risks to delivery and can they be effectively managed? Is there any Maori land required as part of the project? Does the option affect other infrastructure providers (will agreements need to be entered into with service providers)?</p> <p>There is an Agreement in Principal from Westfield (Scentre Group), agreeing to reconfigure the sweeping car park entrance by the bus stops and Colombus Coffee on Riccarton Road to Westfield on the condition that Westfield are consulted through Detailed Design on final landscaping, trees and kerb alignment.</p> <p>It is considered that all delivery options will equally impact on Property, and there is no difference between the delivery options, so this is not included in the criteria for this assessment.</p>
3. System Integration			<p>Are there any wider transport system effects?</p> <p>Does the option impact on the Urban and Landscape design?</p> <p>How well does the option meet the forecast transport demand?</p>

.1 Traffic Management	High High	<p>.1 Does the delivery option impact on the functionality of the wider network? i.e. traffic management, rerouting due to congestion, effect of disruptions on Riccarton Road to Deans Ave and other roads around. Current assumption is that all alternative routes and intersections are at capacity- no modelling completed this is a known outcome and documented in report below.</p> <p>NOTE: Refer to the CTOC Report on Riccarton network and traffic management, final report due to be issued shortly.</p> <p>NOTE: All alternative routes are currently at capacity, so it was felt there was no value in modelling the disrupted traffic and effect of rerouting.</p>
4. Economy	Not Applicable	<p>How does the option impact economic growth? How well does the delivery option impact the development potential of adjacent land / attract new jobs / help existing businesses? i.e. length of delivery programme</p> <p>The assessment of economic impact is considered during delivery, under Implementability, 3.1 Disruption to Local businesses along Riccarton Road and 3.3 Disruption to wider community and business area, as detailed above.</p>
5. Cultural	Not Applicable	<p>Could the option impact on cultural and iwi values?</p> <p>It is considered that all delivery options will equally impact on Cultural values, and there is no difference between the delivery options, so this is not included in the criteria for this assessment.</p>
6. Natural Environment 6.1 Stormwater Management	Low	<p>To what extent does the option impact on the natural environment?</p> <p>6.1 How does the delivery option impact on the stormwater network? i.e. can the stormwater network cope with a higher influx associated with larger construction sites?</p>

		NOTE: Environmental Management plans will be in place, complying with ECan measurements. It is considered that all delivery options will equally impact on the environment, for the exception of Stormwater, so only Stormwater is included in the criteria for this assessment.
7. Built Environment	Not Applicable	<p>To what extent does the option impact on the environment, including heritage buildings?</p> <p>There are no Notifiable archaeological sites per the advice provided by Underground Overground Archaeology.</p> <p>It is considered that all delivery options will equally impact on Built Environment, and there is no difference between the delivery options, so this is not included in the criteria for this assessment.</p>

Background Documents for Reference in the MCA

- RISK- CCC Riccarton Road - Draft Risk Issues Decision and Change Register
- Meeting Minutes Riccarton Road Upgrade – Stages 3 & 4 Bus Priority and underground pipeline alignment, 17 August 2017
- Meeting Minutes Riccarton Road Upgrade – Stages 3 & 4 Internal Delivery Management Workshop, 18 September 2017
- Meeting Minutes Riccarton Road Upgrade – Stages 3 & 4 Internal Delivery Management Workshop, 2nd October 2017
- Riccarton Road Matipo Street to Harakeke Street rd345601-set-Safety Audit
- Options Assessment Table- Riccarton Road Stages 3 & 4 Delivery Options, 24 October 2017



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Riccarton Road bus priority and infrastructure repair project, Harakeke Street to Matipo Street: communications and engagement framework

Purpose

The purpose of this framework is to outline the objectives, approach, and key roles and responsibilities for communications and stakeholder engagement for the later stages of the Riccarton Road bus priority and infrastructure repair project.

Background

The current stage of the Riccarton Road bus priority and infrastructure repair project is nearing completion. Traffic lights have replaced the roundabout at the intersection with Deans Avenue and water supply and waste water pipes are being replaced up to Harakeke Street.

The next stage of this project will push further west along Riccarton Road to Matipo Street. With further underground pipes to be replaced and bus priority measures to be implemented, the project will have a long duration and be disruptive for Riccarton Road users including commuters, as well as local residents and businesses. There is also higher business density through the central Riccarton area which means any disruption due to the road works will have more impact.

Approach

This framework proposes a two-pronged approach to communications and engagement, to acknowledge two distinct stakeholder groups:

- local businesses, property owners and residents.
- people visiting the area, or commuting through it to reach the central city or other areas.

For local residents and businesses the focus will be on timely communications, face-to-face engagement, methods to minimise business disruption and efforts to activate the area to offset more limited access.

For commuters the focus will be on communications to ensure people are aware of changes to the road layout ahead of time during construction, and to encourage modal change towards public transport.

Engagement and communications objectives

The engagement and communications objectives will support the project objectives by:

- Ensuring all local businesses and residents are well informed about the project, its objectives and its progress.
- Improving general public awareness of the project, its objectives and the importance of Riccarton Road as one of Christchurch's busiest public transport routes.
- Informing regular Riccarton Road users and the local community of disruption, in order to minimise its impact.

- Identifying emerging engagement and communications issues early on, and mitigating risks in advance where possible, or addressing them appropriately.
- Promoting bus priority and encourage modal change towards public transport.

Key messages

- Thank you for your patience as we continue our work down Riccarton Road.
- Riccarton Road is the city's busiest bus route. Around 3000 people board buses in Riccarton and more than 800 buses pass through each day.
- The work we're doing will help improve public transport travel times and reliability. It will also make the street a more attractive and safer place to walk, bike or drive.
- At the same time as we're working on the bus lanes, we're also going to be working on the underground pipes.
- We need to repair earthquake damaged pipes, and we also need to replace pipes that are nearing the end of their asset life.
- By working on the bus lanes and pipe repairs at the same time we'll save time and reduce disruption.

Risks

Risk	Mitigation
Length and level of disruption of work causes opposition from local people, and businesses in particular.	Regular contact and consistent communication from the Council and the contractor to keep stakeholders informed of project progress.
Frustration at the work combined with issues with the Riccarton bus lounges spills over into anti-bus sentiment.	Reinforce that it is more efficient to do the bus priority and water pipe work at the same time.

Audiences

Audience	Level of communications and engagement
Local businesses, property owners and residents	<ul style="list-style-type: none"> • Regular, face-to-face engagement. • Consistent and timely communication on project progress.
People visiting the area People commuting through the area	<ul style="list-style-type: none"> • Clear communications on project progress and any potential delays or changes to road layouts.
Councillors, Community Board members Council staff	<ul style="list-style-type: none"> • Regular updates on project progress.
Media	<ul style="list-style-type: none"> • Proactive updates on progress and timely responses to media enquiries.

Roles and responsibilities

Council staff	<ul style="list-style-type: none">• Manage communications and engagement to improve stakeholder and general public awareness of project, prior to the start of Phase 2.• Provide a comprehensive hand-over to the contractor's stakeholder management team.• Maintain overview of stakeholder management.• Provide regular updates to Elected Members and key Council staff.
Contractor	<ul style="list-style-type: none">• Provide regular project updates to stakeholders to ensure they are aware of upcoming work.• Act as the day-to-day project contact for stakeholders.• Provide regular reports to Council staff.• Identify and escalate risks and issues immediately.
CTOC	<ul style="list-style-type: none">• Provide communications support via their channels to update commuters of any changes to road layout or potential delays.
ECan	<ul style="list-style-type: none">• Provide communications support via their public transport channels to update commuters of any potential delays or disruptions.• Assist with the promotion of 'big picture' public transport messaging.

Communications and engagement tactics

Specific communications and engagement tactics will be developed once the work programme is finalised and key dates are confirmed.

8. Halswell-Hornby-Riccarton Community Board 2017-18 Youth Development Fund - Applications - Jackson Cotton, Matthew Hannen, Patrick Smith, Fletcher Due, St Thomas of Canterbury College, Monty Kemp, William Masters and Kennedy Vallance

Reference: 18/89515

Contact: Emily Toase

emily.toase@ccc.govt.nz

941 5216

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to consider eight applications received for funding from its 2017-18 Youth Development Fund.
- 1.2 There is currently \$7,200 remaining in the fund.

