

Papanui-Innes Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Papanui-Innes Community Board will be held on:

Date: Friday 11 August 2017
Time: 9am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

| | |
|--------------------|----------------|
| Chairperson | Ali Jones |
| Deputy Chairperson | Emma Norrish |
| Members | Jo Byrne |
| | Pauline Cotter |
| | Mike Davidson |
| | John Stringer |

7 August 2017

Jenny Hughey
Community Governance Manager, Papanui-Innes
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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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| | |
|--------|--------------------------------------|
| Part A | Matters Requiring a Council Decision |
| Part B | Reports for Information |
| Part C | Decisions Under Delegation |

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1. Apologies

An apology was received from Ali Jones.

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 Papanui-Innes Community Board meeting held on [Friday, 21 July 2017](#) be confirmed (refer page 5).

4. Public Forum

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

4.1 Positive Youth Development Report – Maya and Tehya Laws

4.2 Positive Youth Development Report – Caitlin Kennett

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.

Papanui-Innes Community Board OPEN MINUTES

Date: Friday 21 July 2017
Time: 9am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Present

| | |
|--------------------|----------------|
| Chairperson | Ali Jones |
| Deputy Chairperson | Emma Norrish |
| Members | Pauline Cotter |
| | Mike Davidson |
| | John Stringer |

19 July 2017

Jenny Hughey
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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 PICB/2017/00154

The Papanui-Innes Community Board resolved that the apology from Jo Byrne be accepted.

Emma Norrish/Pauline Cotter

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved PICB/2017/00155

The Papanui-Innes Community Board resolved that the minutes of the Papanui-Innes Community Board meeting, both open and public excluded, held on Friday 30 June 2017 be confirmed subject to the addition of Pauline Cotter's name as having voted against the resolution in item 8: Mary Street, Frank Street and Gambia Street Proposed Give Way Controls.

Pauline Cotter/John Stringer

Carried

4. Public Forum

4.1 Positive Youth Development Report - Angus McWilliam

Part B

Angus McWilliam sent his apologies and will be rescheduled to attend at a later date.

4.2 Positive Youth Development Report - Nomads United AFC

Part B

Sophie Barnes, Annie Foote and Kate Taylor from the Nomads United AFC U14 Team attended to report back to the Board on their participation at the Kanga Cup held in Canberra.

The Chairperson thanked Sophie, Annie and Kate for their presentation and congratulated them on their achievement of third place at the Kanga Cup.

4.3 Positive Youth Development Report - Caitlin Kennett

Part B

Caitlin Kennett did not attend.

4.4 The Santa Claus Workshop Charitable Trust

Part B

Malcolm Westgarth from the Santa Claus Workshop updated the Board on the Trust and their work. Mr Westgarth summarised the history of the Trust and showed samples of the wooden toys that are produced by the members for donation to various community groups across the city.

The Chairperson thanked Mr Westgarth for his presentation.

4.5 Proposal for Native Forest/Ponga Grove

Part B

Paul Snowden talked to the Board about his proposal for a native forest/ponga grove off Cranford Street in the area of the Cranford basin storm water project.

The Board expressed their interest in his plan and Mr Snowden was referred to the appropriate Council staff member for further discussion of his proposal.

The Chairperson thanked Mr Snowden 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. Staff Briefings

The scheduled staff briefing 'Styx River Update' was postponed until a later meeting.

8. Tomes Road - School Patrol at Paparoa Street School

Community Board Decided PICB/2017/00156 (original Staff Recommendation accepted without change)

Part A

The Papanui-Innes Community Board recommends to the Council that it:

1. Revoke Paparoa Street School's authorisation to operate a school patrol on Tomes Road, located at a point 170 metres north-easterly of its intersection with Claremont Avenue.
2. In pursuance of the powers vested in it by Section 8.3(1) of the Land Transport Rule-Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teacher of Paparoa Street School to appoint appropriately trained persons to act as school patrols at the school crossing point at Tomes Road, located at a point more or less 161 metres north-easterly of its intersection with Claremont Avenue.

Mike Davidson/Emma Norrish

Carried

9. Shirley Road Proposed P3 Parking and No Stopping Restrictions

Community Board Resolved PICB/2017/00157 (original Staff Recommendation accepted without change)

Part C

The Papanui-Innes Community Board resolved to:

1. Revoke all parking and stopping restrictions on the north side of Shirley Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 199 metres.
2. Approve that the parking and stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 65 metres;
3. Approve that a marked bus stop be installed on the north side of Shirley Road commencing at a point 82.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 29 metres.
4. Approve that the parking and stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at a point 134.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 32 metres;
5. Approve that the parking of vehicles be restricted to a maximum period of three minutes on the north side of Shirley Road commencing at a point 166.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 32.5 metres. This restriction is to apply between the hours of 8.15am to 9.15am and 2.30pm to 3.30pm on school days only;
6. Revoke all parking and stopping restrictions on the both sides of the service lane between Hills Road and Shirley Road commencing at its intersection with Hills Road and extending in a south-easterly direction to its intersection with Shirley Road;
7. Approve that the parking and stopping of vehicles be prohibited at any time on the south-west side of the service lane commencing at its intersection with Shirley Road and extending in a north-westerly direction for a distance of 14 metres;
8. Approve that the parking and stopping of vehicles be prohibited at any time on the north-east side of the service lane commencing at its intersection with Shirley Road and extending in a north-westerly direction for a distance of 10.5 metres;
9. Revoke all parking and stopping restrictions on the south side of Shirley Road commencing at its intersection with Chancellor Street and extending in a westerly direction to its intersection with Slater Street;

10. Approve that the parking and stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with Chancellor Street and extending in a westerly direction for a distance of 15 metres;
11. Approve that the parking and stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at a point 33 metres west of its intersection with Chancellor Street and extending in a westerly direction for a distance of 30 metres;
12. Approve that a marked bus stop be installed on the south side of Shirley Road commencing at a point 63 metres west of its intersection with Chancellor Street and extending in a westerly direction for a distance of 20 metres.
13. Approve that the parking and stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at a point 83 metres west of its intersection with Chancellor Street and extending in a westerly direction to its intersection with Slater Street.

Ali Jones/John Stringer

Carried

10. Papanui-Innes Proposed Time Restricted Parking Restrictions

Staff Recommendations

That the Papanui-Innes Community Board:

Innes Road

1. Approve that all parking and stopping restrictions on the south side of Innes Road commencing at its intersection with Kensington Avenue and extending in a westerly direction to its intersection with Nancy Avenue be revoked.
2. Approve that the stopping of vehicles is prohibited at all times on the south side of Innes Road commencing at its intersection with Kensington Avenue and extending in a westerly direction for a distance of 18 metres.
3. Approve that the stopping of vehicles is prohibited at all times on the south side of Innes Road commencing at a point 39 metres west of its intersection with Kensington Avenue and extending in a westerly direction for a distance of 47.5 metres.
4. Approve that the parking of vehicles be restricted to a maximum period of three minutes on the south side of Innes Road commencing at a point 86.5 metres west of its intersection with Kensington Avenue and extending in a westerly direction for a distance of 31.5 metres. This restriction is to apply between the hours of 8.15am to 9.15am and 2.30pm to 3.30pm on school days only;
5. Approve that the stopping of vehicles be prohibited at all times on the south side of Innes Road commencing at a point 142.5 metres west of its intersection with Kensington Avenue and extending in a westerly direction to its intersection with Nancy Avenue.

