

Linwood-Central-Heathcote Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Linwood-Central-Heathcote Community Board will be held on:

Date: Tuesday 3 April 2018
Time: 4.00pm
Venue: The Board Room, 180 Smith Street,
Linwood

Membership

Chairperson	Sally Buck
Deputy Chairperson	Jake McLellan
Members	Alexandra Davids
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Brenda Lowe-Johnson
	Deon Swiggs
	Sara Templeton

27 March 2018

Shupayi Mpunga
Manager Community Governance, Linwood-Central-Heathcote
941 6605
shupayi.mpunga@ccc.govt.nz
www.ccc.govt.nz

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.

To view copies of Agendas and Minutes, visit:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>

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

TABLE OF CONTENTS

C	1.	Apologies.....	4
B	2.	Declarations of Interest.....	4
C	3.	Confirmation of Previous Minutes	4
B	4.	Public Forum	4
B	5.	Deputations by Appointment.....	4
B	6.	Presentation of Petitions	4
C	7.	Briefings	17

STAFF REPORTS

C	8.	144 Major Hornbrook Road, Mount Pleasant - Proposed No Stopping Restrictions	19
C	9.	Olliviers Reserve - Proposed Easement	27
C	10.	Main Road/The Brae, Mount Pleasant - Proposed Give Way Control and No Stopping Restrictions	37
C	11.	9 Shakespeare Road, Waltham - Proposed P30 Parking Restrictions	47
C	12.	Linwood-Central-Heathcote: 241 Stanmore Road, Proposed Bus Passenger Shelter Installation and Bus Stop Length Remediation	55
C	13.	Community Development Approach to Street-Based Sex Work - Quarterly Progress Report.....	63
B	14.	Elected Members' Information Exchange	73

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 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 Linwood-Central-Heathcote Community Board meeting held on [Wednesday, 14 March 2018](#) be confirmed (refer page 5).

4. Public Forum

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

It is intended that the public forum session will be held at <Approximate Time>

OR

There will be no public forum at this meeting

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.

5.1 Community Development Approach to Street-Based Sex Work – Quarterly Progress Report

Organisation	Name	Position
New Zealand Police	Julie Fifield	Snr Sergeant
	Stephen McDaniel	Snr Sergeant
New Zealand Prostitutes Collective	Tracy McKenzie	South Island Communi
	Bridie Sweetman	Law & Policy Advisor

6. Presentation of Petitions

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

Linwood-Central-Heathcote Community Board OPEN MINUTES

Date: Wednesday 14 March 2018
Time: 10.00am
Venue: Avebury House, 9 Eveleyn Couzins Avenue, Richmond

Present

Chairperson	Sally Buck
Deputy Chairperson	Jake McLellan
Members	Alexandra Davids
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Deon Swiggs
	Sara Templeton

14 March 2018

Shupayi Mpunga
Manager Community Governance, Linwood-Central-Heathcote
941 6605
shupayi.mpunga@ccc.govt.nz
www.ccc.govt.nz

To view copies of Agendas and Minutes, visit:
www.ccc.govt.nz/Council/meetingminutes/agendas/index

-
- 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

An apology for absence was received and accepted from Brenda Lowe-Johnston.

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved LCHB/2018/00023

Community Board Decision

That the minutes of the Linwood-Central-Heathcote Community Board meeting held on Monday, 26 February 2018 be confirmed.

Yani Johanson/Tim Lindley

Carried

4. Public Forum

Part B

There were no public forum presentations.

5. Deputations by Appointment

Part B

Mr Chris Abbott and Mr Dirk de Lu, of cycle advocacy group SPOKES spoke to the Board about Woolston Park Transportation Improvements Project – FR4 – Ferry Road Master Plan, regarding the proposed cycleway.

Item 14. of these minutes refers.

After questions from members, the Chairperson thanked Messrs Abbott and de Lu for their presentation.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved LCHB/2018/00024 (Staff recommendation adopted without change)

Part B

That the Linwood-Central-Heathcote Community Board:

1. Receive the information in the correspondence report dated 14 March 2018.

Alexandra Davids/Deon Swiggs

Carried

8. Austin Street near Hume Road, Waltham - Proposed No Stopping Restrictions

Community Board Resolved LCHB/2018/00025 (Staff recommendations adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approve that the stopping of vehicles be prohibited on the southwest side of Cameron Street commencing at a point 20 metres southeast of its intersection with Ingoldsby Street and extending in a south easterly direction for a distance of 35 metres.
2. Approve that the stopping of vehicles be prohibited on the northeast side of Cameron Street commencing at a point 20 metres southeast of its intersection with Ingoldsby Street and extending in an easterly direction for a distance of 21 metres.
3. Approve that the stopping of vehicles be prohibited on the southeast side of Austin Street commencing at a point 33m north east of its intersection with Hume Street and extending in a north easterly direction for a distance of 17 metres.
4. Approve that the stopping of vehicles be prohibited on the northwest side of Austin Street commencing at a point 33m north east of its intersection with Hume Street and extending in a north easterly direction for a distance of 25 metres.

Darrell Latham/Tim Lindley

Carried

9. 31 Saxon Street, Phillipstown - Proposed P30 Parking Restrictions

Staff Recommendation

That the Linwood-Central-Heathcote Community Board:

1. Approve that the parking of vehicles be restricted to 30 minutes on the west side of Saxon Street commencing at a point 6 metres south of its intersection with Essex Street and extending in a southerly direction for a distance of 44 metres.

Community Board Resolved LCHB/2018/00026

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approve that the parking of vehicles be restricted to 30 minutes Monday to Friday from 8.00am – 5.00pm on the west side of Saxon Street commencing at a point six metres

south of its intersection with Essex Street and extending in a southerly direction for a distance of 44 metres.

Deon Swiggs/Alexandra Davids

Carried

10. 180 Avonside Drive, Avonside - Proposed Extension to School Bus Parking Area

Community Board Decisions under Delegation (Staff recommendations adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approve that all parking and stopping restrictions on the east side of Avonside Drive commencing at its intersection with Cowlshaw Street up to the intersection with Woodham Road be revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at a point 18 metres south of its intersection with Cowlshaw Street and extending in a southerly direction for a distance of 37 metres.
3. Approve that the parking of vehicles be designated for the parking of school buses, coaches and shuttles only on the east side of Avonside Drive commencing at a point 55 metres south of its intersection with Cowlshaw Street and extending in a southerly direction for a distance of 143 metres. This restriction to apply between the hours of 2.00pm to 3.30pm on school days only.
4. Approve that the parking of vehicles be designated for the parking of school buses, coaches and shuttles only on the east side of Avonside Drive commencing at a point 205 metres south of its intersection with Cowlshaw Street and extending in a southerly direction for a distance of 19 metres. This restriction to apply between the hours of 2.00pm to 3.30pm on school days only.
5. Approve that the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at a point 224 metres south of its intersection with Cowlshaw Street and extending up to its intersection with Woodham Road.
6. The Board requested staff to liaise with Linwood College to ensure that the changes do not impact on the number of buses that will be used to transport students to school.

11. Update on Ely Street within the Living Streets programme

Community Board Resolved LCHB/2018/00027 (Staff recommendations adopted without change)

Part B

That the Linwood-Central-Heathcote Community Board:

1. Note staff actions to address resident concerns regarding on-street parking and visibility for vehicles turning out of Ely Street onto Madras Street.
2. Note the limited budget for 'Living Streets' street renewals and multi criteria analysis review underway to prioritise target streets.