Origin of Report

- 1.3 This report is to assist the Board to consider eight applications received for funding from Jackson Cotton, Matthew Hannen, Patrick Smith, Fletcher Due, St Thomas of Canterbury College, Monty Kemp and William Masters and Kennedy Vallance.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
 - 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve the making of a grant of \$300 from its 2017-18 Youth Development Fund to Jackson Cotton towards the costs of competing in the 2018 New Zealand Superbike National Championships at Hampton Downs Motofest from 3 to 4 March 2018.
2. Approve the making of a grant of \$500 from its 2017-18 Youth Development Fund to Matthew Hannen towards competing in the 2018 Korfbal World Cup from 30 March to 1 April 2018 in Leeuwarden, Netherlands.
3. Approve the making of a grant of \$500 from its 2017-18 Youth Development Fund to Patrick Smith towards travelling to Portugal to train at the Anadia International Coaching Academy from 8 to 13 May 2018.
4. Approve the making of a grant of \$350 from its 2017-18 Youth Development Fund to Fletcher Due towards the International Softball Academy Tour to Sydney in March 2018.
5. Approve the making of a grant of \$600 from its 2017-18 Youth Development Fund to St Thomas of Canterbury College towards the costs of students Jake Banks, Harvey Gordon, Luke McCoy and Hiram Taleni competing in the National 3v3 Schools Basketball Tournament from 20 to 24 March 2018 in Tauranga.

6. Approve the making of a grant of \$500 from its 2017-18 Youth Development Fund to Monty Kemp towards competing in the 2018 Korfbal World Cup from 30 March to 1 April 2018 in Leeuwarden, Netherlands.
7. Approve the making of a grant of \$500 from its 2017-18 Youth Development Fund to William Masters towards competing in the 2018 Korfbal World Cup from 30 March to 1 April 2018 in Leeuwarden, Netherlands.
8. Approve the making of a grant of \$500 from its 2017-18 Youth Development Fund to Kennedy Vallance towards competing in the 2018 Korfbal World Cup from 30 March to 1 April 2018 in Leeuwarden, Netherlands.

4. Applicant 1 – Jackson Cotton

- 4.1 Jackson Cotton is a 16 year old from Hornby.
- 4.2 Jackson is competing in the 2018 New Zealand Superbike National Championships at Hampton Downs Motofest at Te Kauwhata from 3 to 4 March 2018.
- 4.3 Jackson has been training in superbike racing since September 2011 where he joined Motorcycling Canterbury, starting out on an Aprillia RS50. Quickly progressing onto a FXR Suzuki Jackson started at the back of the Formula 4 class.
- 4.4 After placing in the top three soon after, Jackson was then given special dispensation to race a Kawasaki Ninja 250 in the 250 production class and for the past three years was awarded the most improved rider at Motorcycling Canterbury.
- 4.5 Motorcycle road racing is Jackson's passion and he would like to take his sport to the next level by competing at the 2018 New Zealand Superbike Championships. The event will provide him with a lot more exposure to national interest which he hopes will leading to racing in Australia, and one day representing New Zealand.
- 4.6 The following table provides a breakdown of the costs for competing in the championships:

EXPENSES	Cost (\$) per player
Entry Fees	330
Set of front and rear tyres	467
Flights	200
Accommodation	360
Petrol for motorcycle	100
Car Hire	300
Practice day	120
Bike transport	200
Total	\$2,077

- 4.7 This is the first time the applicant has applied for funding.

5. Applicant 2 – Matthew Hannen

- 5.1 Matthew is an 18 year old from Upper Riccarton.
- 5.2 Matthew is travelling to the Netherlands in March 2018 to represent New Zealand at the Under 19 Korfbal World Cup.

- 5.3 Having started playing Korfball for his school, Middleton Grange, Matthew was quickly recognised as a talented player and was offered a trial for the Under 19s squad. He has since been attending a series of monthly training camps and weekly games in preparation for the Korfball World Cup.
- 5.4 Matthew is just about to start a Bachelor of Sports Coaching at the University of Canterbury and hopes the experience of playing in the World Cup will develop his skills which he can use whilst studying for his degree.
- 5.5 After University, Matthew hopes to work for a team in the National Basketball Association in the United States of America as a coach or performance manager.
- 5.6 Matthew believes that the trip will help develop Korfball in Christchurch and New Zealand by increasing exposure to the sport and therefore encouraging more people to play.
- 5.7 To fundraise for the trip, Matthew has a part time job and has taken part in a series of fundraising events including selling various food items at stalls and selling raffle and movie tickets. The team has raised \$5,940 to date.
- 5.8 The following table provides a breakdown of the costs for competing at the 2018 Korfball World Cup:

EXPENSES	Cost (\$) per player
Flights	3,427
Meals	151
Host gift	11
Tournament Entry Fee	11
Transport	75
Team uniform	290
Total	\$3,965

- 5.9 This is the first time the applicant has applied for funding.

6. Applicant 3 – Patrick Smith

- 6.1 Patrick Smith is a 16 year old from Hornby who has been selected to attend the second edition of the Anadia International Coaching Academy from 8 to 13 May 2018 in Portugal.
- 6.2 Patrick received funding From the Halswell-Hornby-Riccarton Community Board's Youth Development Fund for the first edition of the International Coaching Academy in May 2017 where he was taught coaching techniques for six apparatus for Men's Artistic Gymnastics.
- 6.3 Having been training in gymnastics since he was aged seven, Patrick continues to train for 16 to 19 hour per week. He is currently placed third in New Zealand for Level 9 Mens' Artistic Gymnastics.
- 6.4 Patrick has obtained his Youth Coaching qualification and the elementary qualification for judging. He continues to coach three squads of young gymnasts at Olympia Sport and will use this second part of the International Coaching Academy to further develop his coaching skills, so he can teach his younger peers and continue to be a role model at the club.
- 6.5 Patrick would like to remain a coach and a judge but also represent New Zealand in the Olympics in the future.

- 6.6 To fundraise for the trip, Patrick has been selling raffle tickets and saving the income from his part time job.
- 6.7 The following table provides a breakdown of the costs for the trip:

EXPENSES	Cost (\$) per player
Fees and accommodation, transport (to and from Academy), meals	1,600
Flight to London	2,500
Flight to Portugal	500
Internal transport	200
Total	\$4,800

- 6.8 This is the second time the applicant has applied for funding.

7. Applicant 4 – Fletcher Due

- 7.1 Fletcher Due is a 13 year-old Halswell resident who has been selected to participate in the International Softball Academy's upcoming Under 14 year old team tour to Sydney.
- 7.2 The International Softball Academy is a Hawkes Bay based organisation that has been sending teams to compete internationally in tournaments for 11 years. Participants in the North and South Island Under 15 provincial tournaments in January 2018 were invited to apply to tour as part of an Under 14 team to participate in games and a tournament in Sydney in March 2018. Fletcher who was a member of the Canterbury Under 15 Development Team participating in that tournament, was chosen for the Academy's Under 14 team.
- 7.3 Fletcher plays for the Halswell Under 17 club side, having played for the Halswell club since 2008. The fact that Fletcher as a 13 year old, is playing out of his grade indicates that he has the skills and ability to perform at a higher level.
- 7.4 In attending this tour, Fletcher hopes to develop skills that will enable him to perform at a higher level including his club's premier side, Canterbury representative teams, New Zealand Developing Black Sox and ultimately the New Zealand Black Sox.
- 7.5 He believes that his selection to play in this Academy team will not only benefit his game development but will also enable him to feedback into his team and club. This would also assist with the goal of developing into a junior coach that would assist the Halswell Softball Club in its provision of community-based softball in the Halswell area.
- 7.6 Fletcher is a year 10 student at St Thomas of Canterbury College.
- 7.7 Fletcher has been undertaking fundraising through selling bacon.
- 7.8 The following table provides a breakdown of the costs for Fletcher:

EXPENSES	Cost (\$) per player
Airfares and internal travel	953
Accommodation costs	812
Gear/Uniforms	725
Medical Costs	33
Exchange Gifts	30
Communication	105
Entertainment	96

Diamond Cost	25
Incidentals	71
Total	\$2,850
Requested from Community Board	\$350