Langdons Road

6. Approve that all parking and stopping restrictions on the south side of Langdons Road commencing at its intersection with Chapel Street and extending in a westerly direction for a distance of 32 metres be revoked.
7. Approve that the stopping of vehicles is prohibited at all times on the south side of Langdons Road commencing at its intersection with Chapel Street and extending in a westerly direction for a distance of 15 metres.

8. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Langdons Road commencing at a point 15 metres west of its intersection with Chapel Street and extending in a westerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday from 8am to 6pm

Community Board Resolved PICB/2017/00158 (original Staff Recommendation accepted without change)

Part C

The Papanui-Innes Community Board resolved to:

Innes Road

1. Approve that all parking and stopping restrictions on the south side of Innes Road commencing at its intersection with Kensington Avenue and extending in a westerly direction to its intersection with Nancy Avenue be revoked.
2. Approve that the stopping of vehicles is prohibited at all times on the south side of Innes Road commencing at its intersection with Kensington Avenue and extending in a westerly direction for a distance of 18 metres.
3. Approve that the stopping of vehicles is prohibited at all times on the south side of Innes Road commencing at a point 39 metres west of its intersection with Kensington Avenue and extending in a westerly direction for a distance of 47.5 metres.
4. Approve that the parking of vehicles be restricted to a maximum period of three minutes on the south side of Innes Road commencing at a point 86.5 metres west of its intersection with Kensington Avenue and extending in a westerly direction for a distance of 31.5 metres. This restriction is to apply between the hours of 8am to 9.15am and 2.30pm to 3.30pm on school days only;
5. Approve that the stopping of vehicles be prohibited at all times on the south side of Innes Road commencing at a point 142.5 metres west of its intersection with Kensington Avenue and extending in a westerly direction to its intersection with Nancy Avenue.

Langdons Road

6. Approve that all parking and stopping restrictions on the south side of Langdons Road commencing at its intersection with Chapel Street and extending in a westerly direction for a distance of 32 metres be revoked.
7. Approve that the stopping of vehicles is prohibited at all times on the south side of Langdons Road commencing at its intersection with Chapel Street and extending in a westerly direction for a distance of 15 metres.
8. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Langdons Road commencing at a point 15 metres west of its intersection with Chapel Street and extending in a westerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday from 8am to 6pm.

Mike Davidson/Ali Jones

Carried

11. Dulles Place Proposed Give Way Control

Community Board Resolved PICB/2017/00159 (original Staff Recommendation accepted without change)

Part C

The Papanui-Innes Community Board resolved to:

1. Approve the placement of a Give Way control against the southern arm of Dulles Place at its intersection with Erica Street.
2. Approve No Stopping restrictions and line marking changes on Erica Street and Dulles Place as shown on the attachment to the report.

Mike Davidson/Emma Norrish

Carried

12. Abbey Place Proposed No Stopping Restrictions

Community Board Resolved PICB/2017/00160 (original Staff Recommendation accepted without change)

Part C

The Papanui-Innes Community Board resolved to:

Abbey Place

1. Revoke all parking and stopping restrictions on the both sides of Abbey Place commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 21 metres.
2. Revoke all parking and stopping restrictions on the east side of Hills Road commencing at its intersection with Abbey Place and extending in a northerly direction for a distance of 12.5 metres;
3. Revoke all parking and stopping restrictions on the east side of Hills Road commencing at its intersection with Abbey Place and extending in a southerly direction for a distance of 13.5 metres;
4. Approve that the stopping of vehicles is prohibited at all times on the north side of Abbey Place commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 21 metres;
5. Approve that the stopping of vehicles is prohibited at all times on the south side of Abbey Place commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 17 metres;
6. Approve that the stopping of vehicles is prohibited at all times on the eastern side of Hills Road commencing at its intersection with Hills Road and extending in a northerly direction for a distance of 12.5 metres
7. Approve that the stopping of vehicles is prohibited at all times on the eastern side of Hills Road commencing at its intersection with Hills Road and extending in a southerly direction for a distance of 13.5 metres.

Emma Norrish/Ali Jones

Carried

13. St Albans Skate Park - Feasibility of an extension to the existing skate park

Board Comment

It was noted that funding is available in the Long Term Plan 2020/21 year for this project.

Community Board Resolved PICB/2017/00161 (original Staff Recommendation accepted without change)

Part B

The Papanui-Innes Community Board resolved to:

1. Receive this information.

Pauline Cotter/John Stringer

Carried

14. Papanui-Innes Community Board Area Report

Community Board Resolved PICB/2017/00162(original Staff Recommendation accepted without change)

Part B

The Papanui-Innes Community Board resolved to:

1. Receive the Area Update.

John Stringer/Mike Davidson

Carried

14.1 Styx River Catchment Working Party

Part B

The Board decided to ask Jo Byrne to serve as a member on the Styx River Catchment Working Party together with Ali Jones and/or Emma Norrish. Ali Jones, or Emma Norrish if Ali Jones is not available, will act as joint chair together with the Chair of the Coastal-Burwood Community Board.

Pauline Cotter left the meeting at 10:14 am.

Pauline Cotter returned to the meeting at 10:15 am.

Adjournment of Meeting

Community Board Resolved PICB/2017/00163

It was resolved on the motion of Member Davidson, seconded by Member Cotter that the meeting be adjourned at 10.27am, resuming at 11.34am.

Mike Davidson/Pauline Cotter

Carried

15. Elected Members' Information Exchange

Part B

15.1 Tomes Road and Paparoa Street

The Board asked for a corridor audit to be done on Paparoa Street around the Paparoa Street School to identify the scale of congestion during school pickup/drop off times.

15.2 Berwick and Cranford Street Intersection Issues

The Board asked for a timeframe for this investigation.

15.3 Consideration of Community in Traffic Management Plans

The Chair has met with the relevant staff to request more consideration of the community when traffic management plans are put together.

15.4 Parking meter installation at the St Albans Community Centre

It was suggested that a parking meter could be installed to accept donations for the Community Centre and another, similar to that installed in Cathedral Square, to issue information on sites to visit within that community.

15.5 Cranford Regeneration Plan

The Board noted a lack of information on the Cranford Regeneration Plan.

Meeting concluded at 11.48am.

CONFIRMED THIS 11TH DAY OF AUGUST.

ALI JONES
CHAIRPERSON

7. Staff Briefings

Reference: 17/790553

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

1. Purpose of Report

The Board will be briefed on the following:

| Subject | Presenter(s) | Unit/Organisation |
|-------------------|-----------------|--|
| Styx River Update | Antony Shadbolt | Landscape Architect – Asset Planning and Management – Parks Unit |

2. Staff Recommendations

That the Papanui-Innes Community Board:

1. Notes the information supplied during the Staff Briefings.

Attachments

There are no attachments for this report.

8. Blair Avenue Proposed No Stopping Restriction

Reference: 17/723937

Contact: Penny Gray penny.gray@ccc.govt.nz 9418999

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to approve the installation of 'No Stopping' restriction on Blair Avenue in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to requests from a resident in the area.