Sara Templeton/Deon Swiggs

Carried

12. Hagley Park Electric Vehicle Charging Station Restriction.

Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Approve that the existing parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park, Car Park at the western end of Armagh Street and currently restricted to a maximum period of 180 minutes be revoked.
2. Approve that parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park, Car Park at the western end of Armagh Street be restricted to a maximum period of 60 minutes at any time and reserved for the use of electric vehicles for the purposes of charging their batteries only.

Community Board Decisions under Delegation

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approve that the existing parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park, Car Park at the western end of Armagh Street and currently restricted to a maximum period of 180 minutes be revoked.
2. Approve that parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park, Car Park at the western end of Armagh Street be restricted to a maximum period of 120 minutes at any time and reserved for the use of electric vehicles for the purposes of charging their batteries only.

14. Woolston Park Transportation Improvements Project - FR4 - Ferry Road Master Plan

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputation from Messrs Abbott and de Lu (Item 5 of these minutes refers).

Community Board Resolved LCHB/2018/00028 (Staff recommendations adopted without change)

For the purposes of the following resolutions: (1) an intersection is defined by the position of kerbs on each intersecting roadway; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) if the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Community Board meeting of the 26th February 2017; and (4) If the resolution states "Note 2 Applies", any distance specified in the resolution relates the approved kerb line location on the road resulting from the resolution as approved.

Part A

That the Linwood - Central - Heathcote Community Board recommends to Council to:

1. Approve that the pathway on the south side of Ferry Road, commencing at its intersection with Hopkins Street and extending in an easterly direction for a distance of 48 metres, be

- resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004. Note 2 applies.
2. Approve that the pathway on the north side of Ferry Road, commencing at a distance 70.5 metres west of its intersection with Smith Street and extending in an easterly direction for a distance of 49 metres, be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004. Note 2 applies.
 3. Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Ferry Road, commencing at its intersection with Smith Street and extending in a westerly direction for a distance of 34 metres, as detailed on Attachment A. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles. Note 2 applies.
 4. Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Ferry Road, commencing at its intersection with Smith Street and extending in an easterly direction for a distance of 150 metres, as detailed on Attachment A. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles. Note 2 applies.
 5. Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Ferry Road, commencing at its intersection with Hopkins Street and extending in a westerly direction for a distance of 105 metres, as detailed on Attachment A. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles. Note 2 applies.
 6. Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Ferry Road, commencing at its intersection with Hopkins Street and extending in an easterly direction for a distance of 96 metres, as detailed on Attachment A. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles. Note 2 applies.
 7. Approve that a signalised pedestrian and bicycle crossing be duly established and marked in accordance with sections 6 and 8.5 (3) of the Land Transport Rule: Traffic Devices 2004, on Ferry Road, located at a point 28 metres east of its intersection with Hopkins Street, as detailed in Attachment A. Note 2 applies.

Part C

That the Linwood-Central-Heathcote Community Board:

8. Revoke all existing parking and stopping restrictions on the south side of Ferry Road, commencing at its intersection with Hopkins Street and extending in a westerly direction for a distance of 122 metres. Note 1 applies.
9. Revoke all existing parking and stopping restrictions on the south side of Ferry Road, commencing at its intersection with Hopkins Street and extending in an easterly direction for a distance of 96 metres. Note 1 applies.
10. Revoke all existing parking and stopping restrictions on the north side of Ferry Road, commencing at its intersection with Smith Street and extending in a westerly direction for a distance of 31 metres. Note 1 applies.

11. Revoke all existing parking and stopping restrictions on the north side of Ferry Road, commencing at its intersection with Smith Street and extending in an easterly direction for a distance of 120 metres. Note 1 applies.
12. Revoke all existing parking and stopping restrictions on the east side of Hopkins Street, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 19 metres. Note 1 applies.
13. Revoke all existing parking and stopping restrictions on the west side of Hopkins Street, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 15 metres. Note 1 applies.
14. Revoke all existing parking and stopping restrictions on the east side of Smith Street, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 23 metres. Note 1 applies.
15. Revoke all existing parking and stopping restrictions on the west side of Smith Street, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 16 metres. Note 1 applies.
16. Revoke all traffic controls on Ferry Road, commencing at its intersection with Smith Street and extending in a westerly direction for a distance of 33 metres. Note 1 applies.
17. Revoke all traffic controls on Ferry Road, commencing at its intersection with Hopkins Street and extending in an easterly direction for a distance of 96 metres. Note 1 applies.
18. Revoke all traffic controls on Ferry Road, between its intersection with Hopkins Street and its intersection with Smith Street. Note 1 applies.
19. Revoke all intersection traffic controls at the intersection of Ferry Road with Smith Street. Note 1 applies.
20. Revoke all intersection traffic controls at the intersection of Ferry Road with Hopkins Street. Note 1 applies.
21. Approve that the Stopping of vehicles be prohibited on the south side of Ferry Road, commencing at its intersection with Hopkins Street and extending in a westerly direction for a distance of 16 metres. Note 2 applies.
22. Approve that the stopping of vehicles be prohibited on the south side of Ferry Road commencing at a distance 60 metres west of its intersection with Hopkins Street and continuing in a westerly direction for a distance of 46 metres. Note 2 applies.
23. Approve that the parking of vehicles on the south side of Ferry Road, commencing at a distance of 106 metres west of its intersection with Hopkins Street and extending in a westerly direction for a distance of 17 metres, be restricted to a maximum parking time of ten minutes.
24. Approve that the Stopping of vehicles be prohibited on the south side of Ferry Road, commencing at its intersection with Hopkins Street and extending in an easterly direction for a distance of 48 metres. Note 2 applies.
25. Approve that the parking of vehicles on the south side of Ferry Road, commencing at a distance of 48 metres east of its intersection with Hopkins Street and extending in an easterly direction for a distance of 52 metres, be restricted to a maximum parking time of ten minutes. This restriction is to apply between the times of 8.15am and 9.15 am and 2.30pm and 3.30pm on school days only.

26. Approve that the Stopping of vehicles be prohibited on the north side of Ferry Road, commencing at its intersection with Smith Street and extending in a westerly direction for a distance of 34 metres. Note 2 applies.
27. Approve that the Stopping of vehicles be prohibited on the north side of Ferry Road, commencing at its intersection with Smith Street and extending in an easterly direction for a distance of 18 metres. Note 2 applies.
28. Approve that a bus stop be created on the north side of Ferry Road commencing at a point 18 metre east of its intersection with Smith Street and extending in an easterly direction for a distance of 14 metres. Note 2 applies.
29. Approve that the stopping of vehicles be prohibited on the north side of Ferry Road commencing at a distance 70.5 metres west of its intersection with Smith Street and continuing in an easterly direction for a distance of 49 metres. Note 2 applies.
30. Approve that the Stopping of vehicles be prohibited on the east side of Hopkins Street, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 21 metres. Note 2 applies.
31. Approve that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act – Road User Rule: 2004. This restriction is to apply at any time and be located on the east side of Hopkins Street, commencing at point 21 metres south of its intersection with Ferry Road, and extending in a southerly direction for a distance of 8 metres. Note 2 applies.
32. Approve that the parking of vehicles on the east side of Hopkins Street, commencing at a distance of 29 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 25 metres, be restricted to a maximum parking time of three minutes. This restriction is to apply between the times of 8.15am and 9.15 am and 2.30pm and 3.30pm on school days only.
33. Approve that the Stopping of vehicles be prohibited on the west side of Hopkins Street, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 17 metres. Note 2 applies.
34. Approve that the Stopping of vehicles be prohibited on the east side of Smith Street, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 12 metres. Note 2 applies.
35. Approve that the parking of vehicles on the east side of Smith Street, commencing at a distance of 12 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 11 metres, be restricted to a maximum parking time of thirty minutes. Note 2 applies.
36. Approve that the Stopping of vehicles be prohibited on the west side of Smith Street, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 16 metres. Note 2 applies.
37. Approve that a Give Way control be placed against the Hopkins Street approach to its intersection with Ferry Road, as detailed on Attachment A.
38. Approve that a Give Way control be placed against the Smith Street approach to its intersection with Ferry Road, as detailed on Attachment A.
39. Approve the lane marking changes, kerb alignment changes and the creation of a pedestrian refuge on Ferry Road as detailed in Attachment A. Note 2 applies.

