

## Shirley/Papanui Community Board AGENDA

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### Notice of Meeting:

An ordinary meeting of the Shirley/Papanui Community Board will be held on:

**Date:** Wednesday 16 March 2016  
**Time:** 4.00pm  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

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### Membership

Chairperson	Mike Davidson
Deputy Chairperson	Aaron Keown
Members	Jo Byrne
	Pauline Cotter
	Ali Jones
	Emma Norrish
	Barbara Watson

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10 March 2016

Judith Pascoe  
Community Board Advisor  
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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### Role of the Shirley/Papanui Community Board

Chair	Mike Davidson
Membership	Aaron Keown (Deputy Chair), Jo Byrne, Emma Norrish, Barbara Watson, Pauline Cotter, Ali Jones
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is uneven.
Meeting Cycle	Twice monthly on the first and third Wednesdays of the month.

The role of the community board is to:

- Represent, and act as an advocate for, the interests of its community; and
- Consider and report on all matters referred to it by the territorial authority, or any matter of interest or concern to the community board; and
- Maintain an overview of services provided by the territorial authority within the community; and
- Prepare an annual submission to the territorial authority for expenditure within the community; and
- Communicate with community organisations and special interest groups within the community; and
- Undertake any other responsibilities that are delegated to it by the territorial authority.

### Shirley/Papanui Community Board Objectives For the 2013-2016 Triennium

These objectives have been agreed to by the Shirley/Papanui Community Board. They are intended to guide decision-making and provide a basis for the Board's advocacy work now and in the future. These objectives will be achieved through partnerships with the community, community organisations, local businesses, government agencies and the Christchurch City Council.

- Develop relationships with the community
  - Raise Board profile and strengthen communication
  - Work co-operatively with other wards and community boards
- Advocate for the community
  - Empowering, enabling, supporting local communities
  - Giving the community its own voice and sense of involvement
- Infrastructure projects
  - Give the community an understanding of what is happening in the wards
- Environmental projects
  - Contribute to a sustainable, healthy city.

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

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## 1. Apologies

At the close of the agenda no apologies had been received.

## 2. Declarations of Interest

Members are reminded of the need to be vigilant 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 Shirley/Papanui Community Board meeting held on [Wednesday, 2 March 2016](#) be confirmed (refer page 5).

## 4. Deputations by Appointment

### 4.1 Positive Youth Development Scheme Report – Zion Dance Studio

Ms Sarah-Louise Faithful and Ms Loreta-Jean Tauriki will report back to the Board on their attendance at the HipHop Dance Unit World Championships held in Martinique from 1–5 December 2015.

### 4.2 Project/Funding Report - Papanui Youth Development Trust

Mr Hamish Flynn will speak on behalf of the Papanui Youth Development Trust regarding their projects and funding for the 2015/16 grants year.

### 4.3 Project/Funding Report - St Albans Residents' Association (SARA)

Mr Peter McDonald will speak on behalf of SARA regarding their projects and funding for the 2015/16 grants year.

## 5. Presentation of Petitions

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

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## Shirley/Papanui Community Board OPEN MINUTES

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**Date:** Wednesday 2 March 2016  
**Time:** 4.00pm  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

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**Present**

Chairperson	Mike Davidson
Deputy Chairperson	Aaron Keown
Members	Jo Byrne
	Ali Jones
	Emma Norrish
	Barbara Watson

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29 February 2016

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

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The agenda was dealt with in the following order.

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## 1. Apologies

An apology for absence was received from Pauline Cotter.

### **Community Board Resolved SPCB/2016/00010**

That the Shirley/Papanui Community Board accept the apology.

Member Davidson/Member Jones

Carried

## 2. Declarations of Interest

### **Part B**

There were no declarations of interest recorded.

## 3. Confirmation of Previous Minutes

### **Part C**

### **Community Board Resolved SPCB/2016/00011**

That the minutes of the Shirley/Papanui Community Board meeting held on Wednesday, 17 February 2016 be confirmed.

Member Keown/Member Norrish

Carried

## 4. Deputations by Appointment

### **Part B**

#### **4.1 Project/Funding Report - Te Ora Hou**

Mr Jade Beaman and Mr Jono Campbell spoke on behalf of Te Ora Hou regarding their projects and funding for the 2015/16 grants year.

The Chairperson thanked Mr Beaman and Mr Campbell for their deputation.

#### **4.2 Project/Funding Report - Northgate Community Services Trust**

Mrs Karen Watson spoke on behalf of Northgate Community Services Trust regarding their projects and funding for the 2015/16 grants year.

The Chairperson thanked Mrs Watson for her deputation.

#### **4.3 Request for Removal of Tree in Tisch Place**

Ms Julie Brigg, resident, spoke to the Board regarding the request by residents of Tisch Place for the removal of a tree.

The Shirley/Papanui Community Board noted Ms Brigg's concerns regarding the large elm tree located in the berm between Numbers 5 and 7 Tisch Place. The tree has grown over large for the available space and two branches had fallen in recent months, one of which blocked the road for five hours before being removed by the Council contractor. Ms Brigg advised that the

residents were nervous about their safety and were afraid of further branches, or the tree itself, falling on people and properties.

The Council Arborist was present to deliver a staff briefing on the situation. Refer Clause 7 of these minutes.

The Chairperson thanked Ms Brigg for her deputation and accepted a petition containing 30 signatures from the residents of Tisch Place asking for the removal of the elm tree growing between 5 and 7 Tisch Place.

#### **4.4 Courtenay Street/Papanui Parallel Cycle Way**

Ms Maggie Tarakana, supported by six other residents of Courtenay Street, spoke to the Board regarding the expected increase in traffic flow on Courtenay Street due to the installation of the Papanui Parallel Cycleway and the associated intersection upgrades.

The Shirley/Papanui Community Board noted the following concerns from the residents:

- Courtenay Street designated as a "collector" road rather than a "local" road
- The volume and speed of traffic using the road
- The proposed upgrade (2009) to the existing "deep dish" channel and kerbing had not occurred.
- The impact that the construction of the Papanui Parallel Cycle Way would have on traffic flows.

The residents requested that the proposed upgrading of the access to Courtenay Street be looked at holistically with regard to the Papanui Parallel Cycleway and upgrades of surrounding streets and intersections.

The Chairperson thanked Ms Tarakana and the residents for their deputation.

#### **4.5 Access way from Hills Road to Onawe Place**

Mr Chauhan spoke to the Board regarding the repeated vandalism of his boundary fence with the access way from Hills Road to Onawe Place.

#### **Community Board Decided SPCB/2016/00012**

The Board noted both Mr Chauhan's request for assistance to maintain the fence between his property and the alleyway, damaged by repeated vandalism, and the Council policy that gives responsibility for boundary fences with Council land to the adjoining landowner.

The Board decided to request that the Crime Prevention Through Environmental Design (CPTED) team assess the alleyway access between Hills Road and Onawe Place and report back to the Board.

The Chairperson thanked Mr Chauhan for his deputation.

Member Keown/Member Norrish

**Carried**

## **5. Presentation of Petitions**

### **Part B**

There were no petitions presented.