2. Significance

- 2.1 The decision 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 assessment of the magnitude of the problem and the 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 Papanui-Innes Community Board:

1. Revoke all parking and stopping restrictions on the north side of Blair Avenue commencing at a point 25 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 6 metres;
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Blair Avenue commencing at a point 25 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 6 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: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network_Optimise Operational Performance
- 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:
 - Removes illegal parking.
 - 4.3.2 The disadvantages of this option include:

- None.

5. Context/Background

Information

- 5.1 Blair Avenue is a local road off Papanui Road. It is a no exit road with the main southern railway line blocking access to the west. Therefore, Papanui Road is the only entry/exit point for drivers using Blair Avenue.
- 5.2 The first section of Blair Avenue is commercial, with Harcourts and the KFC entry point. The rest of Blair Avenue is residential.
- 5.3 Presently the area on Blair Avenue between KFC and the shops driveway is just over 4 metres in length. A car is required to be parked 1 metre back from a driveway, which only leaves 2 metres to park in. This is obviously too short for a car to park in.
- 5.4 It is proposed to install a no stopping restriction at this location to remove parking. This is a highly parked area with high turnover due to the commercial nature of the area. No stopping restrictions are proposed as they have a high compliance rate.

6. Option 1 – Install No Stopping Restriction (preferred)

Option Description

- 6.1 Install 'No Stopping' restriction on the north side of Blair Avenue as shown on Attachment A.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report.
- 6.3 Engagement requirements for this level of significance are consistent with this level.

Impact on Mana Whenua

- 6.4 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

- 6.5 There has been no consultation undertaken for this scheme. The area is too small for a standard car to park in and if a car does park, it encroaches on the driveways on either side. This is a heavily parked commercial area and motorists are tempted to use road space they think is a potential park with less consideration to compliance with road user rules and consideration for other road users. The proposed no stopping is the best solution to remove parking in this location.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.7 Cost of Implementation - \$50
- 6.8 Maintenance / Ongoing Costs – covered under the area maintenance contract and effect will be minimal to overall asset.
- 6.9 Funding source – Traffic Operations budget

Legal Implications

- 6.10 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.

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

6.12 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

6.13 None identified.

Implementation

6.14 Implementation dependencies - community board approval

6.15 Implementation timeframe – approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

6.16 The advantages of this option include:

- Removes illegal parking;

6.17 The disadvantages of this option include:

- None.

7. Option 2 – Do Nothing

Option Description

7.1 Blair Avenue will remain as is.

Significance

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

7.3 Engagement requirements for this level of significance are consistent with this level.

Impact on Mana Whenua

7.4 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

7.5 See sections 6.5.

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 – Not applicable.

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:

- Has no impact on on-street parking.

7.15 The disadvantages of this option include:

- It does not address the issue of the area on Blair Avenue not being long enough for a car to park.

Attachments

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Papanui-Innes Ward - Blair Avenue proposed no stopping restrictions - For board approval - Attachment A | 21 |

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 | Penny Gray - Traffic Engineer |
| Approved By | Ryan Rolston - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport) |



9. Proposed Speed Limit Change Riverlea Estate Drive

Reference: 17/748077

Contact: Penny Gray

penny.gray@ccc.govt.nz

941 8999

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek the Papanui-Innes Community Board's recommendation to Council that the speed limit of Riverlea Estate Drive be set at 30km/h, in accordance with **Attachment A**.

Origin of Report

- 1.2 This report is staff generated following a request from a resident for traffic calming devices along Riverlea Estate Drive.
- 1.3 Staff agree that this environment lends itself to traffic calming devices. However through the LTP process, Council decided not to fund the local area traffic calming budget. Hence, staff did not consult on this option.
- 1.4 Staff reviewed the speed limit on Riverlea Estate Drive and consulted on a speed limit change which is funded through the traffic operations budget.

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 assessment of the scale of the impacts and the number of people 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 Papanui-Innes Community Board recommend that Council:

1. Approve that pursuant to Section 5 of the Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in clauses 1.a to 1.b and include the resulting changes in the Christchurch City Register of Speed Limits & Speed Limit Maps:
 - a. Revoke the 50 kilometres per hour speed limit of Riverlea Estate Drive from a point 330 metres south of its intersection with Kainga Road to the end of Riverlea Estate Drive.
 - b. Approve that the speed limit of Riverlea Estate Drive be set at 30 kilometres per hour from a point 330 metres south of its intersection with Kainga Road to the end of Riverlea Estate Drive, in accordance with Attachment A.
2. Approve that the speed limit changes listed above in clauses 1.a to 1.b come into force on 29 September 2017.

4. Key Points

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

- Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network
- 4.2 The following feasible options have been considered:
- Option 1 – Change the speed limits of Riverlea Estate Drive to 30km/h
 - Option 2 – Install Local Area Traffic Calming
 - Option 3 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- Sets the speed limit of Riverlea Estate Drive at a level that is appropriate for the nature of the road.
- 4.3.2 The disadvantages of this option include:
- It does not make any physical changes to the road that would ensure low operating speeds.