Sara Templeton/Tim Lindley

Carried

Yani Johanson requested that his vote against the decision be recorded.

15. Linwood-Central-Heathcote Community Board Area Report

Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Receive the Area Report for March 2018.
2. Nominate a Community Board Member to assist the Council's Heritage Team with the Future of Heritage Community Workshops.
3. Provide comment on whether the Board support/or not support another temporary alcohol restrictions ban in the current Linwood Village area past the June 2018 timeframe.
4. Delegate the Community Board Chairperson to authorise the Board's 2018-2028 Council Draft Long Term Plan submission to be submitted.
5. Confirm that the Water Fountains (\$20,000) and Sumner Changing Sheds (\$100,000) projects approved through the 2017/18 Annual Plan are to be implemented.
6. Reallocate \$1,500 granted from its Strengthening Communities Fund 2017/18 to the Mt Pleasant Memorial Community Centre and Residents' Association Incorporated (Community Centre) for Estuary Fest to the Community Centre for funding towards the Administrator's salary.
7. Consider items for inclusion on Newline and the Board Report to the Council's 5 April 2018 meeting.

Community Board Resolved LCHB/2018/00029

Part B

That the Linwood-Central-Heathcote Community Board:

1. Receives the Area Report for March 2018.
2. Nominates Sally Buck to assist the Council's Heritage Team with the Future of Heritage Community Workshops.
3. Advises staff of its agreement to fully support extending the temporary alcohol ban in the Linwood Village area past June 2018 until the Council's Alcohol Restrictions in Public Places Bylaw has been reviewed.
4. Delegates the Community Board Chairperson to authorise the Board's 2018-2028 Council Draft Long Term Plan submission.
 - a. Agrees to hold a workshop on 3 April 2018 at 2pm to formulate the Board's submission on the Council's Draft Long Term Plan.
 - b. Requests staff advice on the progress of the proposed dog park at Ferrymead Park to inform the Board's submission on the Council's Draft Long Term Plan.
5. Confirms that the water fountains (\$20,000) and Sumner Changing Sheds (\$100,000) projects approved through the 2017/18 Annual Plan are to be implemented.
 - a. Request that the Board confirms the intended location of the new fountains prior to their installation.

6. Re-allocates \$1,500 granted from its Strengthening Communities Fund 2017/18 to the Mt Pleasant Memorial Community Centre and Residents' Association Incorporated (Community Centre) for Estuary Fest to the Community Centre for funding towards the Administrator's salary.
7. Grants \$13,000 from the Linwood-Central-Heathcote 2017/19 Discretionary Response Fund to Sydenham Quarter for the project to Promote Sydenham.
8. Grants up to \$19,064 from the Linwood-Central-Heathcote 2017/19 Discretionary Response Fund for accessible playground equipment to be installed in the Woolston Park playground.
9. Defers the Board's scheduled 26 March 2018 meeting to Tuesday 3 April 2018 commencing at 4.00pm at Linwood Boardroom, 180 Smith Street.
10. Requests that staff provide further information on the shade options for Scarborough Park.
11. Requests a progress report on the Council and Environment Canterbury Joint Air Monitoring Programme.
12. Requests the following items to be considered for inclusion on Newline:
 - a. Update on the Woolston Park Transportation Improvements Project - FR4 - Ferry Road Master Plan.
 - b. Update on the progress of the relocation of Redcliffs School.
 - c. Update on Woolston Park accessible playground equipment.

Deon Swiggs/Alexandra Davids

Carried

13. Penfold's Cob Cottage - Future Repair or Restoration

Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Approve Option 1 to stabilise and repair the remaining heritage fabric of Penfold's Cob Cottage and glaze lost areas.
 - a. Work with Ferrymead Park Limited to develop a cob trail and cob events to link the Cottage with Ferrymead Park.
 - b. Work with Te Rūnanga o Ngāi Tahu and the community to develop innovative interpretation to promote the Cottage.

Community Board Decided LCHB/2018/00030

Part A

That the Linwood - Central - Heathcote Community Board, recommends that the Council:

1. Approve Option 1 to stabilise and repair the remaining heritage fabric of Penfold's Cob Cottage and glaze lost areas.
 - a. Work with Ferrymead Park Limited to develop a cob trail and cob events to link the Cottage with Ferrymead Park.

- b. Work with Te Rūnanga o Ngāi Tahu and the community to develop innovative interpretation to promote the Cottage.
2. Approve the Penfolds Cob Cottage planned works to commence as soon as possible, owing to the ongoing deterioration to the heritage fibre of the cottage.

Tim Lindley/Sara Templeton

Carried

17. Resolution to Exclude the Public

Community Board Resolved LCHB/2018/00031

Part C

That at 12.30pm the resolution to exclude the public set out on page 117 of the agenda be adopted.

Deon Swiggs/Jake McLellan

Carried

The public were re-admitted to the meeting at 12.45pm

16. Elected Members' Information Exchange

Part B

Mention was made of the following items:

- **District Licensing Committee Hearing** – the Board were advised that the District Licensing Hearing in relation to the Sale and Supply of Alcohol application for 373 Ferry Road is to be held on 19 – 21 March at the Linwood Boardroom, 180 Smith Street.
- **Mt Pleasant Community Centre Annual General Meeting** was held in the last week. The Association was acknowledged for the work that it had accomplished.

16.1 Griffiths Avenue - Street Renewal

The Board discussed the delay with the Griffiths Avenue Street Renewal.

The Board requested advice be sent to Griffiths Avenue residents and the Community Board on the delay of the Griffiths Avenue Street Renewal project.

Meeting concluded at 1.04pm.

CONFIRMED THIS 3rd DAY OF April 2018.

**SALLY BUCK
CHAIRPERSON**

7. Briefings

Reference: 18/265729
Presenter(s): Stefan Jermy, Project Manager, and Jennie Hamilton, Senior Engagement Advisor

1. Purpose of Report

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Proposed upgrade of Kilmore Street (Colombo Street to Durham Street)	Stefan Jermy Jennie Hamilton	Project Manager Senior Engagement Advisor

2. Staff Recommendations

- That the Linwood-Central-Heathcote Community Board:
1. Notes the information supplied during the Briefings.

Attachments

There are no attachments to this report.