## 6. Correspondence

### Staff Recommendations

That the Shirley/Papanui Community Board receive the information in the correspondence report dated 02 March 2016.

### Community Board Decided SPCB/2016/00013

#### Part B

The Shirley/Papanui Community Board received the information in the correspondence report dated 02 March 2016 and agreed that the report currently laying on the table regarding the purchase of land at 253 Queen Elizabeth II Drive be withdrawn.

Member Davidson/Member Watson

Carried

## 7. Staff Briefings

### 7.1 Parks and Reserves Update

This update was postponed until a later meeting.

Member Jones left the meeting at 5.07pm

Member Jones returned to the meeting at 5.11pm

### 7.2 Suburban Parking Policy Project

The Board noted the information provided by the Policy Planner and Senior Policy Planner from the Planning and Strategic Transport Unit.

### 7.3 Tree Removal - Tisch Place

The Board noted the information provided by the Arborist, Parks Unit on the decision to remove several unhealthy trees in Tisch Place, including the overgrown elm between 5 and 7 Tisch Place which was seen as a safety hazard. Also to be removed is a eucalyptus tree in the adjoining Foley Reserve.

Member Jones left the meeting at 5.31pm

Member Jones returned to the meeting at 5.32pm

### 7.4 Priority Bus Lanes Main North Road

This item was cancelled.

### **Staff Recommendations**

That the Shirley/Papanui Community Board note the information supplied during the Staff Briefings.

### **Community Board Decision**

The Shirley/Papanui Community Board noted the information supplied during the Staff Briefings.

## **8. Shirley/Papanui Community Board Area Update**

### **Staff Recommendations**

That the Shirley/Papanui Community Board receive the report.

### **Community Board Decision**

The Shirley/Papanui Community Board received the report.

### **8.1 St Albans Community Centre Time Capsule**

The Board asked staff to provide information on the procedure for the opening of the St Albans Community Centre time capsule and recommend a suitable date and time.

## **9. Elected Member Information Exchange**

### **Part B**

- The Board requested information from staff regarding the outcome of the Spreydon/Heathcote Community Board's request for the temporary closure of Addington Park to Freedom Campers.

## **10. Questions Under Standing Orders**

### **Part B**

There were no questions under standing orders at this meeting.

**Meeting concluded at 5.55pm.**

**CONFIRMED THIS 16<sup>th</sup> DAY OF MARCH.**

**MIKE DAVIDSON  
CHAIRPERSON**



## 6. Correspondence

**Reference:** 16/249313

**Contact:** Judith Pascoe      Judith.pascoe@ccc.govt.nz      941 5414

### 1. Purpose of Report

Correspondence has been received from:

Name	Subject
Julianne Grant	Traffic Lights at Breens, Harewood and Gardiners Road Intersection

### 2. Staff Recommendations

That the Shirley/Papanui Community Board:

1. [Receive the information in the correspondence report dated 16 March 2016](#)

### Attachments

No.	Title	Page
A	Shirley Papanui Community Board - 16 March 2016 - Correspondence - Julianne Grant - Request for Traffic Lights at Breens, Harewood, Gardiners Road Intersection	12

**From:** Julianne Grant  
**Sent:** Friday, 4 March 2016 2:09 p.m.  
**To:** Shirley/Papanui Community Board Members, CBA  
**Subject:** A need for Traffic lights on Harewood road

Dear Community Board members

I have been advised by the council to get in contact with you regarding my concerns about the Harewood Road/ Gardiners Road/ Breens Road intersection.

As a mother of two school age children who travels up and down Harewood Road multiple times per day I believe (along with a large number of other local residents and parents) that the installation of traffic lights at this intersection should be investigated for the following reasons:

1. Cars travelling north down Harewood Road seem to increase their speed from the Leacroft Park until they hit the 70km Zone towards the Johns road, the police are clearly aware of this and the road is heavily patrolled and I expect speeding tickets in this area generate a significant revenue for them
2. Cars travelling south down Harewood Road also travel far faster than 50km as they leave the 70km zone, again I am sure police ticketing data will back up this claim
3. Traffic lights installed on the corner of Sawyers Arms Road and Gardiners Road has significantly slowed traffic in this area and provided cycling children a safe place to cross a road now heavily used by large trucks. A side effect of these lights is an increase in traffic using the Gardiners/ Harewood/ Breens intersection
4. Cars attempting to cross Harewood road at this intersection must cross 4 lanes, in peak times these opportunities are far and few between which leads to very dangerous driving practices as Drivers take any small opening offered
5. Likewise for cars turning right out of Breens or Gardiners who also have to take into account the cars travelling straight through, most of the locals I know simply avoid this intersection because it is so dangerous
6. In the area of this intersection is Breens Intermediate, Harewood School and Cotswold school plus a number of Families with Children at St Josephs Papanui and St Bedes. There is nowhere between the Bishopdale mall and Johns road that these children can safely cross Harewood Road other than the Harewood Road school patrol when they are on Bikes or walking. Daily I seen Breens children running across the road to the median strip risking serious injury, it is only a matter of time before a child is seriously injured or killed in this area
7. This is a heavily used road at all times of the day by cars and large trucks

I would appreciate you looking into this and am happy to gather the support of the local community and families if this would improve the chances of lights going in at this intersection

Regards  
Julianne Grant

## 7. Cranford Street Proposed No Stopping Restrictions

Reference: 16/61406

Contact: Penny Gray

penny.gray@ccc.govt.nz

941 8633

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Shirley/Papanui Community Board to approve the no-stopping restrictions on Cranford Street as shown on Attachment A.

#### Origin of Report

- 1.2 This report is staff generated and is in response to an opportunity to increase capacity on Cranford Street.

### 2. Significance

- 2.1 The decision in this report is 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 assessment of the magnitude of the problem and number of properties affected by the preferred option.
  - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

### 3. Staff Recommendations

That the Shirley/Papanui Community Board:

1. Revoke all existing parking and stopping restrictions currently located on the west side of Cranford Street commencing at its intersection with Edgware Road and extending in a northerly direction to its intersection with Cornwall Street;
2. Revoke all existing parking and stopping restrictions currently located on the east side of Cranford Street commencing at its intersection with Edgware Road and extending in a northerly direction for a distance of 71 metres;
3. Approve that the stopping of vehicles be prohibited at any time on the west side of Cranford Street commencing at its intersection with Edgware Road and extending in a northerly direction for a distance of 27 metres;
4. Approve that a marked bus stop be installed on the west side of Cranford Street commencing at a point 27 metres north of its intersection with Edgware Road and extending in a northerly direction for a distance of 13.5 metres;
5. Approve that the stopping of vehicles be prohibited at any time on the west side of Cranford Street commencing at a point 40.5 metres north of its intersection with Edgware Road and extending in a northerly direction to its intersection with Cornwall Street.
6. Approve that the stopping of vehicles be prohibited at any time on the east side of Cranford Street commencing at its intersection with Edgware Road and extending in a northerly direction for a distance of 71 metres.