7.9 This is the first time the applicant has applied for funding.

8. Applicant 5 – St Thomas of Canterbury College

- 8.1 St Thomas of Canterbury College is seeking funding on behalf of twenty students who are travelling to Tauranga to compete in the National 3v3 Schools Basketball Tournament. Four of their students are from the Halswell-Hornby-Riccarton area; Jake Banks, Harvey Gordon, Luke McCoy and Hiram Taleni.
- 8.2 St Thomas of Canterbury currently has 15 teams playing competitively on a Friday evening and their Premier Basketball team plays in the Canterbury Men's Under 20 competition on a Saturday which Hiram competes in.
- 8.3 Jake Harvey, and Luke all train at the Mainland Eagles Academy for Basketball which is operated by the Canterbury Regional Basketball Foundation.
- 8.4 Hiram was awarded the Under 17 player of the year for the 2017 season.
- 8.5 This is the first time that St Thomas of Canterbury College has entered into the National 3v3 Schools Basketball Tournament and they aim to help their students build on their skills and confidence on the court and experience playing against a higher level of competition in the North Island.
- 8.6 All four of the players are working towards being selected for college scholarships in the United State of America.
- 8.7 The following table provides a breakdown of the costs for trip:

EXPENSES	Cost (\$) per player
Flights	278
Van hire	81
Accommodation	75
Food	150
Petrol	25
Additional gear (first aid equipment, strapping tape, ice)	5
Registration Fee	60
Total	\$674

- 8.8 This is the seventh time the applicant has applied for funding and the first time for the National 3v3 Basketball Tournament.

9. Applicant 6 – Monty Kemp

- 9.1 Monty is a 14 year old from Westmorland.
- 9.2 He is a Year 10 student at Cashmere High School.
- 9.3 Monty is travelling to the Netherlands in June 2018 to represent New Zealand at the Under 17 Korfbal World Cup.
- 9.4 Monty started playing korfbal in Year 7.

- 9.5 He trains twice per week, takes part in competitions (high school and club) twice per week and attends monthly weekend camps.
- 9.6 Monty's future goals include attending university and continue to maintain his fitness and well-being.
- 9.7 To fundraise for the trip, there will be a raffle and Quiz Night, additionally Monty will be a City to Surf marshal and take part in wood splitting
- 9.8 The following table provides a breakdown of the costs for competing at the 2018 Korfbal World Cup:

EXPENSES	Cost (\$) per player
Flights	2,500
Accommodation	900
Food	800
Transport	400
Fees, gifts, laundry	300
Coaching, management, logistics	450
Total	\$5,350

- 9.9 This is the first time the applicant has applied for funding.

10. Applicant 7 – William Masters

- 10.1 William is a 14 year old from Halswell.
- 10.2 He is in Year 10 at Christchurch Boys' High School (CBHS).
- 10.3 William has been playing korfbal for approximately two years.
- 10.4 He is a keen korfbal player and has organised a korfbal team at CBHS.
- 10.5 William is committed to continuing to improve his korfbal skills and to encourage others to pick up the sport.
- 10.6 The following table provides a breakdown of the costs for competing at the 2018 Korfbal World Cup in the Netherlands:

EXPENSES	Cost (\$) per player
Flights	2,500
Accommodation	900
Food	800
Transport	400
Fees, gifts, laundry	300
Coaching, management, logistics	450
Total	\$5,350

- 10.7 This is the first time the applicant has applied for funding.

11. Applicant 8 – Kennedy Rose Vallance

- 11.1 Kennedy Vallance is a 17 year old from Aidanfield who is in Year 13 at Hillmorton High School.
- 11.2 Kennedy is travelling to the Netherlands to represent New Zealand at the Under 19 Korfball World Cup from 23 March to 10 April 2018.
- 11.3 The 2018 Korfball World Cup will be the first big event the team has competed in which will help not only to develop as a team, but also give Kennedy the chance to test her skills against players from all over the world.
- 11.4 The team trains twice a week as well as bringing together members of the squad from all across the South Island every four to six weeks for weekend training camps. Kennedy also participates in basketball, football and netball in her spare time.
- 11.5 Kennedy hopes that by competing and gaining success in the Korfball World Cup, it will bring more recognition to the sport in Canterbury and New Zealand as a very inclusive sport so will encourage more people to play in future.
- 11.6 To fundraise for the trip, Kennedy has helped to organise various fundraising activities including a sausage sizzle, a movie night, hypnosis night, a bake sale, sold raffle tickets, helped with car park marshalling and run beach korfbal raising \$570 to date.
- 11.7 The following table provides a breakdown of the costs for competing at the 2018 Korfball World Cup:

EXPENSES	Cost (\$) per player
Flights	3,427
Meals	151
Host gift	11
Tournament Entry Fee	11
Transport	75
Team uniform	290
Total	\$3,965

- 11.8 This is the first time the applicant has applied for funding.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Emily Toase - Community Recreation Advisor Marie Byrne - Community Development Advisor Karla Gunby - Community Development Advisor Ana Macadie - Metropolitan Community Advisor Safety
Approved By	Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton

9. Halswell-Hornby-Riccarton Community Board 2017-18 Discretionary Response Fund - Applications – Halswell-Hornby-Riccarton Community Board and Christchurch Iranian Society

Reference: 18/123773

Presenter(s): Marie Byrne, Community Development Adviser

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to consider applications received for funding from its 2017-18 Discretionary Response Fund from the organisations below.

Funding Request Number	Organisation	Project Name	Amount Requested
00057467	Halswell-Hornby-Riccarton Community Board	2017-18 Halswell-Hornby-Riccarton Off the Ground Fund	\$1,200
00057439	Christchurch Iranian Society	Iranian New Year	\$3,500

Origin of Report

- 1.2 This report is staff generated as a result of funding applications being received.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
- 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

- Approve the transfer of \$1,200 from its 2017-18 Discretionary Response Fund to the 2017-18 Halswell-Hornby-Riccarton Off the Ground Fund.
- Approve the making of a grant of \$2,000 from its 2017-18 Discretionary Response Fund to the Christchurch Iranian Society towards the Iranian New Year celebration costs in March 2018.

4. Key Points

- 4.1 At the time of writing, the balance of the 2017-18 Discretionary Response Fund is as detailed below.

Total Budget 2017/18	Granted To Date	Available for allocation	Balance If Staff Recommendations adopted
\$156,644	\$116,078	\$40,566	\$37,366

- 4.2 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.
- 4.3 A Decision Matrix (refer **Attachment A**) provides information about the applications including organisational and project details, financial information, and a staff assessment.

Attachments

No.	Title	Page
A ↓	Halswell-Hornby-Riccarton Community Board 2017-18 Discretionary Response Fund - Applications - Decision Matrices	51

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Marie Byrne - Community Development Advisor
Approved By	Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton

2017/18 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00057467	Organisation Name Halswell-Hornby-Riccarton Community Board	Name and Description 2017/18 Off the Ground Fund Additional Funds (1) This funding request is to provide additional funds into the 2017-18 Off The Ground Fund.	Total Cost \$ 1,200 Requested \$ 1,200 (100% requested)	Contribution Sought Towards \$4,000 - Off the Fund Grants	Staff Recommendation \$ 1,200 That the Halswell-Hornby-Riccarton Community Board resolve to approve the transfer of \$1,200 from its 2017-18 Discretionary Response Fund to the 2017-18 Halswell-Hornby-Riccarton Off the Ground Fund.	Priority 1
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Organisation Details Service Base: Fendalton Service Centre Legal Status: Community Board Established: 1/10/1989 Target Groups: General Community Annual Volunteer Hours: Participants: 1,000 Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Strategy Halswell-Hornby-Riccarton Community Board Outcomes: 1.1, 1.2, 2.1, 2.4, 4.2 CCC Funding History 2016/17 - \$1,600 (HHR DRF) 2015/16 - \$5,000 (R/W DRF)	Other Sources of Funding Nil Staff Assessment This project is assessed as a Priority One due to the reach and impact that it will have on local communities. The Halswell-Hornby-Riccarton Community Board Off the Ground Fund has been established with the objective that community groups and individuals can apply for up to \$400 for a small community based project that could have a positive impact on and make a difference to that local community. To enable the quick decision-making process, the Community Board resolved to delegate authority to at least four Board members to make the decision through email within two business days. in the 2016/17 financial year, there were no applications to the Off the Ground Fund and the \$1,600 allocated was rolled over into the 2017/18 financial year. The Halswell-Hornby-Riccarton Community Board has allocated \$1,200 of this money for three projects. To enable funds to be available for incoming requests, staff are recommending that they Board allocate \$1,200 to the Halswell-Hornby-Riccarton Off the Ground Fund from the 2017/18 Discretionary Response Fund for allocation in the remainder of the 2017/18 financial year.
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2017/18 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00057439	Organisation Name Christchurch Iranian Society Incorporated	Name and Description Iranian New Year The Christchurch Iranian Society is seeking funding assistance towards an event celebrating the Iranian New Year.	Total Cost \$ 3,500 Requested \$ 3,500 (100% requested)	Contribution Sought Towards Event Costs - \$3,500	Staff Recommendation \$ 2,000 That the Halswell-Hornby-Riccarton Community Board approves a grant of \$2,000 to Christchurch Iranian Society towards Iranian New Year celebration costs.	Priority 2
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Organisation Details Service Base: Canterbury University Legal Status: Incorporated Society Established: 7/11/2017 Target Groups: Iranian and wider community Annual Volunteer Hours: 250 Participants: 250 Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Strategy Multicultural Strategy Halswell-Hornby-Riccarton Community Board Outcomes 1.1, 1.2, 2.3 CCC Funding History \$400 - Halswell-Hornby-Riccarton Off the Ground Fund 2017/18	Other Sources of Funding Nil Staff Assessment Nowruz is the name of the Iranian New Year, also known as the Persian New Year, which is celebrated worldwide by the Iranians, along with some other ethno-linguistic groups, as the beginning of the New Year. Although having Iranian and religious Zoroastrian origins, Nowruz has been celebrated by people from diverse ethno-linguistic communities. It has been celebrated for over 3,000 years in Western Asia, Central Asia, the Caucasus, the Black Sea Basin, and the Balkans. It is a secular holiday for most celebrants that is enjoyed by people of several different faiths, but remains a holy day for Zoroastrians. Nowruz is the day of the vernal equinox, and marks the beginning of spring in the Northern Hemisphere. It marks the first day of the first month (Farvardin) in the Iranian calendar. It usually occurs on March 21 or the previous or following day, depending on where it is observed. The moment the sun crosses the celestial equator and equalizes night and day is calculated exactly every year, and families gather together to observe the rituals. The Halswell-Hornby-Riccarton Community Board provided funding to the Society for a it's Yalda (Persian winter solstice) celebration event through the Off the Ground Fund. Staff intend working with the Society with a view to consolidating applications for event funding throughout the year into one Strengthening Communities Funding application.
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10. Halswell-Hornby-Riccarton Community Board Area Report - February 2018

Reference: 18/120287

Presenter(s): Gary Watson, Community Governance Manager

1. Purpose of Report

This report provides information on initiatives and issues current within the Community Board area, to provide the Board with a strategic overview and inform sound decision making.

2. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board decide to:

1. Receive the Halswell-Hornby-Riccarton Community Board Area Report for February 2018.
2. Receive the information contained in the staff memorandum responding to the correspondence received by the Board from Mr R J Prescott on 14 November 2017 in relation to speed and traffic noise on Lodestar Avenue.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

3.1.1 Provision of strategic, technical and procedural advice to the Board

The Board continues to receive strategic, technical and procedural advice mainly through an ongoing programme of Board seminars and/or workshops generally held at the conclusion of the Board's twice monthly ordinary meetings.

3.1.2 Lodestar Avenue

A staff memorandum is provided (refer **Attachment A**) responding back to the Board on the correspondence received from Mr R J Prescott at its 14 November 2017 meeting regarding speed and traffic noise on Lodestar Avenue.

3.2 Board area Consultations/Engagement/Submission opportunities

- ##### 3.2.1 Consultation on the proposed partial changes in reserve classification and to the Management Plan for Denton Park commenced on 20 January 2018 and concludes on 26 March 2018.

It is expected that the hearing of submissions received on the proposals will be undertaken by a Council Hearings Panel in April 2018 and a recommendation thereafter will come to the Community Board for a decision.

3.3 Annual Plan and Long Term Plan matters

- ##### 3.3.1 The timeline on the next steps for the Council's Draft Long Term Plan 2018-28 (LTP) are:

- 21 February 2018 Council Meeting - adoption of Draft LTP
- 9 March to 13 April 2018 - community engagement/consultation undertaken
- April/June 2018 - analysis/hearings of submissions
- 28 June 2018 - Council Meeting - adoption of Long Term Plan 2018 -2028

The Board's Submission Committee will be convened during March 2018 to work on the preparation of the Board's draft submission.

3.4 Board Reporting

- 3.4.1 Board members are invited through the issued weekly meetings schedule, to forward any items they would like highlighted for inclusion in the Board's Newsletter, Newslines and the Report to the Council.

4. Community Board Plan – Update against Outcomes

- 4.1 The next quarterly update will be included in the Area Report to the Board's meeting on 27 March 2018.

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

- 5.1.1 Oak Development Trust's Men 2 Cook programme has been placed on hold as the programme facilitator has relocated back to Australia. The Trust is presently seeking another chef/cook to facilitate the running of the 'for men, by men' programme.
- 5.1.2 The Halswell-Hornby-Riccarton Community Pride Garden Awards 2018 hosted by the Board, is being held on Monday 12 March 2018 at 4.30pm at the Hornby Working Men's Club.

5.2 Other partnerships with the community and organisations

- 5.2.1 Proposed Riccarton Business Association. Since the commencement of the road works to improve the infrastructure on Riccarton Road, a number of businesses have publically expressed concerns about the adverse effects these works are having on their trading. With the project set to continue for the foreseeable future, it has been suggested that a business association be established. The purpose of doing this is to connect the Riccarton Road businesses with each other and provide a forum for development and support, in addition to acting as a conduit between individual businesses and the Council. The advantages of establishing an association include more direct representation of smaller businesses, providing support to ESOL business owners/operators, advocacy and lobbying on issues relevant to businesses, and a more effective and efficient 'one-stop-shop' for resources, experience, advice and knowledge. This would be a community-led initiative with support available from the Council.
- 5.2.1 The Chairpersons and Deputy Chairpersons of the Halswell-Hornby-Riccarton and the Fendalton-Waimairi-Harewood Community Boards attended a meeting with the University of Canterbury's Vice-Chancellor to discuss parking related issues in the areas around the university.
- Attendees acknowledged the pressures on parking in and around the university areas and are keen to work together, where appropriate.

5.3 **Local Infrastructure projects underway**

- 5.3.1 Picton Reserve – Installation of the additional play equipment is nearing completion at the Picton Reserve.

6. Significant Community Issues, Events and Projects in the Board Area

6.1 **Heritage in Halswell**

- 6.1.1 The small local heritage group remains active and is now contributing to the monthly Halswell Newsletter as well as having display boards available to view in the former Singleman's Quarters building at the Halswell Quarry Park.

6.2 **City Harvest**

- 6.2.1 City Harvest is the largest food rescue organisation in Christchurch. It was established in 2016 by John and Janice Milligan in Manchester Street. It has recently moved location to 29 Kilmarnock Street, in the rear of the former Kilmarnock Enterprises building.

The organisation is actively diverting 16 to 17 tonnes of food from the waste stream and distributing the food to 34 local organisations. They have two vans collecting from most New World and Countdown supermarkets in Christchurch and a Pak 'n' Save. They have a large pool of volunteers who assist with the sorting and redistribution of the food.

6.3 **Westside Walkers**

- 6.3.1 A new walking group, Westside Walkers has been established in Hornby. The group meet at the Hornby Community Centre each Saturday at 10am for a short walk in the area.

The activity is aimed at all ages, but it is expected that it will predominantly be older adults who wish to maintain a good level of fitness, and women who are interested in getting back to fitness after pregnancy.

The walks are free to attend and open to all, with an optional strengthening and toning circuit class afterwards for a fee of \$5.