8. 144 Major Hornbrook Road, Mount Pleasant - Proposed No Stopping Restrictions

Reference: 18/198304

Contact: Barry Hayes

barry.hayes@ccc.govt.nz

03 941 8950

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the provision of no stopping restrictions on both sides of a part of Major Hornbrook Road in accordance with Attachment A.
- 1.2 The site is located within the road network as shown in Attachment B.

Origin of Report

- 1.3 This report was staff generated in response to requests from a local resident at this location, who expressed safety concerns.
- 1.4 These measures have been requested to improve the forward sight lines of drivers using Major Hornbrook Road in both directions, as well as the sight lines from some driveway locations.

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 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 Linwood-Central-Heathcote Community Board:

1. Approve that the stopping, standing or parking of any vehicle is prohibited at all times on the parts of Major Hornbrook Road indicated in the attached drawing TP132763 issue 1 dated 22/2/2018.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

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
- 4.2 The following feasible options have been considered:
 - Option 1 – Provide 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:

- Improves the forward sight lines for drivers using Major Hornbrook Road
- Reduces the likelihood of a head on collision as drivers are not required to overtake parked vehicles
- Improves the sight lines for residents leaving their driveways
- Improves the road space available for large vehicles such as refuse trucks and reduces the risk of a collision with an opposing vehicle

4.3.2 The disadvantages of this option include:

- Results in some displacement of on-street parking

5. Context/Background

- 5.1 A local resident expressed concerns about their line of sight whilst turning from their driveway at a succession of tight bends along this section on Major Hornbrook Road, as well as the safety concerns whilst driving along this section of road. This was sometimes caused by drivers parking on-street at the bend locations.
- 5.2 Staff visited the site at different times of the day, to evaluate the situation. It was apparent that only occasional parking took place on street and included trade vehicles. It was apparent that many drivers went over the notional centre line to pass parked vehicles. Staff observed some cycling activity. Pedestrians are also known to walk on the road as there is no footpath to walk to school or to access the bus stops.
- 5.3 Attachment C shows photos of the local environment.
- 5.4 Staff also reviewed the crash history of this area. Between 2011 and 2015 no crashes were recorded. However, staff remain convinced that there are substantial safety risks in this area. Consequently, staff have recommended parking restrictions at the bend locations to address these issues and improve safety in this area. In addition, a continuous centre line will be included, to encourage vehicles to drive within their side of the road where feasible.
- 5.5 Staff are aware of some potential inconvenience to residents, their visitors and tradesmen working at properties, however, there are parking opportunities off the road itself, using unmarked layby areas. Furthermore, all the properties in this area have at least 2 off street parking spaces, as well as garages. Consequently, staff consider that there is already substantial parking provision in this area and therefore the displacement of parking is only expected to be minor.
- 5.6 The installation of the additional no stopping restrictions will improve the safety on these streets by improving sight lines and encouraging drivers to drive on their side of the road.

6. Option 1 – Provide no stopping restrictions (preferred)

Option Description

- 6.1 Provide no stopping restrictions on Major Hornbrook Road in accordance with Attachment A.

Significance

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

Impact on Mana Whenua

- 6.3 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

- 6.4 Letters of consultation with a site plan have been issued to the tenants and property owners between 129-154 Major Hornbrook Road. (similar to the extent shown in Attachment A)
- 6.5 Eight responses were received, of which none objected to the proposal. One resident requested an amendment to extend the restriction across part of the front of 149b, to deter parked vehicles from blocking their sight lines upon leaving their driveway. The residents at 149b and 149c have confirmed that they do not have any objections to this amendment.
- 6.6 Consequently, the proposal has been amended.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.8 Cost of Implementation - \$1,000 to provide road markings.
- 6.9 Maintenance / Ongoing Costs – covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 6.10 Funding source – Traffic Operations budget.

Legal Implications

- 6.11 Part 1, clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.12 The Linwood-Central-Heathcote Community Board has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Board includes the resolution of stopping restrictions and traffic control devices.
- 6.13 The installations of any sign and/or road markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.14 Not applicable.

Implementation

- 6.15 Implementation dependencies - Linwood-Central-Heathcote board approval.
- 6.16 Implementation timeframe – approximately 6 weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:
- Improves the forward sight lines for drivers using Major Hornbrook Road

- Reduces the likelihood of a head on collision as drivers are not required to overtake parked vehicles
- Improves the sight lines for residents leaving their driveways
- Improves the road space available for large vehicles such as buses, refuse trucks and reduces the risk of a collision with an opposing vehicle

6.17.2 The disadvantages of this option include:

- Results in some displacement of on-street parking

7. Option 2 – Do Nothing

Option Description

7.1 Retain the unrestricted parking.

Significance

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

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 This option is inconsistent with the request for improving road safety in the local area.

Alignment with Council Plans and Policies

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

Financial Implications

7.6 Cost of Implementation - \$0

7.7 Maintenance / Ongoing Costs - \$0

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:

- None identified

7.14 The disadvantages of this option include:

- Does not support the safety needs of the nearby residents.

Attachments

No.	Title	Page
A ↓	Major Hornbrook Rd site plan	24
B ↓	Major Hornbrook Rd location plan	25
C ↓	Major Hornbrook Rd site photos	26

Confirmation of Statutory Compliance

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

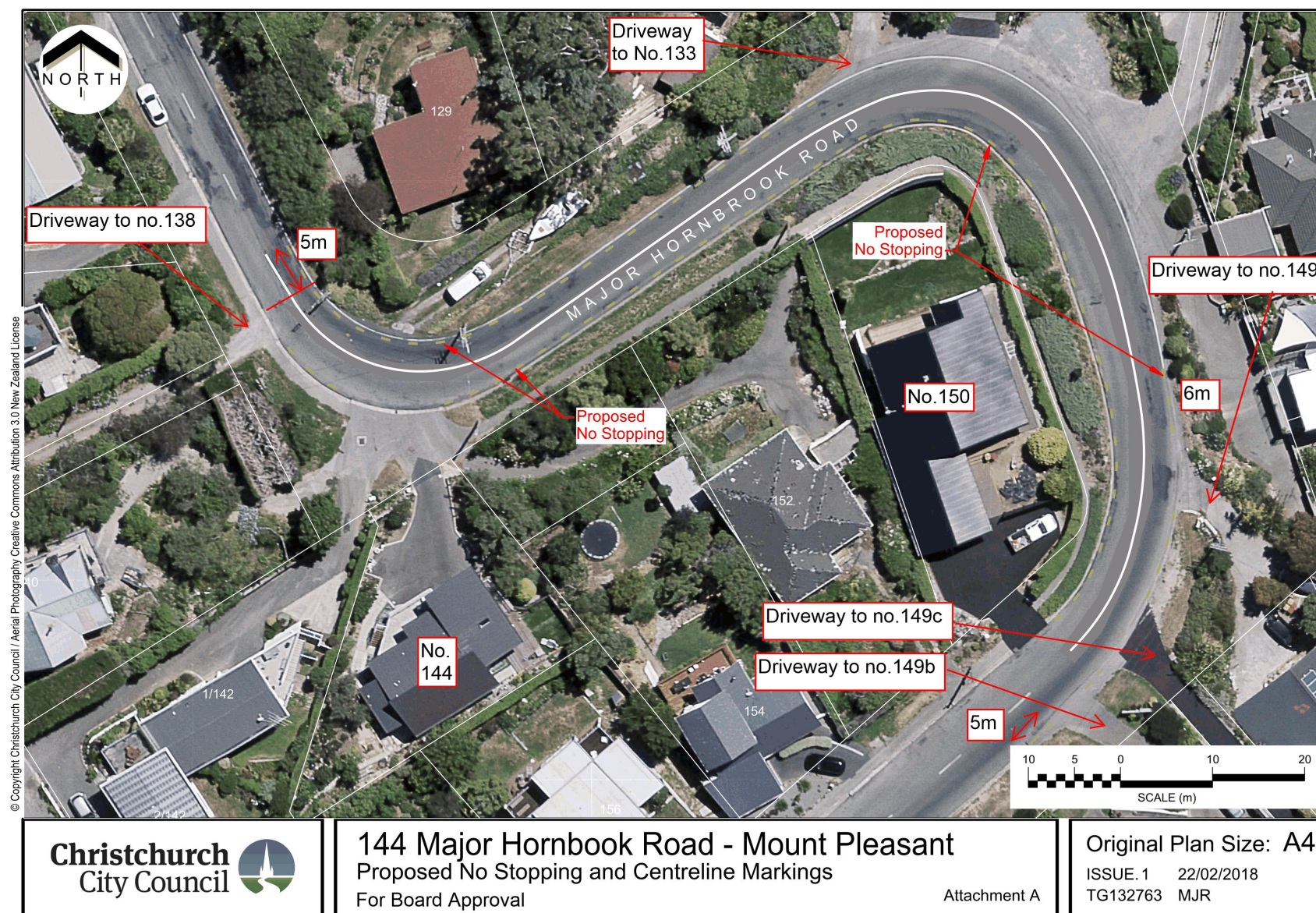
(a) This report contains:

- (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.

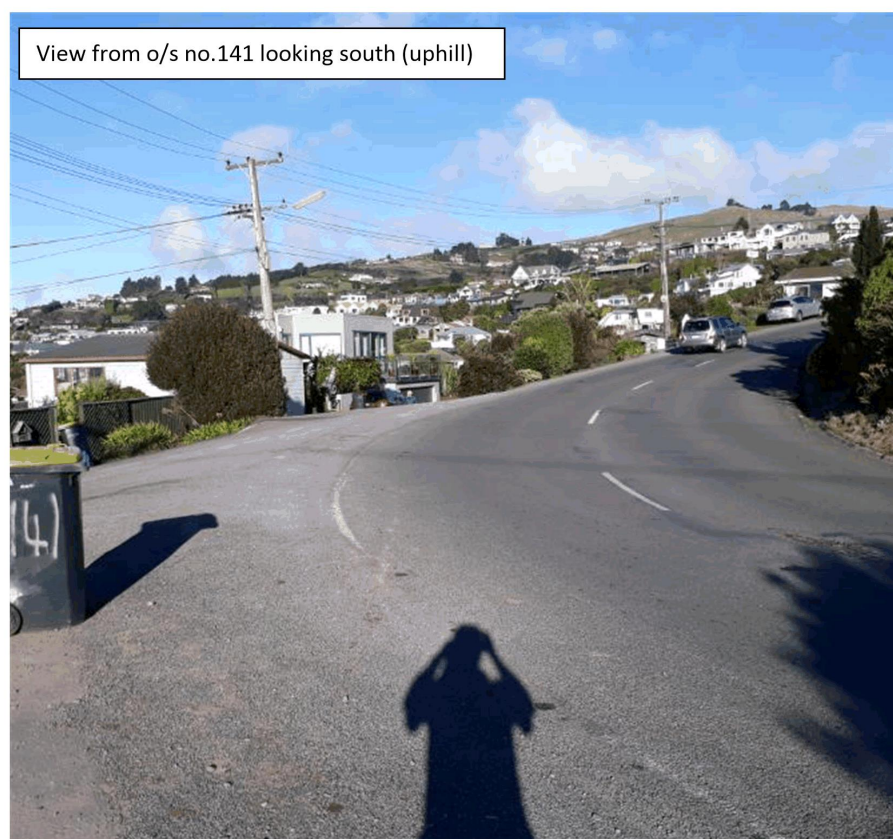
Signatories

Author	Barry Hayes - Traffic Engineer
Approved By	Stephen Wright - Senior Traffic Engineer Steffan Thomas - Manager Operations (Transport)



LOCATION PLAN





9. Olliviers Reserve - Proposed Easement

Reference: 18/224606

Contact: Sarah Stuart sarah.stuart@ccc.govt.nz

941 8191

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board (the Board) to approve an easement for the right to drain sewage over the part of Olliviers Reserve identified in **Attachment A**.
- 1.2 The Board is also requested that should it approve the granting of the easement, to recommend to the Chief Executive that she exercise her authority as delegate of the Minister of Conservation to consent to the easement. The Minister has delegated her authority to the Council, who have subsequently sub-delegated the authority to the Chief Executive.

Origin of Report

- 1.3 This report is being submitted to the Linwood-Central-Heathcote Community Board following the design of a new bio-filter to extract and treat H₂S (Hydrogen sulphide) gas from the sewer main trunks.
- 1.4 An easement is required over Council land but staff do not have a delegation to make a decision in this matter because the land is held as a reserve under the Reserves Act 1977. The Board has the delegated authority of the Council to make a decision on the granting of this proposed easement whilst the Council has the delegation to grant consent on behalf of the Minister of Conservation.

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 a significance and engagement assessment worksheet.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board resolve to:

1. Approve pursuant to Section 48(1)(a) and Section 48(2) of the Reserves Act 1977, the granting of an easement for the right to drain sewage over the part of Olliviers Reserve shown on the submitted plan as Attachment A, subject to:
 - a. The consent of the Minister of Conservation or her delegate.
 - b. All necessary statutory consents under but not limited to the Resource Management Act and Building Control Act, being obtained.
2. Recommend that the Chief Executive, using the Council's delegated authority from the Minister of Conservation, consents to the granting of the easement to the Christchurch City Council for the right to drain sewage as outlined in the staff report.

3. Authorise the Property Consultancy Manager, should the easement be granted with the consent of the Minister of Conservation, to finalise documentation to implement the easement.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Wastewater Collection
 - Level of Service: 11.0.1 Provide wastewater collection in a safe, convenient and efficient manner (customer satisfaction)
- 4.2 The following feasible options have been considered:
 - Option 1 - Grant the easement (preferred option)
 - Option 2 - Do not grant the easement
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Addresses public complaints of odour from the sewer mains.
 - The bio-filter removes H₂S gas which is corrosive to concrete wastewater pipes and should be extracted and treated where possible.
 - The easement will protect the infrastructure in perpetuity.
 - The easement will identify the existence of the pipeline on the title.
 - An easement is required to comply with the Reserves Act 1977.
 - Supports Health and Safety by identifying the location of the facility on the title.
 - 4.3.2 The disadvantages of this option include:
 - Minor earthworks and temporary restrictions on the use of the reserve.