### 4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):

- 4.1.1 Activity: Road Operations
  - Level of Service: 10.0.1 Provide journey reliability on specific strategic routes
- 4.2 The following feasible options have been considered:
  - Option 1 - Install No Stopping Restrictions (preferred option)
  - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
  - 4.3.1 The advantages of this option include:
    - Increases the capacity for northbound traffic on Cranford Street by extending the length of the 2 existing departure lanes;
  - 4.3.2 The disadvantages of this option include:
    - Removes parking from outside residential properties on Cranford Street

## 5. Context/Background

### Background

- 5.1 The intersection of Cranford Street and Edgeware Road has been identified as an intersection with opportunities to increase capacity through minor civil works.
- 5.2 There are two existing northbound departure lanes on Cranford Street. However these are short lanes and merge at a pinch point, created by an existing bus stop and traffic island. This restricts the capacity of the lanes.
- 5.3 Cranford Street is identified as a minor arterial in the Christchurch Replacement District Plan. Minor arterial roads provide connections between major arterial roads and major rural, suburban and industrial areas and commercial centres. This road carries in excess of 20,000 vehicular movements each day (two-way).
- 5.4 All the signalised intersections on Cranford Street from Edgeware Road to Innes Road are linked. This means, in theory, that motorists should get a 'green wave' from Edgeware Road to Innes Road as they are driving northbound on Cranford Street.
- 5.5 However during the evening peak period Cranford Street is congested and traffic flow on this street is slow. This proposal aims to increase capacity of this intersection by increasing the number of through vehicles that can clear the intersection.

### Proposal

- 5.6 The proposed design extends the two northbound lanes by removing the parking on the western side of Cranford Street between the BP station and Cornwall Street.
- 5.7 The proposed layout will allow more northbound traffic to clear the intersection in a traffic light phase, thereby increasing capacity for northbound traffic at this intersection.
- 5.8 The proposed layout will also create a longer merge space which should decrease delay for merging motorists and decrease the likelihood of a merge type crash occurring.
- 5.9 All properties adjacent to this proposal have off-street parking options.

## 6. Option 1 - Install No Stopping (preferred)

### Option Description

- 6.1 Extend the length of the northbound departure lanes on Cranford Street by installing no stopping restrictions on the western side of Cranford Street, as shown on Attachment A.

### Significance

- 6.2 The level of significance of low is consistent with section 2 of this report.

### Impact on Māori

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

### Community Views and Preferences

- 6.4 Consultation was undertaken from Friday 22 January 2016 to Monday 15 February 2016.
- 6.5 A total of 20 leaflets were delivered to businesses and residents within the vicinity of this intersection. The leaflet was also sent to 63 key stakeholders and 11 absentee owners. Information regarding the project and consultation was also placed in the St Albans Residents Association Newsletter.
- 6.6 The Council received nine submissions, with five in support of the project and four submissions did not support the plan. One submission who opposed the plan thought the proposal was removing the right turn from Cranford Street, heading south, into Edgeware Road. This is not the case, there will be no changes to any turning manoeuvres at this intersection.
- 6.7 The other main issues raised were loss of on street parking and safety concerns with the proposed length of the merge lane and entering and exiting properties.
- 6.8 On street parking reduces the visibility available for residents and the removal of the parking will improve safety at accesses by increasing the visibility of approaching traffic. Residents will need to wait for a safe gap before turning across multiple lanes of traffic. This is the same situation as on other multi-lane sections of road throughout Christchurch.
- 6.9 Providing a longer merge length allows vehicles more time to undertake the manoeuvre, which increases the capacity at the intersection and reduces the potential for crashes to occur.
- 6.10 The submission from the Canterbury District Health Board supported the proposal and also raised concerns regarding the footpath on the north east corner of the intersection. This will be investigated further by the Area Traffic Engineer.

### Alignment with Council Plans and Policies

- 6.11 This option is consistent with Council's Plans and Policies

### Financial Implications

- 6.11.1 Cost of Implementation - \$17,000
- 6.11.2 Maintenance / Ongoing Costs - Covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 6.11.3 Funding source - Transport Corridor Optimisation Works from Capital expenditure funding.

### Legal Implications

- 6.12 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

- 6.13 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic islands.
- 6.14 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

#### **Risks and Mitigations**

- 6.15 Not applicable

#### **Implementation**

- 6.16 Implementation dependencies - Community Board approval
- 6.17 Implementation timeframe - Construction is programmed to be completed by the end of the 2015/16 financial year.

#### **Option Summary - Advantages and Disadvantages**

- 6.18 The advantages of this option include:
- Increases the capacity for northbound traffic on Cranford Street by extending the length of the 2 existing departure lanes;
- 6.19 The disadvantages of this option include:
- Removes parking from outside residential properties on Cranford Street

## **7. Option 2 - Do Nothing**

#### **Option Description**

- 7.1 The two existing northbound departure lanes on Cranford Street will remain as is.

#### **Significance**

- 7.2 The level of significance of low is consistent with section 2 of this report.

#### **Impact on Māori**

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

#### **Community Views and Preferences**

- 7.4 See sections 6.4 through to 6.10.
- 7.5 Of the nine submissions received, four did not support the scheme. One of the people who opposed the scheme misunderstood the plan and thought the right hand turn on Cranford Street into Edgeware Road was being removed.

#### **Alignment with Council Plans and Policies**

- 7.6 This option is consistent with Council's Plans and Policies

#### **Financial Implications**

- 7.7 Cost of Implementation - \$0
- 7.8 Maintenance / Ongoing Costs - Not applicable
- 7.9 Funding source - Not applicable

#### **Legal Implications**

- 7.10 Not applicable

### Risks and Mitigations

7.11 Not applicable

### Implementation

7.12 Implementation dependencies - Not applicable

7.13 Implementation timeframe - Not applicable

### Option Summary - Advantages and Disadvantages

7.14 The advantages of this option include:

- No cost for construction works
- No parking removed from outside of residential properties

7.15 The disadvantages of this option include:

- Loss of an opportunity to increase capacity at this intersection

### Attachments

No.	Title	Page
A	tp344901 Cranford Street Edgeware Road BP Garage - Shirley/Papanui Community Board - Attachment A - Optimisation Project	18