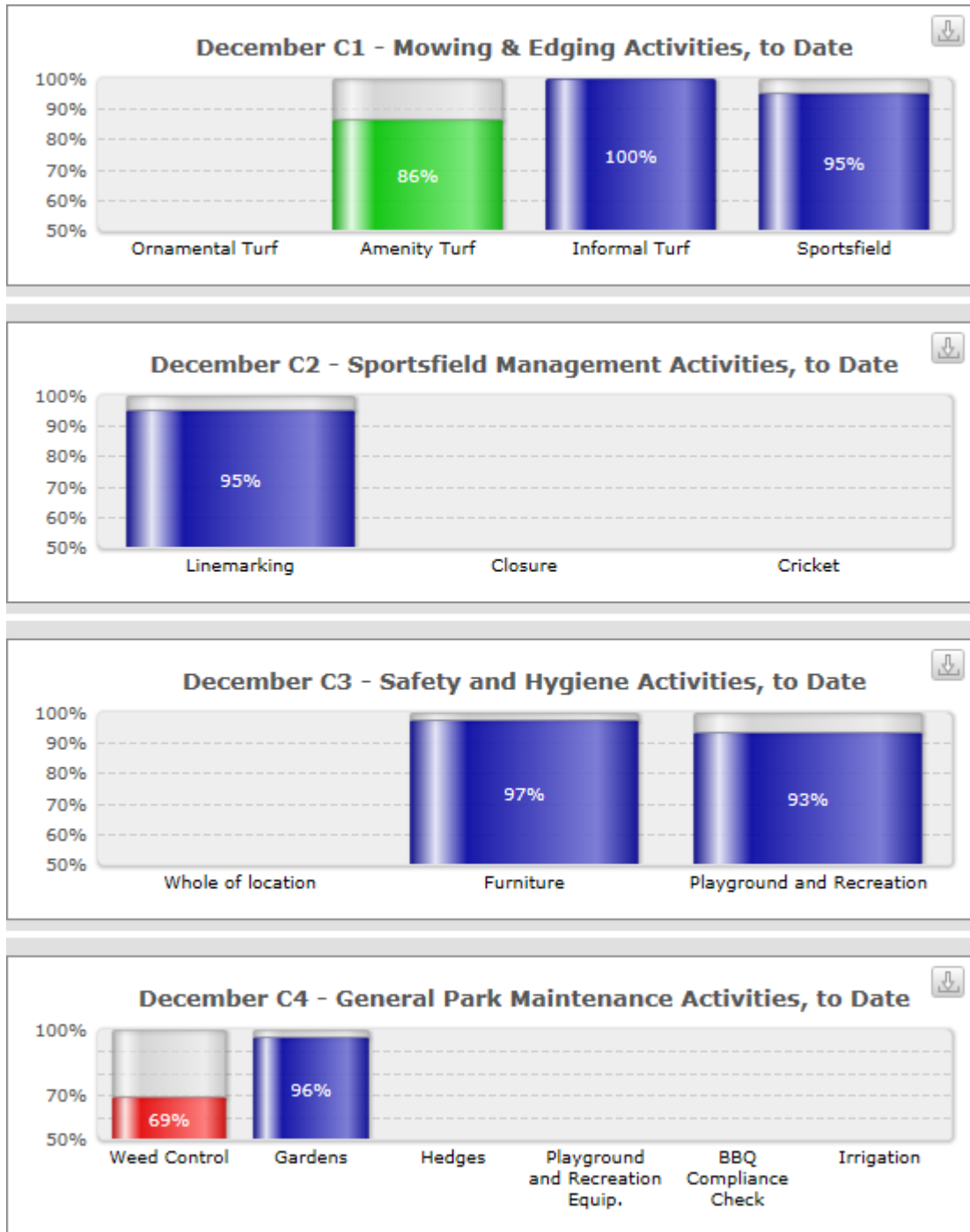
6.4 **Upcoming Local Events**

- 6.4.1 Connect 2018 – Prize giving and fun activities aimed at connecting students and local residents is on Saturday 3 March 2018 from 4pm to 6pm at Harrington Park.
- 6.4.2 Culture Galore – a multi-cultural annual festival celebrating our city's diversity through food, arts, crafts, music and performances is being held on Saturday 10 March 2018 from 12noon to 4pm at Ray Blank Park in Ilam.

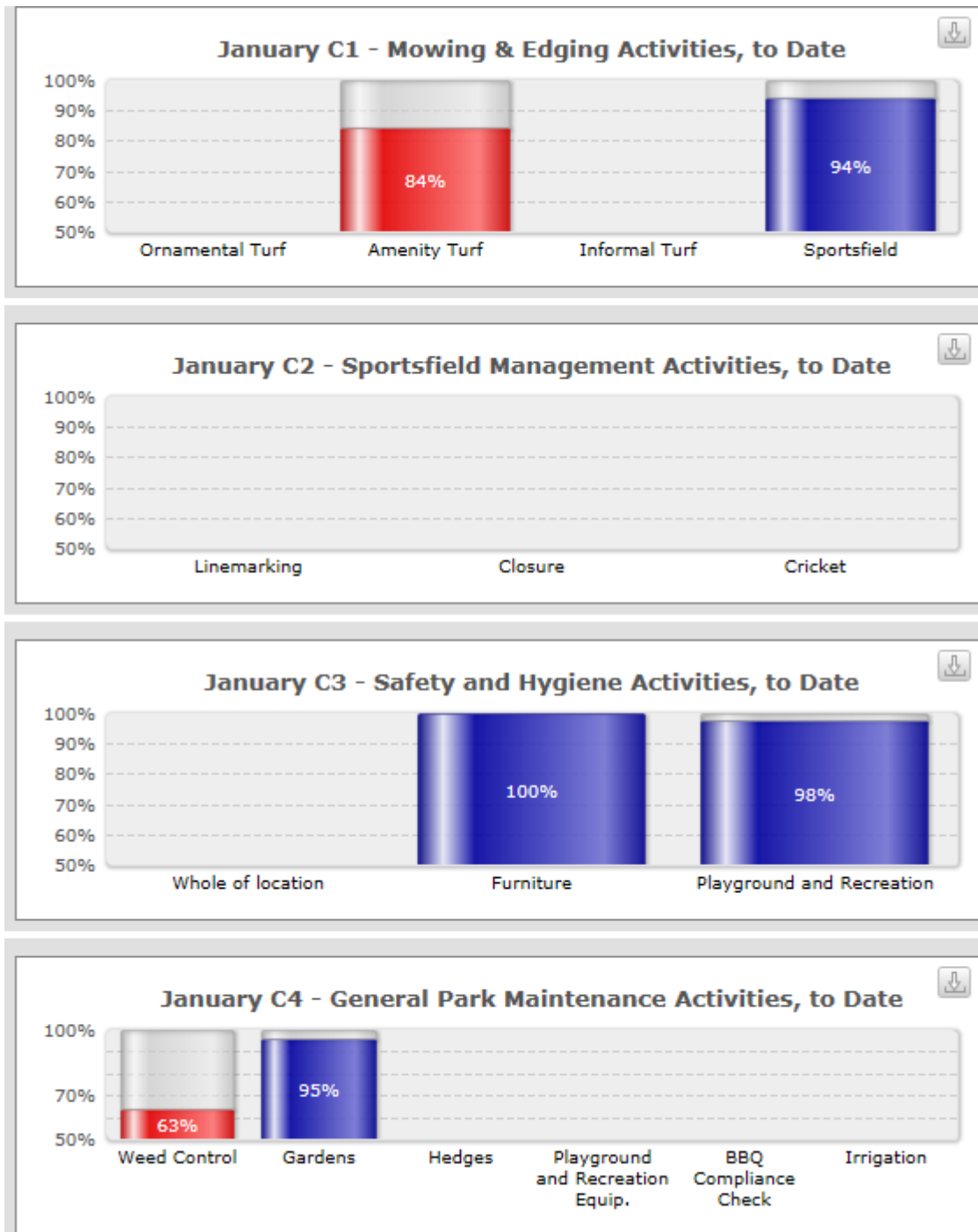
7. Parks, Sports and Recreation Update (bi-monthly)

7.1 Local Parks Update

7.1.1 Delta's audited quality performance for December 2017 was 85 per cent; a breakdown of information is as below:



7.1.2 Delta's audited quality performance for January 2018 was 84 per cent; a breakdown of information is as below:



Item 10

7.2 Mowing and spraying programme

7.2.1 December 2017 and January 2018 were very busy months for Delta, the Council's parks maintenance contractor, as they worked towards completing scheduled and unscheduled work. Higher than usual rainfall levels together with higher than usual temperatures resulted in a flush of grass growth and an increase of perennial weed growth. The Parks Unit responded in a limited way to customer requests for extra mowing and woody weed control due to the risk of fire. Some areas sit outside of the contract and so maintenance incurs extra costs.