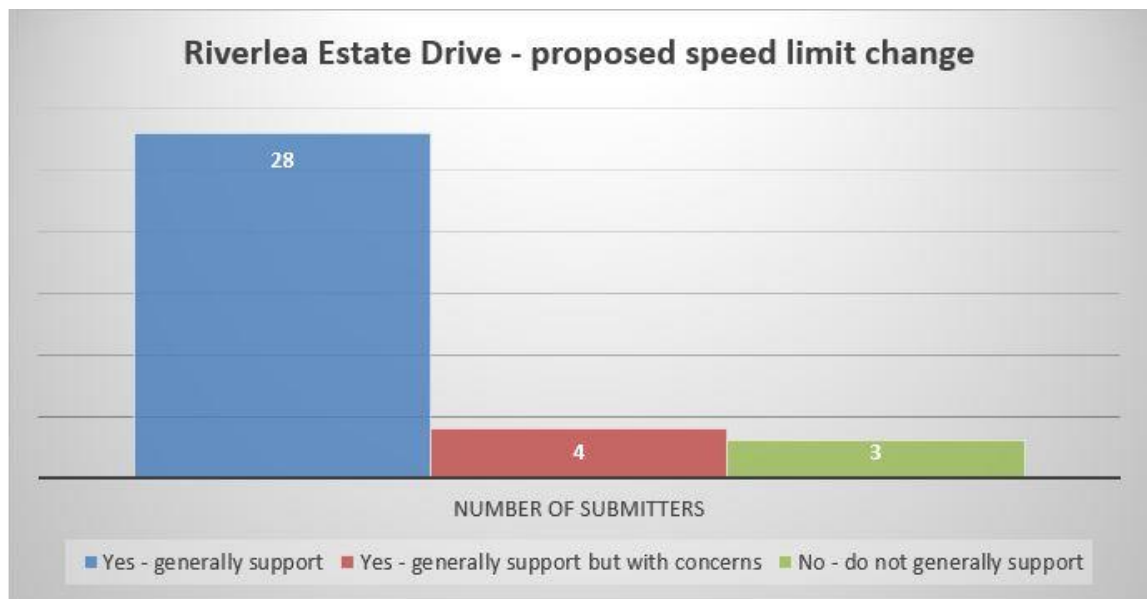
5. Context/Background

- 5.1 Riverlea Estate Drive is the access road to Riverlea Estate, which is a small riverside settlement. Riverlea Estate Drive also offers access to the Waimakariri River for anglers and rowers. The existing carriageway is 6 metres wide with no footpath or kerb and channel.
- 5.2 The existing 50km/h default urban speed limit does not reflect the nature of this settlement. Pedestrians choose to either walk along the berm or on the road and cars are often parked on the grass berm.
- 5.3 Speed counts were undertaken at three locations on Riverlea Estate Drive. The range for the 85th percentile speed was 44.3km/h to 48.6km/h and the range for the mean speed was 35.0km/h to 38.4km/h.
- 5.4 The proposed speed limit of 30km/h will increase the safety for vulnerable road users, such as pedestrians and reduce the risk of a crash in this area. It will also better reflect the speed road users should be travelling at and it will make Riverlea Estate Drive consistent with other riverside and beachside settlements (eg. Pines Beach). This helps make this road self-explaining to road users.
- 5.5 The initial request from a resident was for traffic calming devices to be installed and this is reflected in the consultation, with 8 submitters specifically mentioning installing speed humps. However there is no funding source for local area traffic calming measures in this financial year and therefore a speed limit reduction scheme was progressed.
- Community Consultation
- 5.6 Consultation on the Riverlea Estate Drive proposed speed limit change was undertaken from 19 June 2017 to 10 July 2017. The submission for asked submitters to indicate whether yes, they generally support the proposal, no they generally do not support the proposal or yes they generally support the proposal but have some concerns.
- 5.7 Approximately 234 consultation leaflets (refer **Attachments B and C**) were hand delivered to properties along Riverlea Estate Drive and the immediately surrounding streets, including 34 absentee land owners. These leaflets were also posted and emailed to 197 key stakeholders. The project was also posted on the Council's "Have your say" webpage.



- 5.8 At the close of the consultation 35 submissions were received with 28 (80%) generally supporting the proposal, 4 (11%) generally supporting the proposal but with some concerns and 3 (9%) not generally supporting the proposal.

| Area – generally support | Yes – generally support but with concerns | No – do not generally support | Total |
|--------------------------|---|-------------------------------|-------|
| 28 (80%) | 4 (11%) | 3 (9%) | 35 |



- 5.9 All submissions with names and addresses have been provided to the Papanui-Innes Community Board members. All submissions without names and addresses are available publicly online.

6. Option 1 – Change the speed limits of Riverlea Estate Drive to 30km/h (preferred)

Option Description

- 6.1 The preferred option involves lowering the speed limit of Riverlea Estate Drive from 50km/h to 30km/h, as shown on **Attachment**.
- 6.2 Should the Council decide to fund the local area traffic calming budget in the future then it is likely that the addition of speed humps in combination with a reduced speed limit will provide the best solution for Riverlea Estate Drive.

Significance

- 6.3 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 6.4 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.5 At the close of the consultation 35 submissions were received with 28 (80%) generally supporting the proposal, 4 (11%) generally supporting the proposal but with some concerns and 3 (9%) not generally supporting the proposal.
- 6.6 For those who indicated that they generally supported the proposal to lower the speed limit, the most common comments were about:

| Type of comment | Submitter ID # | Number of comments |
|-----------------------------------|------------------------------|--------------------|
| Including speed bumps | 4251, 4238, 3586, 3566, 3459 | 5 |
| Speed limit was previously 30 km | 4238, 3701, 3519, 3518 | 4 |
| Requesting more items | 3586, 3459, 3094 | 3 |
| Location of signage/road markings | 3388, 3387 | 2 |
| | Total | 14 |

Themes from those who generally support the proposal

- 6.7 The common themes around supporting the proposal to lower the speed limit relate to including speed bumps, comment around the previous speed limit, requests for other items and the location of the signage/road markings. The project team comments in relation to these are as follows (where relevant).

6.8 Including speed bumps

There were 5 submitters who commented on including speed bumps in the proposal.

"I have had close calls with speeding vehicles I would like to see speed bumps considered in this proposal as they work well in other areas" Submitter #4238.

Speed humps have been considered for the area. There is no funding to install them this financial year.

6.9 Previous speed limit

There were 4 submitters who commented on the limit in this area previously being 30km per hour.

The speed limit around Riverlea Estate Drive used to be 30 km/h..." Submitter #3518.

Riverlea Estate Drive used to be a private road and on a private road you can set your own speed limit. When Council took over this road it came under our urban area designation and therefore had a default speed limit of 50km/h.

6.10 Requests for other items

There were three submitters who requested further items as part of this proposal. These requests included a big speed limit sign at the entrance to Riverlea Estate that also advised of the presence of children in the area, paths (to create separation from the road and front of houses) and kerbing (to assist with flooding).

"The major concern is the lack of separation between the carriageway and the front of homes, particularly if they step out in between cars directly in front of cars which have been witnessed as travelling at a speed unsafe for the area" Submitter #3094

The speed limit sign at the start of the 30km/h limit will be a speed limit threshold sign, which has the speed limit sign on a larger backing board. The words 'Riverlea Estate' will also be written on the sign.

There are no plans to install formed footpaths along Riverlea Estate Drive.

6.11 Location of the signage and road markings

There were 2 submitters who made comments about where the signage should be located.

"The 30 km sign should be painted on the road at the beginning of Riverlea Estate Drive as well as signage" Submitter #3388.

"Would it be possible to have a 30 km/h sign on a post near the corner? Just before the bend by 142 Riverlea Estate Drive they speed around that corner" Submitter #3387.

A 30km/h sign can be painted at the speed limit change point. Instead of additional 30km/h signs we are proposing the painted 30km/h. It is hoped this will make the speed limit more prominent as the markings are actually on the road surface.

6.12 For those who indicated that they generally supported the proposal to lower the speed limit, but had some concerns the most common comments were about:

| Type of comment | Submitter ID # | Number of comments |
|-----------------------------------|----------------|--------------------|
| Including speed bumps | 3676, 3674 | 2 |
| Location of signage/road markings | 3386 | 1 |
| Requesting more items | 3583 | 1 |
| | Total | 4 |

Themes from those who generally support the proposal, but have some concerns

6.13 The common themes around supporting the proposal to lower the speed limit relate to including speed bumps, location of the signage and requests for more items. The project team comments in relation to these are as follows (where relevant).

6.14 Including speed bumps

There were 2 submitters who commented on including speed bumps in the proposal.

"What would ensure reduced speed is SPEED BUMPS – seems the obvious solution" Submitter #3676.

Please refer to section 6.7 of this report for the project team comments.

6.15 Location of the signage and road markings

There was one submitter who made comments relating to the location of signage and road markings.

"I do not agree with the roads being painted. Signs on entry and exit and maybe at corners would be sufficient" Submitter #3386

The 30km/h painted on the road is to remind drivers of the speed limit, especially when exiting private property without going past a 30km/h sign.

6.16 Requesting more items

There was one submitter who made comments requesting more items which included parking on one side of the road and moving the 80 km signage on Kainga Road.

“Please could we have parking on one side of the road? In the “loop” of R.E. Drive most homes now have 2 vehicles, so there is lots of traffic and not a lot of room on this stretch” Submitter #3583.

Riverlea Estate Drive is an unmarked road and as such parking is permitted on both sides of the road. However, since it is a narrow road, motorists should be aware that they need to park as far to the left as reasonably possible and they need to be parked in such a way that they do not restrict access along the road.