### Confirmation of Statutory Compliance

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

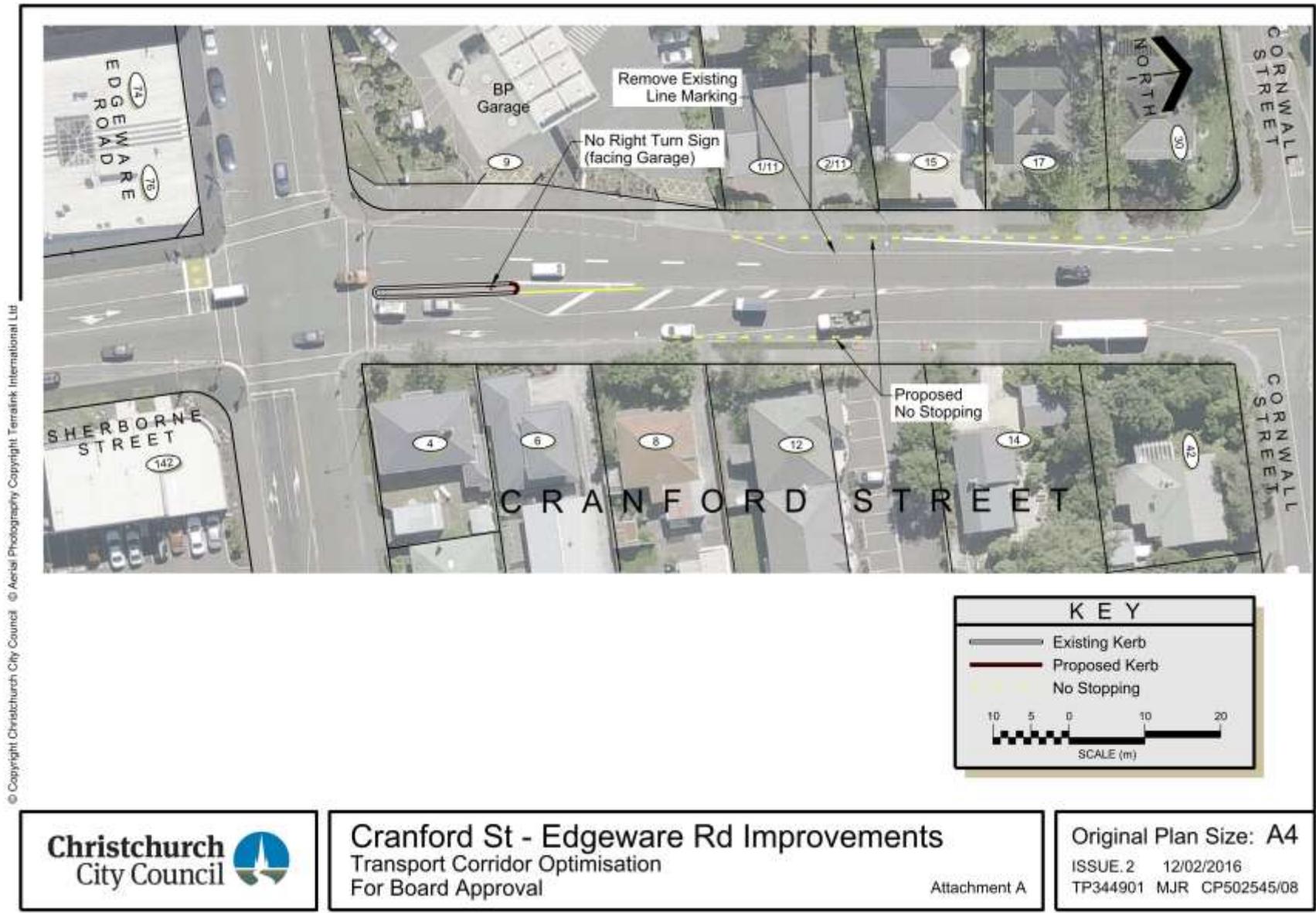
(a) This report contains:

- (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

<b>Authors</b>	Penny Gray Ryan Rolston Steve Parry	Traffic Engineer Senior Traffic Engineer Manager Traffic Operations
<b>Approved By</b>	Steffan Thomas Chris Gregory David Adamson	Operations Manager Head of Transport General Manager City Services



## 8. Northern Access Bus Lanes

Reference: 16/191201

Contact: Adam Taylor adam.taylor@ccc.govt.nz

039418552

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Shirley/Papanui Community Board to consider the installation of a Bus/Cycle lane on Main North Road at Chaney's and associated intersection controls.

#### Origin of Report

- 1.2 This report is being provided to fulfil the Council Resolution of December 2014 which resolved to construct a bus lane on the southbound Main North Road bus approach to the Northern Motorway off ramp as part of a package of multi-agency measures to address traffic/transport problems in the north of the city.
- 1.3 The package of proposals has previously been agreed for construction through CEAG.

### 2. Significance

- 2.1 The decision(s) in this report is 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 using the engagement significance matrix. The community engagement and consultation outlined in this report reflects the assessment.

### 3. Staff Recommendations

That the Shirley/Papanui Community Board recommends to the Infrastructure Transport and Environment Committee that it:

1. Approve that a special vehicle lane for the exclusive use of southbound buses and cycles be installed on the east side of Main North Road starting at a point 285 metres north east of its intersection with Link Road, and extending in a south westerly direction for 515m.

That the Shirley/Papanui Community Board

2. Revoke all parking and stopping restriction on the east side of Main North Road starting at a point 285m metres north east of its intersection with Link Road, and extending in a south westerly direction for 515m.
3. Resolve that the stopping of all vehicles be prohibited on the east side Main North Road starting at a point 285m metres north east of its intersection with Link Road, and extending in a south westerly direction for 515m.
4. Resolve that a Give Way control be placed against Link Road at its intersection with Main North Road.
5. Approve the removal of the three trees to the north of the Northern Motorway off ramp.

### 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: 10.4.1 Contribute to increase number of trips made by public transport
- 4.2 The following feasible options have been considered:
- Option 1 - Provide a bus lane on the southbound approach to the Empire Road off ramp (preferred option)
  - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- Improvements to bus journey times, particularly during the congested morning peak period.
  - Encouraging greater use of public transport by commuters
- 4.3.2 The disadvantages of this option include:
- Vehicles exiting the adjacent Smith Crane site will be forced to cross an additional lane of traffic to exit the site. However given the limited number of buses that use the route, then this is unlikely to any significant increase in delay.
- 4.4 Community Feedback
- 4.4.2 Community consultation on the Main North Road bus priority lane was undertaken from Monday 1 February to Monday 15 February 2016.
- 4.4.3 A total of 60 leaflets were hand delivered to Main North Road. The leaflet was also sent to 74 key stakeholders and 28 absentee owners.
- 4.4.4 During the course of the engagement, Council received eight submissions. Six respondents were in support of the bus lane installation, one respondent did not support the installation and one did not state their preference.
- 4.4.5 No response was received in relation to the tree removal

## 5. Context/Background

### Background

- 5.1 Since the earthquakes of 2010-2011 populations have increased in the North of Christchurch and in Waimakariri, leading to increases in congestion on the surrounding road network. This in turn has led to increased delays and journey times and other adverse outcomes such as worsening road safety conditions, and environmental impacts.
- 5.2 Given that the population in the North of Christchurch and in Waimakariri is anticipated to grow further, and that changes to the road network in the area (including the construction of NZTAs Northern Arterial Motorway, and CCC projects along the Marshland Road corridor), it is anticipated that, in the short term at least, these problems could worsen.
- 5.3 In order to address these short terms concerns CCC staff entered into negotiations with staff from NZTA, ECan and WDC to establish if it was possible to undertake some relatively low cost improvements which would address the issues in the short term, ahead of the completion of NZTAs Western Belfast Bypass and the Northern Arterial Motorway.
- 5.4 Staff determined that a package of measures could be delivered that would provide benefits, focussing on two main areas, one which would focus on improving the operation of the Northern Motorway, the other which would look at ways in which commuters could be encouraged to use alternative modes of transport.