5. Context/Background

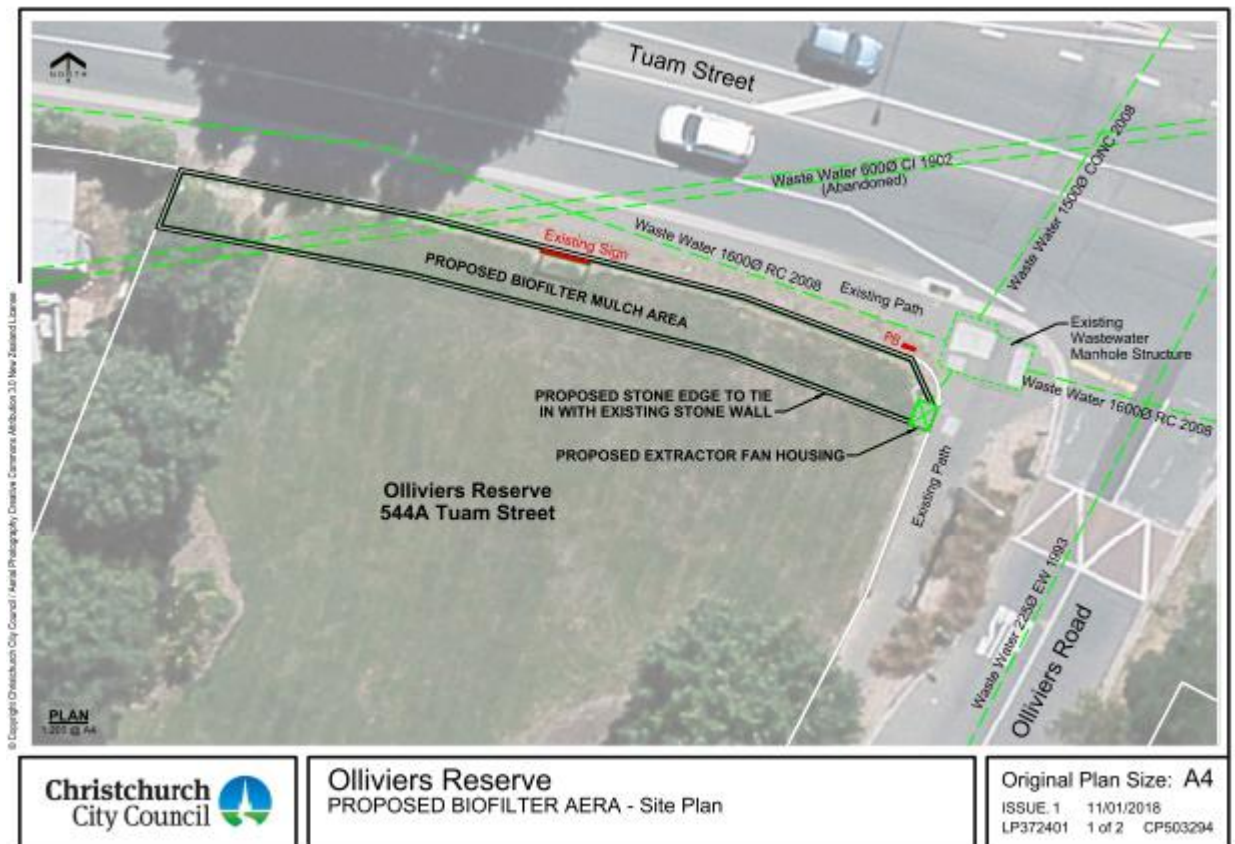
Background

- 5.1 Local residents near Olliviers Reserve have complained about the odour emitting from the two sewer mains that flow east along Tuam St past Olliviers Reserve.
- 5.2 A new odour control bark bio-filter has been designed to treat hydrogen sulphide gas (H₂S) from the sewer mains and an easement is required over Council land alongside Tuam St.
- 5.3 Extraction and treatment of H₂S gas will also reduce corrosion to the concrete wastewater pipes.

Olliviers Reserve

- 5.4 The reserve land affected by the proposed easement comprises a 2,625 m² parcel held in title 329234, being Section 1 SO 18212. It is held by the Council as recreation reserve which is subject to the Reserves Act 1977.
- 5.5 There is an existing easement over the reserve granting the Council the right to drain sewage over a three metre strip (approx) alongside Tuam St. This was put in place for the construction of the western interceptor sewer main in the road beside it.

- 5.6 The proposed biofilter easement is over the same area as the existing easement and will extend a further metre into the reserve. A plan showing the proposed easement ("proposed biofilter mulch area") is provided below and in **Attachment A**:



Bio-filter infrastructure

The bio-filter will lie flush to the ground and appear as a bark bed which can be walked on. A fan chamber will be installed within the stone wall. The associated underground services will be included in the easement. An artist's depiction is provided below and in **Attachment B**:



- 5.7 Construction is planned for the first quarter of 2018.

Easement

- 5.8 Section 48 of the Reserves Act 1977 (the Act) provides that the Council with the consent of the Minister of Conservation, may grant easements for rights-of-way and other services over reserve land. In this case Section 48(1)(a) "any public purpose".
- 5.9 Under Section 48(2) of the Act, it is necessary for the Council to publically notify its intention to grant an easement except where the reserve is unlikely to be materially altered or permanently damaged, and the rights of the public in respect of the reserve are unlikely to be permanently affected (section 48(3) of the Act). In this case public notification is not required because the proposed bio-filter will not materially alter the reserve.
- 5.10 The easement area required is shown on the plan in 5.6.
- 5.11 It is the normal policy of the Council that a one-off compensation fee, as determined by an independent valuation, is payable to the Council for the privilege of gaining an encumbrance on the Council's title. (Council 27 September 2001.) In this case, the Council is making an application to the Council and accordingly it would be illogical for a fee to apply.
- 5.12 The works will be undertaken by a suitably qualified contractor who will comply with all Health and Safety regulations in accordance with best practice. The contractor will be determined by a tender process.

Consent of the Minister of Conservation

- 5.13 In exercising the consent of the Minister of Conservation, the Council should be satisfied that due procedure has been followed and in this respect the Council should have regard to the following matters:
- 5.13.1 The land affected by the application is a reserve subject to the provisions of the Reserves Act 1977.
- 5.13.2 The easement being applied for falls within the purposes specified in Section 48(1) of the Reserves Act.
- 5.13.3 The provisions of Section 48(2) (public notification) have been complied with or that a waiver can be given to this requirement under Section 48(3).
- 5.13.4 Section 4 of the Conservation Act 1987 (this Act shall be interpreted and administered as to give effect to the principles of the Treaty of Waitangi) meaning that in consenting to transactions under the Reserves Act 1977, consideration is to be given to the requirement or otherwise to consult with iwi.
- 5.14 It is confirmed that the subject land is reserve land, held in title 329234 for recreation reserve. Section 48(1) of the Act allows the Council to grant rights-of-way and other easements over any part of the reserve for any public purpose (section 48(1) (a)). It is not necessary to undertake public notification of the proposed easement according to Section 48(3) of the Act due to the fact that the installation of the biofilter will not materially alter the reserve. .
- 5.15 Specific consultation with iwi is not considered necessary as the site affected does not feature in the City Plan as having any significance to tangata whenua and the proposal is believed to be consistent with the framework of the Mahaanui Iwi Management Plan (MIMP) as the proposed earthworks activities will be minimal.

6. Option 1 – Grant the easement (preferred)

Option Description

- 6.1 Grant the easement on the conditions stipulated.