Themes from those who do not generally support the proposal

- 6.17 The common themes around not generally supporting the proposal to lower the speed limit relate to including speed bumps, changes not required and additional signage. The project team comments in relation to these are as follows (where relevant).

| Type of comment | Submitter ID # | Number of comments |
|-----------------------|----------------|--------------------|
| Including speed bumps | 3129 | 1 |
| Changes not required | 3521 | 1 |
| Additional signage | 3129 | 1 |

6.18 Including speed bumps

There was one submitter who commented on including speed bumps in the proposal.

“Would prefer some judder bars instead of 30km restrictions as I doubt that it will make any difference” Submitter #3129.

Please refer to section 6.7 of this report for the project team comments.

6.19 Changes not required

There was one submitter who commented on there not being an issue in this area, except for how cyclists use the area.

“We have lived in the area for a number of years and the only issue I have come across are the cyclists from the rowing club that do not abide by the road rules at all. This would not change with the speed limit reducing, they cover the entire road and cut corners on the wrong side of the road

Cyclists’ behaviour is very hard to control. The speed limit change is not aimed at cyclists using this area but it will help to make it safer for cyclists with motorists required to drive slower. The speed limit change was instigated by residents of Riverlea Estate Drive.

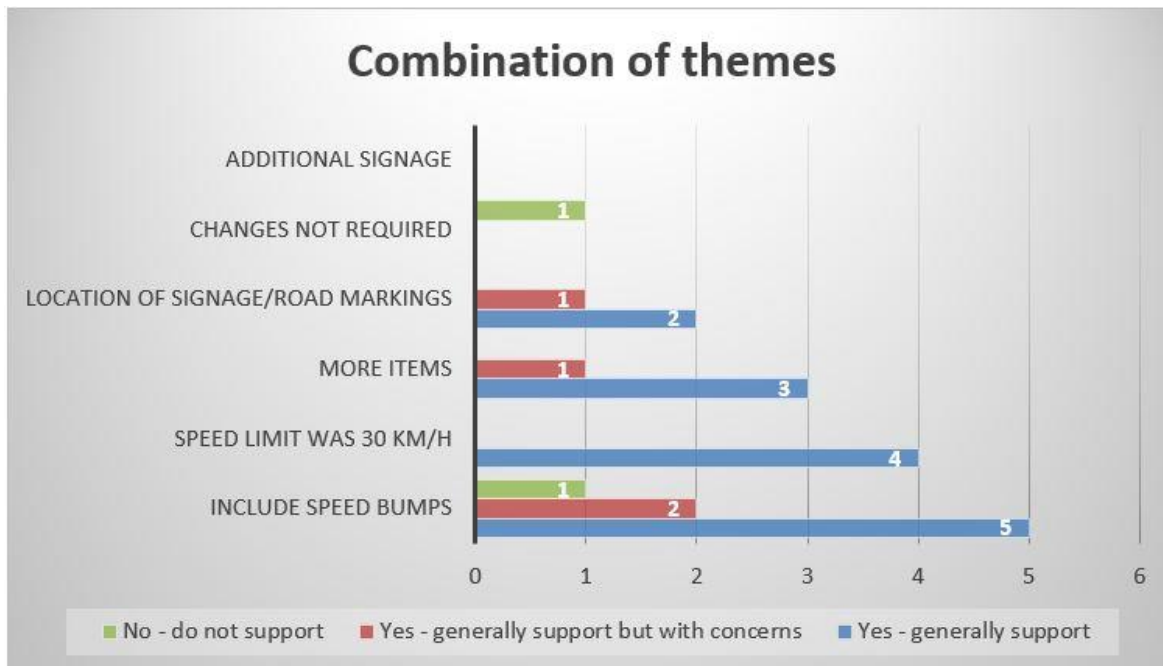
6.20 Additional signage

There was one submitter who made a comment about including additional signage.

“I note there is nothing in this proposal to put 30km/hr on that particular part of the road (access to river) that and a Give Way sign might help” Submitter #3129

The entire length of Riverlea Estate Drive is proposed to be 30km/h. An extra 30km/h road marking can be installed along this section of the road. It is not proposed to install a Give Way control.

- 6.21 The combination of feedback can then be summarised as:



Alignment with Council Plans and Policies

6.22 This option is consistent with Council's Plans and Policies.

Financial Implications

6.23 Cost of Implementation – Approximately \$2,500

6.24 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

6.25 Funding source - Traffic Operations Budget.

Legal Implications

6.26 Speed limits must be set in accordance with Land Transport Rule: Setting of Speed Limits 2003 and subsequent amendments.

6.27 Clause 5 of the Christchurch City Council Speed Limits Bylaw 2010 provides Council with the authority to set speed limits by resolution.

6.28 The Council has not delegated its authority to set speed limits.

6.29 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

6.30 None identified

Implementation

6.31 Implementation dependencies – Council approval.

6.32 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

6.33 The advantages of this option include:

- Sets the speed limit of Riverlea Estate Drive at a level that is appropriate for the nature of the road.

6.34 The disadvantages of this option include:

- It does not make any physical changes to the road that would ensure low operating speeds.

7. Option 2 – Install Local Area Traffic Calming

Option Description

- 7.1 Install vertical speed calming devices at strategic locations to ensure a low speed environment.
- 7.2 This option has not been consulted on as because there is no alignment with any existing capital budget. Council decided through the Long Term Plan processes not to fund local area traffic calming schemes (the Neighbourhood Improvement Programme) at the present time. It is however included as an unfunded option within this report due to the alignment with the particular issues and community desire for this treatment.
- 7.3 The location of the devices will have to be carefully managed to avoid the potential for traffic to go around the devices, using the grass berm, due to the existing road layout which does not include a kerb upstand.

Significance

- 7.4 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.5 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.6 This option was first suggested by a resident of the community who also organised a petition.
- 7.7 During the consultation for the speed reduction it was mentioned specifically by eight submitters.
- 7.8 This option is consistent with community requests for speed calming measures in Riverlea Estate Drive.
- 7.9 See sections 6.26-6.29.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.11 Cost of Implementation – Low cost option of approximately \$20,000 (cost for civil works for supply and installation of 6 speed cushions). Full Neighbourhood Improvement Scheme project costs approximately \$100,000.
- 7.12 Maintenance / Ongoing Costs – Covered under the area maintenance contract.
- 7.13 Funding source – does not align with any existing capital budgets or programmes. Can be reviewed through the 2018-2022 Long Term Plan process.

Legal Implications

- 7.14 See sections 6.26 to 6.29

Risks and Mitigations

- 7.15 n/a

Implementation

- 7.16 Implementation dependencies – n/a

7.17 Implementation timeframe – n/a

Option Summary - Advantages and Disadvantages

7.18 The advantages of this option include:

- Physically reduces the speed that drivers can travel at over a certain point;
- Makes the reduced speed limit self-enforcing and limits the need for Police enforcement;
- Complementary to a reduced speed limit.
- Supported by community engagement

7.19 The disadvantages of this option include:

- None.