- 5.5 Measures aimed at improving the operation of the Northern Motorway included NZTAs attempts to operate a variable speed limit along the motorway, and to make changes to motorway access arrangements in Waimakariri. Attempts to encourage the use of alternative modes of transport include enhancements to the existing bus lanes along the NZTA controlled stretch of Main North Road, the provision of a greater number of bus services by ECan and this proposal by CCC to operate a bus lane on the southbound approach to the Empire Road motorway off ramp. The operation of this bus lane will enable buses (and cyclists) which can encounter significantly delays on the approach to the traffic signals in the morning peak period to "queue jump", getting ahead of all traffic queue on the approach to intersection, reducing journey times for buses when compared to other vehicles.
- 5.6 A report examining the condition of three Black Poplar trees located on the western side of Main North Road to the north of the Northern Motorway off ramp was undertaken as part of this project, as it was considered possible that the proposed works could impact on the trees. This report indicated that two of the trees were found to be in poor condition, and one of the trees was found to be in a very poor condition, and that there is a high risk of structural failing of the trees which would impact adversely on road safety. Accordingly it was recommended that the trees were removed. The trees are not protected under City Plan rules.

## 6. Option 1 - Bus Lane (preferred)

### Option Description

- 6.1 Widen Main North Road to permit the construction of a bus lane on the southbound approach to the Empire Road off ramp signals, which will permit buses to "queue jump" when congestion occurs at the intersection. This option requires some limited localised widening of the road, and the removal of three Black Polar trees which are in "poor" or "very poor" condition, adjacent to Main North Road.

### Significance

- 6.2 The level of significance of this option is low consistent with section 2 of this report. Engagement requirements for this level of significance are consistent with this assessment, and more details given in relation to the consultation process below.

### Impact on Mana Whenua

- 6.3 This option may involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision may specifically impact Ngāi Tahu, their culture and traditions. This may occur as a result of increased storm water discharge to waterways as a result of marginal increases in the area of road hardstanding provided by the scheme. As part of the on-going detailed design process this issue will be addressed through reference to CCC's global consents,

### Community Views and Preferences

- 6.4. Submissions were received from Monday 1 February to Monday 15 February 2016, with eight responses received.
- 6.4.1. Six respondents were in support of the Main North Road bus priority lane. Their feedback included:
- Great that this work is being done to improve the efficiency of sustainable transport options.
  - We should be encouraging much more public transport use in the city.
  - This will have a positive impact on population health through improved air quality by reducing congestion.

- It is a critical part of the wide Northern access package, aimed at encouraging greater use of public transport in this area.

6.4.2. One respondent did not support the Main North Road bus priority lane and included the following feedback:

- Concerns about whether the bus priority lane would improve congestion and adding an additional lane for their customers to navigate when exiting their business.

**Project team response:**

The proposed measures are part of a package undertaken by Christchurch City Council, NZ Transport Agency, Environment Canterbury and Waimakariri District Council to improve congestion across the wider north Christchurch area in the short term period between now and when the western Belfast bypass (and ultimately the northern arterial motorway) are completed. The combination of these measures are expected to alleviate congestion. Whilst, adding the bus lane will add an additional lane for customers exiting to navigate, it is expected that any additional delays for customers leaving your site would be negligible due to the limited frequency of buses.

6.4.3. One respondent who did not state their preference included the following feedback:

- Concerns about whether cyclists could safely use the bus priority lane.

**Project team response:**

Whilst the intention of the bus priority lane is for passenger transport, the cycle lane will be wide enough to accommodate buses and cyclists.

No response was received in relation to the tree removal.

**Alignment with Council Plans and Policies**

6.4 This option is consistent with Council's Plans and Policies

**Financial Implications**

6.5 Cost of Implementation - Preliminary construction costs for the scheme were \$800,000, but this will be reviewed as part of the detailed design process. Under a funding agreement, NZTA are proposing to pay \$432,000 of the constructions costs, with a further \$183,000 provided by WDC. Accordingly CCC will fund residual \$183,000 of the final construction cost.

6.6 Maintenance / Ongoing Costs - There will be some limited additional on-going maintenance costs, largely arising from the need to maintain a slightly wider road, and more complex signal arrangements.

6.7 Funding source - Funding has been set aside in the LTP for CCC's element of the funding.

**Legal Implications**

6.8 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

6.9 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions.

6.10 The Community Boards have delegated authority from the Council for the removal of trees.

6.11 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

- 6.12 The ITE committee having delegation from the Council for the resolution of the special vehicle lanes.

#### **Risks and Mitigations**

- 6.13 Failing to deliver this project will result in increased journey times for public transport, due continued congestion and delay on critical routes into the city from the north.
- 6.14 There is some risk that the consent process could slow delivery of the project, which in turn may lead to like to programming risks in terms of other works which will be taken along the Main North and Marshland Road corridors. Attempts to mitigate this risk will be made by attempting to use CCC's Global Consents.

#### **Implementation**

- 6.15 Implementation dependencies - Subject to obtaining storm water discharge consent (or ability to use CCC's Global Consent)
- 6.16 Implementation timeframe - Commence construction May 2016

#### **Option Summary - Advantages and Disadvantages**

- 6.17 The advantages of this option include:
- Improvements to bus journey times, particularly during the congested morning peak period.
  - Encouraging greater use of public transport by commuters
- 6.18 The disadvantages of this option include:
- Vehicles exiting the adjacent Smith Crane site will be forced to cross and additional lane of traffic to exit the site. However given the limited number of buses that use the route, then this is unlikely to any significant increase in delay.

## **7. Option 2 - Do Nothing**

#### **Option Description**

- 7.1 This Option would involve maintaining existing arrangements on Main North Road to the north of the Empire Road off ramp

#### **Significance**

- 7.2 The level of significance of this option is low consistent with section 2 of this report. Engagement requirements for this level of significance are consistent with this assessment.

#### **Impact on Mana Whenua**

- 7.3 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**

- 7.4 No feedback supported this option and this option would not deliver the required congestion reduction benefits.

#### **Alignment with Council Plans and Policies**

- 7.5 This option is inconsistent with Council's Plans and Policies
- 7.5.1 Inconsistency - doing nothing would lead to increased journey time delays for public transport users, and would therefore fail to encourage an increase in use of public transport.

### Financial Implications

- 7.6 Cost of Implementation - There are no direct financial implications of this option
- 7.7 Maintenance / Ongoing Costs - There are no additional maintenance/on-going costs resulting from this proposal above those which already occur.
- 7.8 Funding source - Not applicable

### Legal Implications

- 7.9 Not applicable

### Risks and Mitigations

- 7.10 Not applicable.