7.2.2 Scheduled Parks Maintenance Programme for February 2018:

Activity	Frequency per month
Ornamental mowing	2
Amenity mowing	1
Summer cricket outfield mowing	8
Summer sport field mowing	2
Summer sport line marking	2
Chemical weed control	1
Ornamental garden maintenance	2

7.2.3 Scheduled Parks Maintenance Programme for March 2018:

Activity	Frequency per month
Ornamental mowing	3
Amenity mowing	2
Summer cricket outfield mowing	8
Summer sport field mowing	3
Summer sport line marking	2
Chemical weed control	1
Ornamental garden maintenance	2

8. Community Board 2017-18 Funding - Update

- 8.1 Information is provided (refer **Attachment B**) on the status of the Board's 2017-18 funding as at February 2018.

Attachments

No.	Title	Page
A ↓	Staff Memorandum - Lodestar Avenue Speed and Traffic Noise	60
B ↓	Halswell-Hornby-Riccarton Community Board 2017-18 Funding Update - February 2018	68

Signatories

Authors	Cindy Sheppard - Governance Support Officer Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton Peter Dow - Community Board Advisor Marie Byrne - Community Development Advisor Karla Gunby - Community Development Advisor Emily Toase - Community Recreation Advisor Noela Letufuga - Community Support Officer Ana Macadie - Metropolitan Community Advisor Safety
Approved By	Lester Wolfreys - Head of Community Support, Governance and Partnerships

Item 10

CHRISTCHURCH CITY COUNCIL
CITY SERVICES- TRANSPORT OPERATIONS TEAM

Memorandum

SPEED AND TRAFFIC NOISE – LODESTAR AVENUE

Date: 9 February 2018
From: Edwin Tiong, Traffic Engineer
To: Halswell-Hornby-Riccarton Community Board
cc: Ryan Rolston
Community Board Advisors

Background and Introduction

Halswell-Hornby-Riccarton Community Board has requested a staff response to the issues raised by Mr RJ Prescott through his submission dated 14 November 2017 on speed and traffic noise of heavy vehicles using Lodestar Avenue.

Discussion

A memorandum to MP Dr Megan Woods dated 25 October 2017 has been distributed outlining the result of the traffic and speed data on Lodestar Avenue. The result indicates that heavy vehicles traffic of 32 vehicles per day, which equates to 1.6% of Average Daily Traffic, refer attached.

Recently, Council approved a new Traffic and Parking Bylaw that comes into effect on 1 March 2018. This includes a new clause that enables restrictions on heavy vehicles. A report to Council seeks that the delegation to place restrictions on heavy vehicles sits with Community Boards. Staff are in the process of developing operational guidelines to assist Community Boards make robust and consistent decisions on heavy vehicle restrictions.

Staff concurred that speed is an issue in Lodestar Avenue and police have been informed of the issue to regularly patrol the area. Staff will conduct another traffic volume and speed count on Lodestar Avenue to compare the data mid year.


Recommendation

That the Halswell Hornby Riccarton Community Board receive this memorandum.



Edwin Tiong
Traffic Engineer

Approval:

Name	Position	Signature	Date
Ryan Rolston	Team Leader, Traffic Operations		9 February 2018

CHRISTCHURCH CITY COUNCIL
CITY SERVICES- TRANSPORT OPERATIONS TEAM

Memorandum

**LODESTAR AVENUE (CORSAIR DRIVE TO VICKERYS ROAD) TRAFFIC AND
SPEED COUNT**

Date: 25 October 2017
From: Edwin Tiong, Traffic Engineer
To: MP Dr Megan Woods
cc: Ryan Rolston
Halswell-Hornby-Riccarton Community Board
Community Board Advisors

Background and Introduction

MP Dr Megan Woods and Halswell-Hornby-Riccarton Community Boards have requested that staff provide information on the traffic and speed data for Lodestar Avenue (between Corsair Drive and Vickers Road). The request is in relation to concerns raised by Lady Wigram Retirement Village residents about the speed of vehicles travelling and the noise created by heavy vehicles.

Result

Traffic and speed data was collected in June 2017 (refer **Attached**). The key results of the traffic and speed count are summarised below:

Average Daily Traffic (ADT)	1943 vehicles per day
Bus + Heavy vehicles traffic	32 vehicles per day (equates to 1.6% of all traffic)
Mean speed	53.7 km/hr
85%ile speed	60.8 km/hr

Discussion

The ADT of 1,943 vehicles per day on Lodestar Avenue is at the higher end of traffic volumes carried by city local roads.

The heavy traffic volume of 32 vehicles per day equates to 1.6% of the ADT. This proportion of heavy traffic is normal for a local road.

The speed data indicates around 300 vehicles per day travelling at or above 60km/hr. The open space & lack of development on the western side of the street undoubtedly contributes to the level of noncompliance to the 50km/hr speed limit.

The installation of traffic calming devices would likely be an effective means of controlling traffic speed on the road. It may not be an effective means of reducing the traffic volume.

Traffic calming, which falls under the Neighbourhood Improvement Programme, is not funded through Council's Long Term Plan. Lodestar Avenue has similarities to Neill Street which is the current top ranked site under the Neighbourhood Improvements Programme (traffic volume of 1,589 vehicles per day and an 85%ile speed of 60.8km/hr). The next opportunity to review the funding for traffic calming is through the 2018 Long Term Plan.

Traffic calming would increase noise on the street due to braking and acceleration and the noise created by vehicles moving over raised elements (trucks and light trailers tend to be particularly noisy). This has the potential to be a poorer outcome for residents than the present situation, particularly if such a scheme were to not be effective at reducing the traffic volume on the street.

There have been two reported crashes on Lodestar Avenue since it was opened in 2016, one minor and one non-injury crashes (refer **Attached**). Both crashes at mid-block involved a lost control with fatigue and alcohol suspected and the other involved hit parked vehicle due to fatigue and lack of sleep. There were no crashes that involved speed and/or heavy vehicles.

An additional traffic count will be programmed for mid 2018. Both traffic volume and speed may change with additional growth and less construction activity.

Next Steps

Following investigations, the Council's Traffic Engineer will:

- inform police of the speed issue on Lodestar Avenue and request that they patrol the area more regularly;
- conduct another traffic volume and speed count on Lodestar Avenue to compare the data by mid next year; and
- follow-up with the Lady Wigram Retirement Village management should they identify any specific day or time of the week that these issues are more prevalent.


Recommendation

That the MP Dr Megan Woods and Halswell Hornby Riccarton Community Board receive this memorandum.



Edwin Tiong
Traffic Engineer

Approval:

Name	Position	Signature	Date
Ryan Rolston	Team Leader, Traffic Operations		25 October 2017

Agfirst MetroCount Traffic Executive Traffic Summary - Combined

Site: L5017 Location: [-43.549115 +172.554033]
Description: LODESTAR AVE Corsair Dr to Vickers Rd <50>
Profile: NZTA2011 Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(0,160) Headway(>0) Span(0 - 100)
Duration: 0:00 17 June, 2017 to 0:00 24 June, 2017 (7 days)
Created by MTE version 4.0.6.0

Grand Total

Volume Days	Mon 2162 1	Tue 2231 1	Wed 2166 1	Thu 2343 1	Fri 2230 1	Sat 1442 1	Sun 1026 1	Weekday 11132 5	Weekend 2468 2	All Days 13600 7
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Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	5	11	6	8	3	9	5	7	7	7
0100	1	3	3	5	3	6	9	3	8	4
0200	4	3	2	2	4	3	3	3	3	3
0300	2	4	2	3	5	5	4	3	5	4
0400	5	10	14	8	5	6	3	8	5	7
0500	19	24	26	34	31	10	6	27	8	21
0600	87	90	93	93	88	28	9	90	19	70
0700	202	197	194	214	191	39	22	200	31	151
0800	244	213	210	215	207	59	30	218	45	168
0900	126	125	110	144	102	83	50	121	67	106
1000	128	140	92	127	107	116	72	119	94	112
1100	121	137	116	122	115	131	95	122	113	120
1200	119	134	135	140	139	119	87	133	103	125
1300	139	124	121	150	156	137	111	138	124	134
1400	152	135	145	145	171	123	114	160	119	141
1500	162	167	184	179	200	140	100	178	120	162
1600	208	244	223	240	232	124	93	229	109	195
1700	229	235	226	237	206	78	76	227	77	184
1800	76	93	94	91	85	62	39	88	51	77
1900	50	45	56	55	55	41	23	52	32	46
2000	30	36	38	46	39	30	27	38	29	35
2100	26	17	33	44	36	34	22	31	28	30
2200	17	27	19	22	27	38	13	22	26	23
2300	10	17	24	19	23	21	13	19	17	18
Total	2162	2231	2166	2343	2230	1442	1026	2226	1234	1943
								AWDT	AWET	ADT