8. Option 2 - Do Nothing

Option Description

8.1 Retain the existing 50km/h speed limit of Riverlea Estate Drive.

Significance

8.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

8.3 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

8.4 This option is inconsistent with community requests for changes to the speed on Riverlea Estate Drive.

8.5 See sections 6.5-6.21.

Alignment with Council Plans and Policies

8.6 This option is consistent with Council's Plans and Policies.

Financial Implications

8.7 Cost of Implementation - \$0

8.8 Maintenance / Ongoing Costs – n/a

8.9 Funding source – n/a

Legal Implications

8.10 See sections 6.26 to 6.29

Risks and Mitigations

8.11 n/a

Implementation

8.12 Implementation dependencies – n/a

8.13 Implementation timeframe – n/a

Option Summary - Advantages and Disadvantages

8.14 The advantages of this option include:

- None identified

8.15 The disadvantages of this option include:

- Does not address speed related safety issues on Riverlea Estate Drive.

Attachments

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Papanui-Innes Ward - Riverlea Estate Proposed Speed Limit Change Plan | 33 |
| B ↓ | Riverlea Estate consultation plan | 34 |
| C ↓ | Riverlea Estate consultation leaflet | 35 |
| D ↓ | Riverlea Estate submission form | 37 |

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 | Penny Gray - Traffic Engineer Tara King - Senior Engagement Advisor |
| Approved By | Ryan Rolston - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport) |





Where

Riverlea Estate Drive is located off Kainga Road. This area is currently used by rowing clubs and has anglers access to the Waimakariri River.

What happens next

Once the consultation period has closed, the project team will analyse the feedback and produce a staff report which will go to the Papanui-Innes Community Board for a recommendation to Council, who will then make the final decision.

At this stage we are anticipating that a recommendation will be made by the Community Board at their August 2017 meeting. With the final decision being made at the following Council meeting in September 2017. If the proposal is approved the change is expected to take place from October 2017.

All submitters will receive written updates on the project, including details of the staff recommendations and meetings, and how to request to speak at the meeting if they wish to do so.



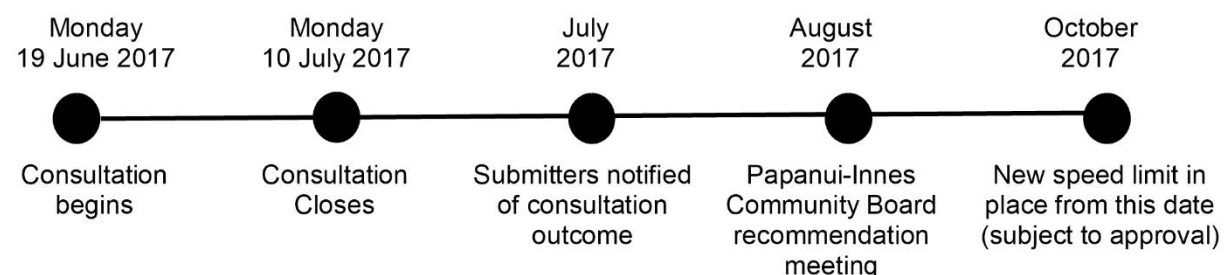
Riverlea Estate Drive, located near the river

Changing speed limits

The Christchurch City Council Speed Limits Bylaw 2010 allows the Council to set and change speed limits on roads within Christchurch. The authority for the Council to do this is contained in the Land Transport Rule, Setting of Speed Limits 2003 Rule 54001 and the Christchurch City Council Speed Limits Bylaw 2010. For further information on this please visit:

<https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/streets-roads-and-pavements-policies/speed-limits-policy/>

Timeline:



haveyoursay
ccc.govt.nz/haveyoursay

Any questions?

Tara King
Senior Engagement Advisor
Christchurch City Council
PO Box 73013
Christchurch 8154
(03) 941 5938
tara.king@ccc.govt.nz



haveyoursay
ccc.govt.nz/haveyoursay

If you'd like to comment on the plan, please go online to: www.ccc.govt.nz/haveyoursay.

Alternatively, complete the enclosed freepost form.

Please ensure that your comments reach us by **5pm, 10 July 2017**.

Christchurch
City Council

Riverlea Estate Drive, Kainga: proposed speed limit change

19 June 2017

haveyoursay

ccc.govt.nz/haveyoursay

Christchurch
City Council

Why

Riverlea Estate Drive is the access road to Riverlea Estate, which is a small riverside settlement. The existing carriageway is 6 metres wide with no footpaths or kerb and channel. Pedestrians choose to either walk along the berm or on the road, cars are often parked on the grass berms and drivers generally drive to these conditions.

The existing 50km/h is the default urban speed limit and does not reflect the nature of this settlement. There is not the usual road infrastructure you would see on a city street and the road does not link into the wider roading network. As a result of this a 50km/h speed limit is not an appropriate speed for Riverlea Estate.

What

The Council are proposing to reduce the speed limit on Riverlea Estate Drive to 30km/h in the residential area. This will better reflect the speed that road users should be travelling at and it will make Riverlea Estate Drive consistent with other riverside and beachside settlements such as Pines Beach and Waikuku Beach.

The reduced speed limit will increase the safety for vulnerable road users, such as pedestrians, and reduce the risk of a crash in this area.

Please refer to the plan overleaf for more detail on the proposal that you can provide feedback on.



Riverlea Estate Drive

ccc.govt.nz/haveyoursay

Please ensure that your comments reach us by **5pm, 10 July 2017**

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Saves **YOU** time,
Cuts **OUR** costs

Do you have any comments on the proposed plan?

☐ Yes - I/we support the plan

☐ No - I/we do not generally support the plan

☐ Yes - I/we generally support the plan but have some concerns (please comment)

This image shows a full page of white paper with horizontal dotted lines. The lines are evenly spaced and run across the width of the page, providing a guide for handwriting practice. There are no margins, text, or other markings on the page.

Name: *
 Address: *
 Postcode: *
 Phone: *
 Email:

Please note: Your full name, address and telephone number are required because this information is important for transparency, and for Christchurch City Council's decision-making process. It also means we can update you on progress. Ideally we would like your email address too, if you have one, as this makes it easier for us to stay in touch with you throughout the engagement process.

Your submission, including your name and contact details, will be made available to the decision-making body, for example the Community Board, Committee and/or Council, to help them make an informed decision.

Submissions, **without personal details**, are made available online once the Board, Committee or Council agenda goes live on the Council website.

If requested, Council is legally required to make all written and/or electronic submissions available to the public, including the name and contact details of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you believe there are compelling reasons why your contact details and/or submission should be kept confidential, please contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula residents).

***Please fold with the reply paid portion on the outside,
seal and return by 5pm, Monday 10 July 2017***

If you wish to attach extra paper, please ensure the folded posted item is no thicker than 6mm. Alternatively, you can send your submission in an envelope of any size and address it using "Freepost Authority No. 178"

fold staple or tape here fold

fold fold

FREEPOST Authority No.178

Christchurch
City Council 

Free  

Attention: Tara King
Senior Engagement Advisor
Christchurch City Council
PO Box 73013
Christchurch Mail Centre
Christchurch 8154

10. Application to the Papanui-Innes Community Board's 2017/18 Discretionary Response Fund - Cate Brett

Reference: 17/745398

Contact: Trevor Cattermole Trevor.Cattermole@ccc.govt.nz

9415407

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to consider an application for funding from their 2017/18 Discretionary Response Fund from the organisation(s) listed below.

| Funding Request Number | Organisation | Project Name | Amount Requested |
|------------------------|--------------|--|------------------|
| 57028 | Cate Brett | National Choral Federation Competition | \$513 |

Origin of Report

- 1.2 This report is to assist the Community Board to consider an application for funding from Cate Brett to support her attendance as a member of the Villa Maria Choir at the National Choral Federation Competition to be held in Auckland from 23 August 2017 until 27 August 2017.