### Implementation

- 7.11 Implementation dependencies - Not applicable
- 7.12 Implementation timeframe - Not applicable

### Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- Limit financial expenditure
- 7.14 The disadvantages of this option include:
- High levels of congestion and delay, road safety concerns and adverse environmental outcome will continue
  - Further development in the north of Christchurch and Waimakariri will worsen conditions
  - This will further dis-incentivise the use of Public Transport

### Attachments

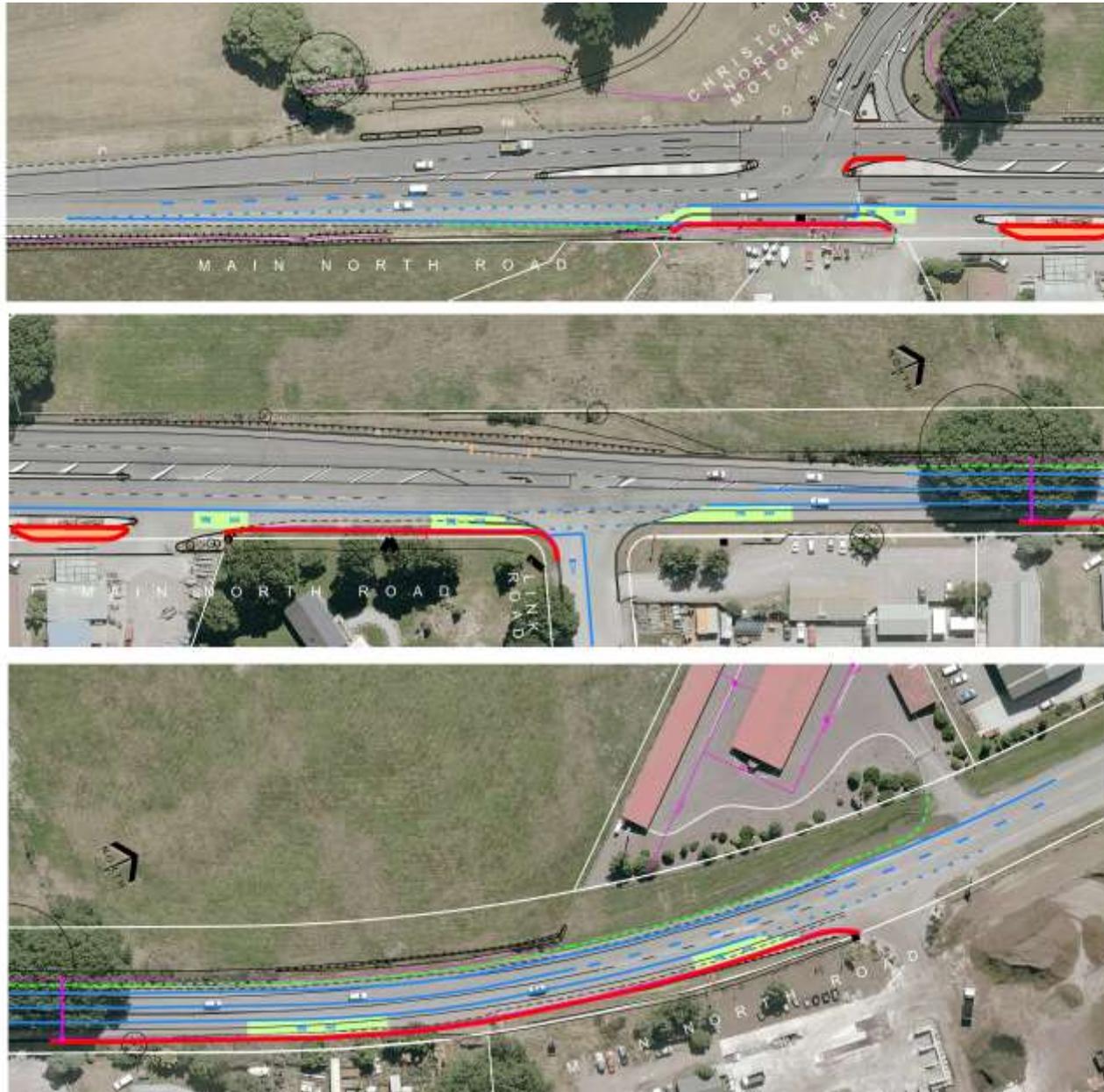
No.	Title	Page
A	Main North Road bus lane design attachment	25

### Confirmation of Statutory Compliance

<p>Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).</p> <p>(a) This report contains:</p> <ul style="list-style-type: none"> <li>(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and</li> <li>(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.</li> </ul> <p>(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.</p>
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### Signatories

<b>Authors</b>	Adam Taylor Lori Ford Richard Holland	Senior Transport Planner Consultation Leader Team Leader Asset Planning
<b>Approved By</b>	David Adamson Chris Gregory	General Manager City Services Head of Transport



JOIN LINE A-A

Attachment A Item 8



## 9. Application to the Shirley/Papanui Community Board's 2015/16 Positive Youth Development Scheme - Papanui High School and Kate Elizabeth Cockerton-Holmes

Reference: 16/230649

Contact: Helen Miles

Helen.miles@ccc.govt.nz

9418999

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Shirley Papanui Community Board to consider two applications received for the Board's 2015/16 Youth Development Fund.
- 1.2 There is currently \$3,835 remaining in this fund.

#### Origin of Report

- 1.3 This report is to assist the Community Board consider an application for funding from Papanui High School on behalf of Georgia Saunders, Jazmine Tufau, Jess Brocket, Emma Fellows and a further separate application for Kate Elizabeth Cockerton-Holmes.

### 2. Significance

- 2.1 The decision(s) in this report is 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 Shirley/Papanui Community Board:

1. Approves a grant of \$600 from its 2015/16 Youth Development Fund to Papanui High School towards assisting Georgia Saunders, Jazmine Tufau, Jess Brocket and Emma Fellow's attending the Secondary School Futsal Nationals.
2. Approves a grant of \$300 from its 2015/16 Youth Development Fund to Kate Elizabeth Cockerton-Holmes towards attending the New Zealand School of Dance National Scholar programme.

### 4. Applicant 1 - Papanui High School - Georgia Saunders, Jazmine Tufau, Jess Brocket and Emma Fellows

- 4.1 The applicant, Papanui High School is seeking financial support in assisting with costs for young people who have been selected to the Secondary School Futsal Nationals in Wellington on 5 and 6 April 2016.
- 4.2 Futsal is a relatively new sport to Papanui High School and this is the first year that a girls' team will go the National Tournament. The team is mostly made of junior players, however there is an expectation of success and a valuable learning opportunity.
- 4.3 All the players are involved in the school football team, play club football and are part of Mainlands representative teams

- 4.4 All the students will participate in the school's fundraising, these include AMI Stadium Litter collection, Riccarton Mall Christmas car parking supervision, Telecom phone book delivery and assisting with the Older Adults Expo which will help go towards South Island Secondary School Tournament in August and next year's Futsal Nationals.
- 4.5 These tournaments are unique to participants' school years and provide the opportunity for the students to grow develop and mature in their sporting, social and personal skills.
- 4.6 The following table provides a breakdown of the costs per individual to attend the Secondary School Futsal Nationals:

EXPENSES	Cost (\$)
Entry	48.00
Airfares	267.00
Accommodation	254.00
Food	60.00
<b>Total</b>	<b>\$629.00</b>

- 4.7 This is the first time the applicants have applied for funding to the Positive Youth Development Scheme.