Average Peaks

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
AM Total	244	213	210	215	207	131	95	218	113	168
AM Time	0800	0800	0800	0800	0800	1100	1100	0800	1100	0800
PM Total	229	244	226	240	232	140	114	229	124	195
PM Time	1700	1600	1700	1600	1600	1500	1400	1600	1300	1600
Day Total	244	244	226	240	232	140	114	229	124	195
Day Time	0800	1600	1700	1600	1600	1500	1400	1600	1300	1600

Average Daily Classes

Class	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days	%
1 - MC+PC	21	25	21	12	14	17	6	19	12	17	0.9
2 - PC+LCV	1907	1975	1929	2073	2003	1348	955	1977	1152	1741	89.6
3 - PC+LCV	38	44	30	22	30	28	46	33	37	34	1.8
4 - BUS+MCV	147	140	157	178	145	39	18	153	29	118	6.1
5 - BUS+HCV1	33	30	16	32	22	5	0	27	3	20	1.0
6 - HCV1	6	7	8	14	6	1	1	8	1	6	0.3
7 - HCV1	1	0	0	0	1	1	0	0	1	0	0.0
8 - HCV2	2	1	2	6	2	1	0	3	1	2	0.1
9 - HCV2	7	6	3	6	7	1	0	6	1	4	0.2
10 - HCV2	0	2	0	0	0	0	0	0	0	0	0.0
11 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
12 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
13 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
14 - ???	0	1	0	0	0	1	0	0	1	0	0.0

Speed Statistics - PSL 50km/h

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Mean	53.9	53.3	52.8	53.4	53.9	54.6	54.3	53.5	54.5	53.7
Median	53.6	52.9	52.2	52.9	53.3	54.0	54.0	52.9	54.0	53.3
85%ile	61.2	60.5	59.4	60.1	60.5	62.6	61.2	60.5	61.9	60.8
95%ile	66.6	65.9	65.5	65.9	67.0	68.8	68.0	66.2	68.4	67.0
Mean >PSL	57.4	57.3	56.8	57.2	57.5	58.3	58.1	57.2	58.2	57.4
Number >PSL	1545	1524	1421	1587	1552	1072	738	7629	1810	9439
Percent >PSL	71.5	68.3	65.6	67.7	69.6	74.3	71.9	68.5	73.3	69.4

Coded Crash report, run on 24-10-2017, Page 1

First Street	D Second street I or landmark	Crash Number	Date	Day Time	Factors and Notes	O C W L M J C M S	Total P C
						I B U E I E U O A P Inj E Y	
						J R T G T N N R D D C	
					A is for vehicle 1	E V N H C T K L F S M A A	
					B is for veh 2 etc	C E T E T R S M A E I g g	
					M V N V V V	I T S R L T T R N c e	
					DD/MM/YYYY DDD HHMM'T 1 234		
LODESTAR AVENUE	200N CORSAIR DRIVE	201541764	14/06/2016	Tue 1635	KACSCIC 129A 412A	M R D B F N 050	
LODESTAR AVENUE	250M SKYEAMK ROAD	201717934	21/08/2017	Mon 0833	CCCW1 101A 402A 412A	R D O F N 050	1

Plain English report, run on 24-Oct-2017 Page 1

First Street	10 Second street 111 or landmark Distance (m)	Crash Number	Date	Day Time	Description of Events	Crash Factors	Road	Natural Light	Weather Junction	Ctrl	Tot Inj P S M A E I T R N
LOBESTAR AVENUE	200N CORSAIR DRIVE	201641764	14/06/2016	Tue 1635	CAR1 SBD on LOBESTAR AVENUE hit parked veh, CAR1 hit Parked Vehicle	CAR1 too far left/right, fatigue due to lack of sleep	Dry	Bright	Fine	Unknown	N/A
LOBESTAR AVENUE	250W SKYHAWK ROAD	201717934	21/08/2017	Mon 0833	CAR1 MBD on LOBESTAR AVENUE lost control; went off road to right	CAR1 alcohol suspected, new driver / under instruction, fatigue due to lack of sleep	Dry	Overcast	Fine	Unknown	N/A

CRASH LIST DETAIL REPORT

Run on: 24 Oct 2017

Crash List: Lodestar Ave crashes 2012_2017 (2 crashes)

Total Injury Crashes: 1
Total Non-Injury Crashes: 1
2

Crash Type	Number	%
Overtaking Crashes:	0	0
Straight Road Lost Control/Head On:	1	50
Bend - Lost Control/Head On:	0	0
Rear End/Obstruction:	1	50
Crossing/Turning:	0	0
Pedestrian Crashes:	0	0
Miscellaneous Crashes:	0	0
TOTAL:	2	100 %

Location	Local road	%	St.Highway	%	Total	%
Urban	2	100	0	0	2	100
Open road	0	0	0	0	0	0
TOTAL:	2	100	0	0	2	100 %

Intersection/Midblock	Number	%
Intersection:	0	0
MidBlock:	2	100
TOTAL:	2	100 %

Environmental Factors	Number	%
Light/Overcast Crashes:	2	100
Dark/Twilight Crashes:	0	0
TOTAL:	2	100 %
Wet/Ice:	0	0
Dry:	2	100
TOTAL:	2	100 %

Day/Period	Number	%
Weekday	2	100
Weekend	0	0
TOTAL:	2	100 %

Vehicles	Number	%
Car	3	100
Van/Ute	0	0
Truck	0	0
Bus	0	0
Motorcycle	0	0
Bicycle	0	0
TOTAL:	3	100 %

Crash factors (*)	Number	%
Alcohol	1	50
Incorrect Lane/posn	1	50
Poor judgement	1	50
Fatigue	2	100

TOTAL: 5 250 %
Crashes with a:
Driver factor 5 250 %
Environmental factor 0 0

(*) factors are counted once against a crash - ie two fatigued drivers count as one fatigue crash factor.

Note: Driver/vehicle factors are not available for non-injury crashes for Northland, Auckland, Waikato and Bay of Plenty before 2007. This will influence numbers and percentages.