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 Papanui-Innes Community Board:

1. Approves a grant of \$276 to Cate Brett from the Papanui-Innes Community Board's 2016/17 Discretionary Response Fund towards attendance at the National Choral Federation Competition to be held in Auckland from 23 August 2017 until 27 August 2017 as a member of the Villa Maria College Choir.

4. Key Points

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

| Total Budget 2016/17 | Granted To Date | Available for allocation | Balance If Staff Recommendation adopted |
|----------------------|-----------------|--------------------------|---|
| \$67,524 | \$66,498 | \$1,026 | \$750 |

- 4.2 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.

- 4.3 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

| No. | Title | Page |
|---------------------|--|------|
| A ↓ | Papanui-Innes Decision Matrix DRF 2017-18 - Cate Brett | 41 |

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 | Trevor Cattermole - Community Development Advisor |
| Approved By | Jenny Hughey - Community Governance Manager, Papanui-Innes |



2017/18 DRF PAPANUI-INNES 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. |

| 00057028 | Organisation Name | Name and Description | Total Cost | Contribution Sought Towards | Staff Recommendation | Priority |
|----------|-------------------|---|--|---|---|----------|
| | Cate Brett | National Choral Federation Competition Cate has been selected to represent Villa Maria College in the National Choral Federation Competition in Auckland. 23 August - 27 August | \$ 513 Requested \$ 513 (100% requested) | Flights - \$226.80 Accommodation - \$258.79 Food - \$30.14 Transfers - \$18.45 Big Sing Function - \$20 | \$ 276 Staff recommend that the Papanui-Innes Community Board grant \$276 to Cate Brett as a contribution towards the costs of travelling to Auckland for the National choir competition. | 2 |

| | |
|---|---|
| Organisation Details Service Base: N/A Legal Status: N/A Established: Target Groups: Youth Annual Volunteer Hours: Participants: | Other Sources of Funding Fundraising - \$200 (busking, sausage sizzle, quiz nights, raffles). Staff Assessment This project is to support Cate Brett to attend and to compete in the New Zealand Choral Federation, National choir competition in Auckland from 23 August 2017 to 27 August 2017. Cate is a 15 year old student who is currently in Year 11 and is also studying for her NCEA and is a member of the Villa Maria Con Brio Choir. Cate has been a member of church and Villa Maria choirs since Year 6 and has been singing with Con Brio at Villa Maria since Year 10. Cate attends practices twice weekly and often practices extend over into the weekends. Cate and her fellow choir members have been working towards this goal for six months, through practices, regional qualifying competitions and as a result of their work gaining the judge's recommendation to be included in the Nationals. This is the first National competition that Cate will be involved in and she is looking forward to representing her school and province. Cate has as her future goal to attend Canterbury University, gain her teaching degree and to become a primary school teacher and to teach choir. Cate's other interests include Japanese language, culture and music. This opportunity provides an excellent opportunity for Cate to experience a national completion, this experience will benefit her and the wider community as she progresses in her academic and employment goals. |
| Alignment with Council Strategies <input type="checkbox"/> Strengthening Communities. <input type="checkbox"/> Youth Strategy | |
| CCC Funding History N/A | |

11. Application to the Papanui-Innes Community Board's 2017/18 Positive Youth Development Fund - Serena White

Reference: 17/600627

Contact: Christine Lane Christine.lane@ccc.govt.nz

5213

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to consider Serena White's application for funding to the Papanui-Innes Community Board's 2016/17 Youth Development Fund.
- 1.2 There is currently \$1,026 remaining in this fund.

Origin of Report

- 1.3 This report is to assist the Community Board to consider an application for funding from Serena White.

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 Papanui-Innes Community Board:

1. Approves a grant of \$500 from the Papanui-Innes Community Board's 2017/18 Discretionary Response Fund to Serena White towards the University of Canterbury trip to Japan from 28 September 2017 to 14 October 2017.

4. Applicant – Serena White

- 4.1 A group of 14 students from the University of Canterbury are going over to Japan to spend two weeks visiting early childhood, primary and secondary schools and universities. This trip will take place from 28 September 2017 – 14 October 2017. The point of this trip is to experience a different culture and to see how the education system differs from New Zealand's. Serena is in her last year at Canterbury University where she has been studying for a primary teaching degree.
- 4.2 Serena envisions that this trip will provide her with experience in working with international students and new ideas to bring to the classroom. She also hopes that this trip will give her more knowledge to assist her to become a positive role model within the classroom.
- 4.3 Serena is in her final year of studying for a primary teaching degree. She also teaches dance at the Anna Lee School of Dance and is a Youth leader at Northcity Church. Serena has been a swim

coach at the Graham Condon Recreation and Sports Centre and a dance teacher at Kaiapoi High. She has a passion for people and for helping children learn and grow.

- 4.4 Serena believes this programme and trip will provide her with valuable understanding of another culture and lots of practice working with international students. Serena also sees this as an invaluable opportunity to learn how to help students in the classroom when English is not their first language.
- 4.5 The following table provides a breakdown of the costs for Serena White:

| EXPENSES | Cost (\$) |
|--------------------------------------|----------------|
| Flights | 1,725 |
| Transportation | 230 |
| Accommodation | 900 |
| Travel Insurance | 175 |
| Food | 350 |
| University/school Visits fee | 130 |
| | \$3,510 |
| Income | |
| Part time job | 1,200 |
| Stock takes - Warehouse | 500 |
| Car Wash | 200 |
| Garage Sale (July 22 nd) | 300 |
| Baby Sitting | 300 |
| Total | \$1,010 |

- 4.6 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

| | |
|--------------------|--|
| Author | Christine Lane - Community Development Advisor |
| Approved By | Jenny Hughey - Community Governance Manager, Papanui-Innes |

12. Papanui-Innes Community Board Area Report

Reference: 17/785234

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

1. Purpose of Report

The purpose of this report is to resource the Community Board to promote a pro-active partnership approach to decision-making between the Council and Community Boards working together to achieve the best outcomes for the city with decisions being made with a good understanding of community views.

2. Staff Recommendations

[That the Papanui-Innes Community Board:](#)

1. [Receive the Area Update.](#)

3. Community Board Activities and Forward Planning

3.1 Community Board Plan update against outcomes

- 3.1.1 The community board plan will be circulated once again to the Community Board for a final update prior to presentation at the Community Board meeting on the 26 August for final sign off.

3.2 Memos/Information reporting back on Community Board matters

3.2.1 Information sent to the Board.

- Resource Consent issued for 472 Cranford Street
- NZTA – Marshland to Burwood safety improvements
- Draft Cranford Regeneration Plan date of presentation to the Council
- Application information for Neighbourhood Week
- Invitation to the Inaugural Smart Cities Christchurch Innovation Expo on 10 August 2017
- News Item re Council approval of the draft Regeneration Plan
- Information on the installation of the Paparoa Street School active speed sign
- Consultation information re Briggs Road bus stop
- Consultation information re Papanui Domain playground renewal
- Application for temporary accommodation – Pillars
- Consultation information re the proposed Shirley Road Bus Shelter
- Update re Palms Suburban Interchange Project

3.3 The provision of strategic, technical and procedural advice to the Community Board

3.3.1 Christchurch Youth Action Plan

The Mayor has recently announced the establishment of the Youth Initiative Fund. The Plan document has been distributed separately to members.