Significance

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

Impact on Mana Whenua

- 6.4 This option does 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 Whilst community views have not been sought through a public notification process it is anticipated that the residents who have complained about the odour being released from the two sewer mains that run through the centre city would support the installation of the proposed biofilter.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.7 Cost of Implementation – negligible, staff time
- 6.8 Maintenance/Ongoing Costs – Existing Three Waters and Waste budgets.
- 6.9 Funding source – 522/001652/01/05, CPMS 46569 (\$165,682 2017/18). It is confirmed this is budgeted for and funding is available.

Legal Implications

- 6.10 Section 48(1) of the Reserves Act 1977 enables the Council, with the consent of the Minister of Conservation, to grant easements over public reserves, in this case for the right to drain sewage. This includes the installation of associated underground services, the fan chamber and the bio-filter.

Risks and Mitigations

- 6.11 The proposal is a permitted activity under the City Plan rules, current and proposed.
- 6.11.1 Residual risk rating - the rating of the risk is low.

Implementation

- 6.12 Implementation dependencies – construction of the bio-filter is dependent on the grant of easement.
- 6.13 Implementation timeframe - three to four months. The works are scheduled to commence shortly and be completed before the end of the 2017/18 financial year.

Option Summary - Advantages and Disadvantages

- 6.14 The advantages of this option include:
- Addresses public complaints of odour from the sewer mains.
 - The bio-filter removes H₂S gas which is corrosive to concrete wastewater pipes and should be extracted and treated where possible.
 - The easement will protect the infrastructure in perpetuity.
 - The easement will identify the existence of the pipeline on the title.
 - An easement is required to comply with the Reserves Act 1977.
 - Supports Health and Safety by identifying the location of the facility on the title.

6.15 The disadvantages of this option include:

- Minor earthworks and temporary restrictions on the use of the reserve.

7. Option 2 – Do not grant the easement

Option Description

7.1 Do not approve the grant of the easement.

Significance

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

7.3 Engagement requirements for this level of significance are appropriate.

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 Reserve users may continue to complain about the odour of H₂S gas as it is released from the sewer pipe's manhole.

Alignment with Council Plans and Policies

7.6 This option is inconsistent with the Council's Plans and Policies

7.6.1 Inconsistency - the proposed bio-filter is a planned capital work in the Long Term Plan.

7.6.2 Reason for inconsistency – departs from the LTP.

7.6.3 Amendment necessary – the capital works budget will need to be adjusted.

Financial Implications

7.7 Cost of Implementation – acquiring an alternative site may be more expensive.

7.8 Maintenance/Ongoing Costs – Existing Three Waters and Waste budgets.

7.9 Funding source - 522/001652/01/05, CPMS 46569 (\$165,682 2017/18) may need adjustment if the bio-filter is not constructed, or if an alternative site is acquired.

Legal Implications

7.10 Not applicable

Risks and Mitigations

7.11 Risk project delay caused by the easement not being granted and result in the need to identify and secure an alternative site which may be more costly.

7.11.1 Residual risk rating - the rating of the risk is low.

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:

- There will not be minor earthworks and temporary restrictions to the reserve.
- The titles will not be further encumbered.

7.15 The disadvantages of this option include:

- Construction of the bio-filter cannot proceed without the easement.
- An alternative route will need to be secured which may be more costly.
- Does not resolve public complaints regarding the odour from the sewer.
- Does not reduce corrosion to concrete wastewater pipes by the extraction and treatment of the H₂S gas.

Attachments

No.	Title	Page
A ↓	Proposed Biofilter Area	34
B ↓	Artists Impression	35

Confirmation of Statutory Compliance

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

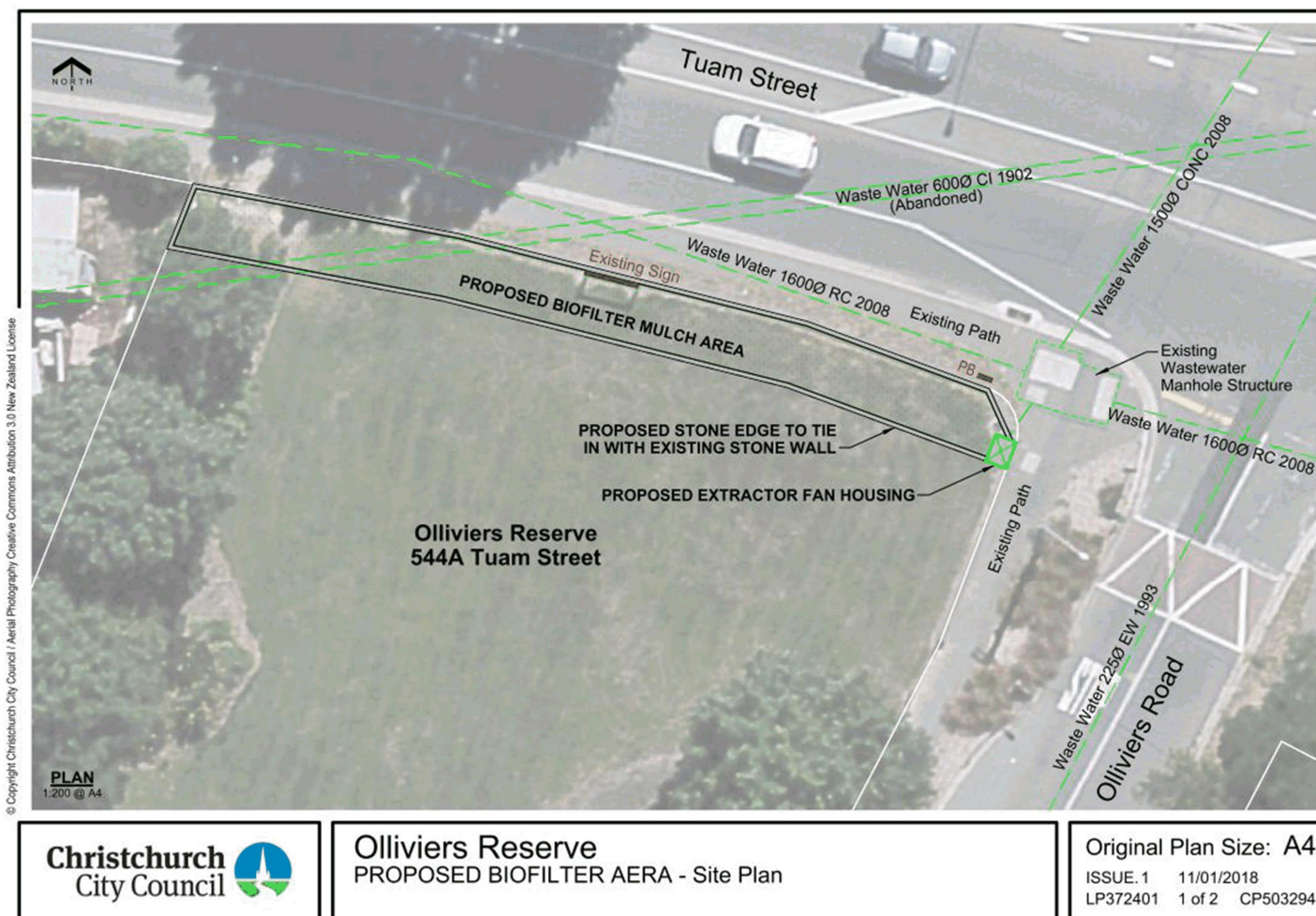
(a) This report contains:

- (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	Sarah Stuart - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Bruce Rendall - Head of Facilities, Property & Planning Kay Holder - Operations Manager Regional Parks Mary Richardson - General Manager Citizen and Community





Artist Impression of Olliviers Reserve with Proposed Extractor Fan Housing & Biofilter Mulch Area



Existing Olliviers Reserve



Extractor Fan Housing
Example



Biofilter Mulch Area
Example

10 Main Road/The Brae, Mount Pleasant - Proposed Give Way Control and No Stopping Restrictions

Reference: 18/127005

Contact: Barry Hayes barry.hayes@ccc.govt.nz

941 8950

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the installation of Give Way control and No Stopping restrictions on the service road west of The Brae and on The Brae, as shown in **Attachment A**.
- 1.2 The site is located within the road network as shown on **Attachment B**.