## 5. Applicant 2 - Kate Elizabeth Cockerton-Holmes

- 5.1 Kate Cockerton-Holmes is a 14 year old student from Papanui and currently attends St Andrews College as a Year 9 Student.
- 5.2 Kate is seeking financial support towards travelling to Wellington, to participate in the National School of Dance scholarship programme throughout the year.
- 5.3 Kate currently attends Southern Ballet Theatre and auditioned and was selected to attend the National School of Dance scholarship programme. The programme provides the opportunity for dancers to get intensive training and is a great foundation for those dancers who want to become professional dancers.
- 5.4 Kate has been involved in the Santa parade and helps out other with the younger dancers. She currently trains 20 hours a week and her goal is to become a professional ballerina.
- 5.5 The following table provides a breakdown of the costs for Kate Elizabeth Cockerton-Holmes:

EXPENSES	Cost (\$)
Airfares	1120.00
Accommodation	600.00
Transfers	400.00
<b>Total</b>	<b>\$2120.00</b>

- 5.6 This is the first time the applicant has applied for funding to the Positive Youth Development Scheme.

## 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

<b>Author</b>	Helen Miles	Community Recreation Advisor
<b>Approved By</b>	Edwina Cordwell	Manager Community Governance - Shirley/Papanui



## 10. Shirley/Papanui Community Board Area Update

Reference: 16/215512

Contact: Judith Pascoe Judith.Pascoe@ccc.govt.nz 94 5414

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### 1. Upcoming Board Meetings and Events

- 1.1 School Principals Meeting, Papanui Boardroom - 8am, Friday 18 March 2016
- 1.2 Shirley/Papanui Community Garden Pride Awards - 4.30pm, Tuesday 5 April 2016, The Elms
- 1.3 Edible Garden Awards - 6pm, Thursday 14 April 2016

### 2. Upcoming Community Events

- 2.1 Belfast Community Network Neighbours' Day Celebration, Sheldon Park - Friday 18 March 5pm-8pm
- 2.2 Mairehau Community Day, Mairehau Primary School - Saturday 19 March, 11am -3pm
- 2.3 Neighbourhood Trust AGM, St Albans Baptist Church, Tuesday 29 March 7.30pm
- 2.4 Northwood Residents Association AGM, 59 O'Neill Avenue - Wednesday 13 April, 7.30pm

### 3. Community Board Adviser's Update

#### 3.1 Information sent to the Board recently included:

- Fresh Water Well Installation at Harewood Nursery
- Process and timeline for the remuneration and allowance setting for elected members in 2016
- Application for On-Licence, 808 Main North Road, Belfast
- SCIRT Communication Snapshot for February
- The Mairehau, March edition
- Proposed Parking Changes - Halliwell Avenue, Leander Street, Shearer Avenue and Tulloch Place, Papanui

#### 3.2 Submission to the Proposed Christchurch Replacement Plan - Residential Medium Density Zoning

Attached to this report is the draft Residential Medium Density Zoning submission from this Board. Members are asked to make any minor adjustments needed and then approve. The submission closing date is Tuesday 22 March.

#### 3.3 Kensington Avenue School Access Way

As requested by the Board at the 17 February meeting a letter was sent to St Francis of Assisi School on 22 February asking if the school has any safety issues with the access way onto Kensington Avenue. No reply received as yet.

3.4 **Proposed Road Works - Heyders Road** (From the meeting of 19 August 2015).

Information has been circulated to members detailing the work to be done on Heyders Road, Spencerville to assist with drainage and to rectify the road surface. A memo from the Road Maintenance Manager will come to the Board detailing the work needed and addressing the removal of three trees.

#### 4. Funding Update

4.1 Refer to **Attachment A**.

#### 5. Staff Recommendations

That the Shirley/Papanui Community Board:

1. Receive the report and
2. Consider the Board's Draft Submission to the Proposed Christchurch Replacement Plan - Residential Medium Density Zone and its approval.

#### Attachments

No.	Title	Page
A	Shirley Papanui Community Board - 16 March 2016 - Board's Submission on the Residential Medium Density Proposal for the District Plan Review	33
B	Shirley Papanui Community Board DRF and PYD Scheme Tracker 2015-16 as at 2 March 2016.XLS	34

#### Signatories

<b>Author</b>	Judith Pascoe	Community Board Advisor
<b>Approved By</b>	Edwina Cordwell	Manager Community Governance - Shirley/Papanui

## Residential Medium Density Proposal for the District Plan

### Shirley/Papanui Community Board Submission

The Shirley/Papanui Community Board does not support the proposed residential medium density zoning proposal in Papanui for the reasons given below.

The Board notes that clear and strong community feedback on the original proposal resulted in the Christchurch City Council reducing the area proposed for this rezoning in their final district plan review proposal.

The Board considers that the objections in the community feedback are still valid and asks that the community's concerns be listened to.

The Shirley/Papanui Community Board wishes to make the following points regarding this proposal:

- Areas of increased density should be concentrated in the central city to bring life and vibrancy back to the city.
- Encourage growth closer to the CBD, again to revitalise and catalyse the central city and within an appropriately zoned area that allows for multi-storey buildings.
- Higher density in suburban areas will result in increased traffic flows and parking on narrow suburban streets. The potential effects of this would be particularly significant in an area such as Papanui because of a large increase in traffic flows and congestion as the population has grown considerably to the north, with many more people commuting through the area into town for work. The amount of infrastructure repair work in our area (Richmond and Papanui) means that streets and access in and out of Papanui, will be restricted for some time yet. Consideration needs to be given to the SCIRT timeframes for infrastructure repair.
- Effect on existing infrastructure - will require substantial improvement to roads, intersections, etc. to future proof the amenity and efficacy of roading networks. Impact on the special nature of the environment by the possible removal and/or damage of mature trees and de-greening of the area due to extensive site coverage.