- The Fund will provide \$50,000 of contestable funding to support projects that will provide direct benefits to youth in Christchurch. A youth organisation, or group of youth organisations, will manage the fund and young people will determine the criteria and processes, assess applications received, and make decisions about how the money is used and distributed.
- The Fund will enable young people to decide for themselves where funding is best allocated, and empower them to determine their own priorities and desired outcomes. This approach ensures decision-making is made as close to the relevant community as possible, increases the likelihood of the funding being used in a way that results in benefits for young people, and provides a platform for greater engagement in local democracy.
- This approach will be supported by a growing knowledge of participatory budgeting
- Staff from the Community Support, Governance and Partnerships Unit will work with the youth organisations to develop the capability of the young people to manage the fund including promotion, monitoring and evaluation.

3.4 Board area Consultations/Engagement

3.4.1 Tomes Road Active School Sign

Consultation for this school sign is now closed with two responses received, both in favour. The responses also suggested a change in the location of the sign on the western end from Tomes Road to Rutland Street. This will then include the KidsFirst Kindergarten at 188 Rutland Street within the active school zone area. Installation is planned for prior to the October school holidays.

3.4.2 Draft Cranford Regeneration Plan

The Draft Cranford Regeneration Plan has been prepared by Council to support regeneration and focuses on the improvement of 125 hectares of land on the upper end of Cranford Street. Areas of land suitable for residential development have been identified with the balance becoming a multi-purpose wetland to assist with storm-water management. The Board notes that the following workshops/seminars were held on this matter:

- | | |
|--|--------------------------------|
| • First Presentation at Board Seminar | 15 February 2017 |
| • Community Drop-in Sessions | 5 April 2017 and 12 April 2017 |
| • Board submission lodged | 3 May 2017 |
| • Second Presentation at Board Seminar | 14 June 2017 |
| • Submitter Forums | 22 June 2017 and 23 June 2017 |

3.4.3 Urban Tree and Forest Workshops

Workshops are planned to develop a plan around trees in the city (right tree in the right place) and to ensure consistency for tree plantings and removals. These workshops will be used to gather initial issues from key stakeholders and the community.

To assist with this engagement the Board is asked to consider who from the Papanui-Innes Wards should be on the stakeholder list. The Board may wish to host a standalone

community workshop at the Papanui Service Centre. The consultation team will also attend community events in the Board's area to interact with the community and will hold stakeholder workshops.

Information on the proposed Tree and Urban Forest Plan is attached to this agenda (refer **Attachment A**).

3.5 Submission Opportunities

None at this time

3.6 Annual Plan and Long Term Plan matters

3.6.1 A recent joint Community Board Chairperson and Councillor workshop was held on the Long Term Plan. A second workshop will be held in September. There will be a Community Board workshop which will consider Long Term Plan issues covered in the Community Board plan and other community matters in early September.

3.7 Development of Civil Defence Emergency Plans

Nil to report.

3.8 Requests for information from Board meeting on Newsline

3.8.1 Members are invited to suggest items for inclusion in Newsline.

3.9 Significant Board matters of interest to raise at Council

3.9.1 Members are invited to consider the progress of the Joint Community Board Working Party around the Styx River catchment matters as a special topic to raise at the next Council meeting and to suggest other items of interest to raise at Council.

4. Key Local Projects (KLPs) and Strengthening Communities Funded Projects

4.1 Belfast Community Network (BCN)

The Belfast Community Network Annual General meeting was held on 2 August at the facility on Sheldon Park. This was another successful year for the Belfast Community Network, with some great feedback from staff on their successes. There was a good attendance and the new Belfast School Principal was also present. It was highlighted that it will be the Belfast School 140 year anniversary in 2018. A heritage event will be held during Heritage week this year. The Belfast Community Network has their annual community event on Sunday 20 August from 11.30am to 2.30pm at Sheldon Park.

5. Significant Community Issues

Nil to report.

6. Major Community and/or Infrastructure Projects

6.1 Community Facilities

6.1.1 MacFarlane Park Update

The Working Party is continuing to work towards the relocation of the building gifted by Lions International to MacFarlane Park. It is estimated that the building will be placed on the grounds in the last quarter of 2017.

6.1.2 St Albans Pavilion

An engagement meeting was hosted by the Neighbourhood and Sports Parks team working in collaboration with the Community Governance team, with key sports groups that use the At Albans Park. Representatives from the football, cricket, croquet, bowling clubs and the

St Albans Residents Association were present. Representatives were able to communicate what their needs and priorities were around the functions of new building. It is expected that a report will come to the Board in September 2017.

6.2 Partnerships with the community and organisations

6.2.1 Styx River Catchment Working Party

The initial Styx River Catchment Working Party was held on Wednesday 2 August. The meeting was chaired by Councillor East with the seven community representatives attending. Elected members from Papanui-Innes and Coastal Burwood Community Boards also attended. Staff from the Papanui-Innes and Coastal Burwood community governance teams, Land Drainage and Dr Phil Driver acting as a “community liaison” were also present.

The Working Party worked through a number of issues with the focus being on action points including weed removal, tree assessment, options for sediment removal and general water management and drainage issues.

The next meeting of the Styx River Catchment Working Party will be held on 13 September 2017.

6.3 Infrastructure projects underway

Nil to report.

6.4 Events Report Back

Nil to report.

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

7.1 Local Parks Update

The next report will be presented in September 2017.

8. Community Board funding budget overview and clarification

8.1 Strengthening Community funding applications are currently being processed.

Attachments

| No. | Title | Page |
|---------------------|-------------------------------------|------|
| A ↓ | Proposed Tree and Urban Forest Plan | 49 |

Signatories

| | |
|--------------------|--|
| Authors | Judith Pascoe - Community Board Advisor Trevor Cattermole - Community Development Advisor Christine Lane - Community Development Advisor Helen Miles - Community Recreation Advisor |
| Approved By | Jenny Hughey - Community Governance Manager, Papanui-Innes Lester Wolfreys - Head of Community Support, Governance and Partnerships |

Proposed Tree and Urban Forest Plan

The Tree and Urban Forest Plan will provide a long-term vision and strategy to maximise the health and sustainability of the city's urban trees and forests and the benefits we receive from them.



Christchurch is a green city with a resilient, sustainable and healthy environment where a mix of native and exotic plant communities reinforce the Garden City identity and supports local biodiversity.

Trees provide a range of social, environmental, cultural ecological and economic benefits and services that enrich the quality of urban life:

- Provide shade in summer, shield us from cold in winter
- Remove pollutants from air and water
- Contribute to a more walkable, liveable and sustainable city
- Create greener, vibrant and more enjoyable neighbourhoods
- Improve urban ecology and help mitigate climate change
- Provide engaging community, recreational and social spaces.



Have your say

Together with the community we will be developing the vision for Christchurch's trees and urban forest. This will align with the Council's Community Outcomes and Strategic Directions.

It will set out strategies for our trees and forests and how we manage them to be more sustainable for future generations.

We are currently collecting ideas for the Proposed Tree and Urban Forest Plan. We will invite your ideas or feedback online and through public workshops during September and October 2017.



Learning programmes



Benefits of trees



Natural forest history

13. 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.