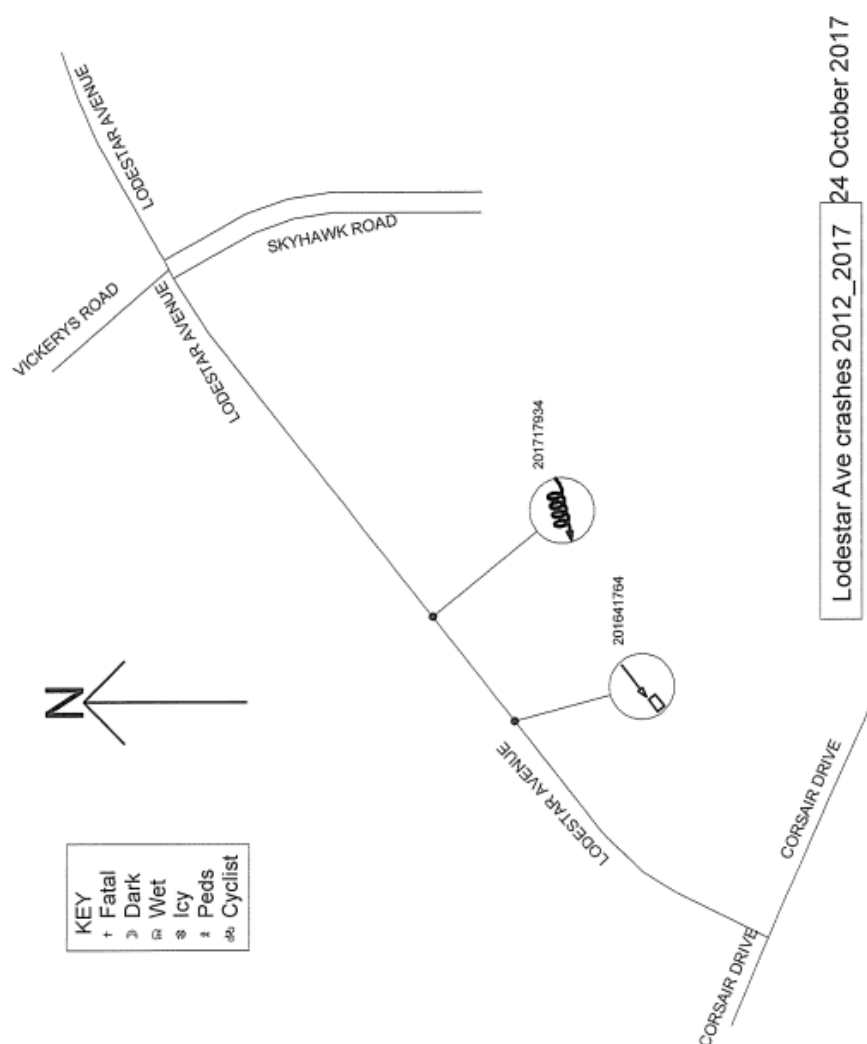
Crashes with objects(s) struck 1 50 %

Object Struck	Number	%
Parked Vehicle	1	50
TOTAL:	1	50 %

Crash Numbers

Year	Fatal	Serious	Minor	Non-Inj
2016	0	0	0	1
2017	0	0	1	0
TOTAL:	0	0	1	1

Note: Percentages represent the % of crashes in which the vehicle, cause or object appears.



	Halswell-Hornby-Riccarton Community Board Funding 2017-18		
2017-18	Discretionary Response Fund	Allocated	Funds Remaining
	Discretionary Response Fund Carryover	\$17,810	
	2017/18 Allocation	\$138,378	
	Return of unspent fund - Yaldhurst Rural Residents' Association	\$456	
	Total Amount	\$156,644	
13-Jun	Anglican Parish of Upper Riccarton-Yaldhurst as a contribution to the compliance costs for the renovation of St Peter's Church	\$15,000	
8-Aug	Allocation to Youth Development Fund	\$3,000	
22-Aug	Link Community Trust towards venue hire and programme costs	\$1,500	
12-Sep	Board Bid - 2018 Community Service and Youth Service Awards and 2018 Community Pride Garden Awards	\$9,000	
12-Sep	Board Bid - Allocation to Youth Development Fund	\$15,000	
12-Sep	Board Bid - Summer with Your Neighbours/Neighbourhood Week Events	\$4,500	
12-Sep	Board Bid - Ward Enhancement Projects	\$5,000	
12-Sep	Board Bid - Culture Galore 2018 Event	\$15,000	
12-Sep	Board Bid - Anzac Day 2018 local event expenses	\$1,500	
12-Sep	Board Bid - Leadership, Upskilling and Networking Day	\$3,000	
12-Sep	Board Bid - Board promotional material	\$6,000	
12-Sep	Scouts New Zealand Torlesse Zone - Rimu Scout Park towards the purchase and installation of a hot water system	\$4,000	
26-Sep	Oak Development Trust - Men2Cook Programme	\$2,500	
24-Oct	Chinese Joyful Club - Chinese Seniors Group	\$1,000	
14-Nov	Give Gear Get Great Project	\$1,578	
14-Nov	Hei Hei Broomfield Community Development Trust towards Taekwondo equipment	\$4,000	
28-Nov	Halswell United Football Club towards the upgrading of its floodlights at Halswell Domain	\$10,000	
28-Nov	Seventh Day Adventist Church towards the Be Active Pasifika project	\$2,500	
28-Nov	Deans Avenue Precinct Society towards the costs of upgrading and updating the Brockworth Walkway murals	\$2,000	
28-Nov	Division Street/Riccarton Road - Crime Prevention Through Environmental Design Report	\$5,500	
30-Jan	Hornby Community Care Trust towards expenses for the Hello Hornby - Our Community Party in the Park event	\$2,000	
30-Jan	Riccarton Community Church Trust towards expenses for the Our Amazing Place event	\$2,500	
		\$116,078	\$40,566
2017-18	Youth Development Fund	Allocated	Funds Remaining
8-Aug	Discretionary Response Fund Allocation	\$3,000	
12-Sep	Discretionary Response Fund Allocation	\$15,000	

	Total Amount	\$18,000	
8-Aug	Amielle Abela towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Alexis Cassin towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Alice Clapp towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Alice Feasey towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Bianca Hudson towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Patricia Ingle towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Kate O'Neill towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Angelin Perumbally towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Georgia Singleton towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Joan Claire Teves towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Truc (Lisa) Than Tran towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Josh Ting towards attendance of the Outward Bound Mind Body Soul Course in Marlborough	\$300	
12-Sep	St Thomas of Canterbury College - Jayden Hamilton, Michael White, Treye Butler, Finn Claude, Anton Smail, Tom Downes and Jake Tacon competing in the New Zealand Secondary Schools Football Premier Tournament in Napier	\$700	
12-Sep	St Thomas of Canterbury College - Alex Balard, Nial Bunn, Angus Dempster, Jack Robinson and Harry Tulett towards competing in the Anchor Aims Games Football Tournament in Tauranga	\$500	
12-Sep	Hornby High School towards 19 students competing in the New Zealand Secondary Schools South Island Basketball Boys Tournament in Blenheim	\$1,900	
12-Sep	Ashley Kate Stuart towards the costs of her internship at the Asia Europe Foundation	\$500	
26-Sep	Harrison Brindley towards competing in the Jack McKnight Bowater Football Festival in Nelson	\$300	
26-Sep	Emma Dobson, James Cloake, Jarred Bowden and Lauren Hampton towards undertaking a cultural educational visit to Spain	\$1,200	
26-Sep	Elle-Roze Ilkiw towards attendance at the New Zealand Rhythmic Gymnastics Championships in Auckland	\$300	
10-Oct	Nekholas Thompson towards competing in the Hip Hop Unite World Championships in Holland	\$500	

10-Oct	Lance Calderon, Brad Cross, Jovin Fabic, Ihaia Kendrew, Rhys Kershaw and Jacob Milne towards competing in the New Zealand Secondary School's Basketball 'A' National Championships in New Plymouth	\$600	
10-Oct	Hollie Carlisle-Reeve, Mesepa Fui, Rikiana Howden-Winter, Finlay Martin, Portia Smith and Kennedy Balance towards competing in the New Zealand Secondary School's Girls Basketball National Championships in New Plymouth	\$600	
10-Oct	Jake Tacon towards competing in the Craig Foster Futsal International Cup in Queensland, Australia	\$500	
14-Nov	Yaldhurst Rangers Unit towards attendance of Rachel Anderson at the 2018 National Ranger event in Masterton	\$300	
14-Nov	Thomas Chao towards attending the British Junior Elite Gymnastics training camp in Essex, England	\$500	
12-Dec	Christchurch Boys High School - Joshua Taula towards travelling to South Africa to compete in the World Rugby Festival	\$500	
12-Dec	Quantelle Hira-Kapua towards the costs of the Abel Tasman Tramp	\$200	
30-Jan	Naia Toalamai-Holden towards representing Canterbury at the National Touch Tournament in Auckland	\$300	
		\$10,800	\$7,200
2017-18	Off the Ground Fund	Allocated	Funds Remaining
	Off the Ground Fund Carryover	\$1,600	
	Total Amount	\$1,600	
27/11/2017	Christchurch Iranian Society Incorporated towards the celebration of the Iranian festival, Shab-e Yalda at the University of Canterbury.	\$400	
19/12/2017	Riccarton High School towards a community festival celebrating cultural diversity in Upper Riccarton to be held outside the Upper Riccarton Library.	\$400	
24/01/2018	Strikeforce Boxing Canterbury for costs towards delivering a family sports day on 27 January 2018 at Halswell Quarry.	\$400	
		\$1,200	\$400

11. Elected Members' Information Exchange

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