Shirley/Papanui Community Board - DRF/YDF Record of Allocations 2015/16		IRM 15/09/15 Updated 16-Feb-16
Shirley/Papanui Discretionary Response Fund Project/Service/Description/Group	Allocation 2013/14	Board Approval
Discretionary Response Fund Budget 2015/16	\$ 130,000	
Amount Transferred to Positive Youth Development Scheme	\$ 10,000	19-Aug-15
Remainder for Allocation in Discretionary Response Fund	\$ 120,000	
<b>Positive Youth Development Scheme - Opening Balance allocation</b>	<b>\$ 10,000</b>	
Redwood Boxing Club for Ethan Jamie Connor Bray (Australian Golden Gloves 20-23 August 2015)	\$ 300	19-Aug-15
Kaelan Mackenzie Jenner Boyce (AIBA Junior World Boxing Championships 2015, St Petersburg, Russia)	\$ 500	19-Aug-15
Terrie Marie Martin-McKenzie (Australian Girl Guide Jamboree, Lake Somerset, Queensland 25 Sep-3 Oct)	\$ 300	19-Aug-15
Saraya Rose Martin-McKenzie (Australian Girl Guide Jamboree, Lake Somerset, Queensland 25 Sep-3 Oct) (Staff Rec: \$200)	\$ 300	19-Aug-15
Kyle Jackson (Australian State Teams Age Group Swimming Championships, Canberra 23-27 Sep 2015)	\$ 500	16-Sep-15
Jemma Pegg (New Zealand Gymnastics Nationals Event, Auckland 28 Sep-5 Oct 2015)	\$ 300	16-Sep-15
Jade Audrey Taylor (World Goju Karate Championships, Auckland, 25-30 Nov 2015)	\$ 300.00	14-Oct-15
Satori Hadjiti-Black (Canty West Coast Swimming Squad at Victorian Age Group Swimming Championships, Melbourne 12-15 Dec 2015)	\$ 400.00	4-Nov-15
Ashley Kate Stuart (NZ University Delegation to Harvard National Model United Nations HNMUN Conference, Boston, USA Jan/Feb)	\$ 500.00	4-Nov-15
Zion Dance Studio for Sarah-Louise Faithfull and Loretta-Jean Tkapu Tauaniki (HipHop Dancer Unit World Championships, Martinique 1-5 Dec 15) (Staff Rec: \$500 each)	\$ 1,000.00	18-Nov-15
Belfast School (Send 20 Projects/4 House Captains to Leadership Camp, Te Koru Youth Facility 1-2 Mar 2016)	\$ 665.00	2-Dec-15
Layden Mitchell Millard (Canadian and USA Squash Junior Open Championships 5-23 Dec 2015)	\$ 500.00	2-Dec-15
Canterbury Touch for Kingston Heria-Brett (2016 Junior National Touch Championships, Christchurch)	\$ 300.00	3-Feb-16
Christchurch Boys's High School for Sam Varley (China Study Tour, China, 2-17 Apr 2016)	\$ 300.00	17-Feb-16
<b>Positive Youth Development Scheme BALANCE</b>	<b>\$ 3,615</b>	
<b>Discretionary Response Fund - Total Allocation</b>	<b>\$ 120,000</b>	
Avebury House Community Trust (Richmond Gale/Community Concern)	\$ 1,500	5-Aug-15
Neighbourhood Trust (Mānerehu Community Day 2016)	\$ 4,000	5-Aug-15
Papanui Youth Development Trust (Te Karu Pou Ihu) (Whānau Community Day)	\$ 3,800	5-Aug-15
Belfast Community Network Inc (Administration Salary)	\$ 2,500	5-Aug-15
Belfast Community Network Inc (Belfast Community Events)	\$ 3,000	5-Aug-15
Belfast Community Network Inc (Community Programmes)	\$ 2,000	5-Aug-15
Belfast Community Network Inc (Power/Communications)	\$ 1,500	5-Aug-15
Belfast Friends Club (Running of Club and Entertainment)	\$ 800	5-Aug-15
Canterbury Canine Agility Training Society (Enriching Instructor Skills and Promoting New Membership)	\$ 300	5-Aug-15
Canterbury Cook Islands Sports Association Inc (Sports, Culture and Language)	\$ 5,000	5-Aug-15
Christchurch Methodist Central Mission (Aratapu Early Childhood Education and Whararua Centre)	\$ 2,000	5-Aug-15
Delta Community Support Trust (Cultural Work with Refugees and Migrants in Richmond/Shirley)	\$ 3,000	5-Aug-15
Delta Community Support Trust (Richmond Shirley Community Gardening)	\$ 3,000	5-Aug-15
New Brighton Men's Probus Club (Day Trips and Outings for Probus Members)	\$ 500	5-Aug-15
Northgate Community Services Trust (Volunteer Recognition)	\$ 2,500	5-Aug-15
Padke Street Park and Community Garden Inc (Cross Roads Project)	\$ 500	5-Aug-15
Papanui Handicapped Centre (Papanui Handicapped)	\$ 1,800	5-Aug-15
Papanui Senior Citizens Welcome Club (Running of Welcome Club)	\$ 800	5-Aug-15
Papanui Youth Development Trust (Te Karu Pou Ihu) (Programme Costs)	\$ 2,000	5-Aug-15
Papanui Youth Development Trust (Te Karu Pou Ihu) (Warhammer)	\$ 800	5-Aug-15
Papanui Youth Development Trust (Te Karu Pou Ihu) (Volunteer Effort)	\$ 1,000	5-Aug-15
Redwood Beautifying Association and Garden Club (Bus/Garden Trip)	\$ 430	5-Aug-15
Shirley Community Trust (Shirley Barista Training)	\$ 700	5-Aug-15
Shirley Community Trust (Shirley Bus Trips)	\$ 1,500	5-Aug-15
Shirley Community Trust (Shirley Friday Night Meals)	\$ 1,500	5-Aug-15
Shirley Community Trust (Shirley Kilt and Natter)	\$ 700	5-Aug-15
Shirley Community Trust (Shirley Light Party)	\$ 600	5-Aug-15
Shirley Ladies Probus Club (Bus Trips - Split 5/P 60%, 6/P 40%)	\$ 500	5-Aug-15
Shirley Toy Library Incorporated (Funding to help pay Librarian Salaries 2015)	\$ 3,000	5-Aug-15
Shirley/Papanui Community Board (Engagement with the Community)	\$ 1,000	5-Aug-15
Shirley/Papanui Community Board (Shirley/Papanui Garden Pride Awards)	\$ 3,200	5-Aug-15
Shirley/Papanui Community Board (Shirley/Papanui Edible Garden Awards)	\$ 4,500	5-Aug-15
St Albans Art Society (Rent)	\$ 340	5-Aug-15
Te Ora Hou Okautahi Inc (KIAM after school)	\$ 2,000	5-Aug-15
Te Ora Hou Okautahi Inc (Te Pihiri Ora Hou After School Girls Mentoring Program)	\$ 2,000	5-Aug-15
Neighbourhood Week 2015	\$ 4,000	5-Aug-15
Shirley/Papanui Community Board (Youth Recreation Project)	\$7,000	13-Aug-15
Shirley/Papanui Community Board (Community Leadership, Upskilling and Network Day - 24 November 2015)	\$4,000	12-Aug-15
Papanui Heritage Group (Papanui Heritage Book Project)	\$ 2,000	19-Aug-14
St Albans Playcentre (Community Open Day)	\$ 250	16-Sep-15
Shirley Community Trust (Replacement Gazebos)	\$ 600	2-Dec-15
Northgate Community Development Trust (Volunteer Recognition) (Staff Rec: \$900)	\$ 750	2-Dec-15
Shirley Community Trust (Banners for Replacement Gazebos)	\$72	16-Dec-15
Padke Street Community Garden Group (Funding for Part Time Coordinator)	\$5,300	16-Dec-15
<b>Discretionary Response Fund BALANCE</b>	<b>\$ 31,858</b>	
<b>Total Balance of unallocated DRF / PYDS</b>	<b>\$ 35,693</b>	

## 11. Elected Member Information Exchange

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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.

## 12. Question Under Standing Orders

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Any member of the local authority may at any meeting of the local authority at the appointed time, put a question to the Chairperson, or through the Chairperson of the local authority to the Chairperson of any standing or special committee, or to any officer of the local authority concerning any matter relevant to the role or functions of the local authority concerning any matter that does not appear on the agenda, nor arises from any committee report or recommendation submitted to that meeting.

Wherever applicable, such questions shall be in writing and handed to the Chairperson prior to the commencement of the meeting at which they are to be asked.