Origin of Report

- 1.3 This report is generated from the consultations associated with an approved Neighbourhood Improvement Scheme and further to subsequent staff investigations.

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 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 Linwood-Central-Heathcote Community Board:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 Give-Way control is imposed at all times and road markings and signs erected on the service road (officially designated as Main Road), at its intersection with The Brae, as indicated in the attached drawing TP353701/CP501868 issue 1 dated 27/2/2108.
2. Approve that the stopping, standing or parking of any vehicle is prohibited at all times in the parts of road on the service road (officially designated as Main Road) and The Brae as indicated in the attached drawing TP353701/CP501868 issue 1 dated 27/2/2108.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

4. Key Points

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

4.1.1 Activity: Parking

- Level of Service: 10.3.8 Optimise operational performance

- 4.2 The following feasible options have been considered:

- Option 1 - Approve Give Way Control and No Stopping restrictions (preferred option)
- Option 2 - Do Nothing

Option Summary - Advantages and Disadvantages (Preferred Option)

4.3 The advantages of this option include:

- Give Way control resolves an identified crash risk
- Improves road safety as it clarifies priorities at this location.
- Parking is deterred from locations that could impair sight lines or result in drivers dangerously encroaching centre lines.

4.4 The disadvantages of this option include:

- A small displacement of parking on-street.

5. Context/Background

- 5.1 A Neighbourhood Improvements Project has already been approved and programmed at this location. This scheme combines road reconstruction, new kerbing and landscaping as shown in **Attachment A**, which also shows the extent of the traffic restrictions that are proposed to complement the scheme.
- 5.2 The scheme includes a car park area near the existing bus stop which, as well as providing 7 parking space for residents and their visitors, would function as a 'park and ride' enabling drivers to park their vehicle and either use a bus service or the Coastal Pathway.
- 5.3 The location is effectively a 'service road' situated parallel to Main Road, although it is legally designated as Main Road in terms of the associated property addresses. For the purposes of this report, it has been referred to as 'the service road'.
- 5.4 The service road in question is approximately 100m long and is a cul de sac. No road markings are present for the whole of its length. **Attachment C** shows a view from The Brae looking along its length.
- 5.5 At its western end, there is an informal turning area which includes space where right angled parking already takes place. There are bollards that separate this area from the bus stop on Main Road, though there are generous spaces to facilitate walking between the service road and the bus stop, unless cars park and block the connecting path.
- 5.6 Along the length of the service road, the road width is and will be with the scheme, sufficient for 2-way movement. Cars park parallel to the kerb, which is an existing arrangement and assists in maintaining slow speeds and an informal 'give and take' arrangement; this is a safe process as the road is straight and level and sight lines are good.
- 5.7 This proposal is to provide no stopping restrictions on the main length of the service road, to ensure that the parallel parking is consistently on one side and that there is sufficient space for residents' vehicles to turn in and out.
- 5.8 The eastern end of the service road intersects with The Brae at an uncontrolled intersection. The Brae (south east of the service road) is predominantly a very narrow street and has a steep slope with a succession of tight bends.
- 5.9 The remaining short section of the Brae is relatively flat and straight and includes no stopping restrictions on both sides. **Attachment C** includes a view of this section. Drivers on The Brae, in advance of the service road, approaching Main Road have poor forward sight lines and, since being downhill approach relatively quickly.

- 5.10 It is also known that some vehicles are using the Brae approaching Main Road are using it as a short cut to avoid the intersection at St Andrews Hill/Bridle Path Road. Consequently, there is a regular stream of traffic on the Brae travelling in this direction.
- 5.11 The introduction of give way control at the eastern end of the service road will provide clarity of the intersection priorities and reduce the risk of any uncertainty that might result in a crash. New stopping restrictions that connect with the existing restrictions will also ensure that parking does not occur near the intersection which could reduce sight lines in either direction.

6. Option 1 - Install Give Way Control and no stopping restrictions (preferred)

Option Description

- 6.1 Approve the installation of Give Way Control on the service road at its intersection with The Brae and additional No Stopping restrictions.

Significance

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

Impact on Mana Whenua

- 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 Letters of consultation have been sent to the owners and tenants of all properties located on the service road.
- 6.5 No responses were received in objection or amendments in terms of the traffic restrictions. One response was received that requested an area of landscaping be changed to a sealed surface. The Project Manager has assessed this issue and does not consider an amendment to be warranted. The resident has been contacted to confirm this decision.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.6.1 Cost of Implementation - \$800 for Give Way control and road markings.
- 6.6.2 Maintenance / Ongoing Costs - Covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 6.6.3 Funding source - Traffic Operations budget - Signs Regulatory.

Legal Implications

- 6.7 Part 1, clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.8 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 Community Boards includes the resolution of traffic control devices and parking restrictions.

Risks and Mitigations

- 6.9 None identified.

Implementation

- 6.10 Implementation dependencies - Implementation of this option is dependent on the Community Board approving it.
- 6.11 Implementation timeframe - Implementation depends on contractor's workload but anticipated to be completed within one month of Community Board approval.

Option Summary - Advantages and Disadvantages

- 6.12 The advantages of this option include:
- Give Way control resolves an identified crash risk
 - Improves road safety as it clarifies priorities at this location.

- Parking is deterred from locations that could impair sight lines or result in drivers dangerously encroaching centre lines. Stop control resolves an identified crash risk
- Improves road safety as it clarifies priorities at this location.

6.13 The disadvantages of this option include:

- A small displacement of parking on-street.

7. Option 2 - Do Nothing (leave intersection uncontrolled and retain existing parking restrictions)

Option Description

7.1 Do not install any traffic controls on the intersection of the service road and The Brae and do not extend the parking restrictions.

Significance

7.2 The level of significance of this option is consistent with Section 2 of this report.

Impact on Mana Whenua

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 This option is inconsistent with community requests for improvements to the service road and its intersection with The Brae.

Alignment with Council Plans and Policies

7.5 This option is inconsistent with Council's Plans and Policies

Financial Implications

7.6 Cost of Implementation - \$0.

7.7 Maintenance / Ongoing Costs - \$0.

7.8 Funding source - Not applicable.

Legal Implications

7.9 Not Applicable.

Risks and Mitigations

7.10 If the Give Way control is not installed there could be issues raised with the Council for allowing no control to remain in place after potential traffic safety issues have been recognised.

Implementation

7.11 Implementation dependencies - Implementation of this option is dependent on the Community Board approving it.

7.12 Implementation timeframe - Implementation depends on contractor's workload but should be completed within one month of the Community Board approving it.

Option Summary – Advantages and Disadvantages

7.13 The advantages of this option include:

- No advantages have been recognised

7.14 The disadvantages of this option include:

- It does not resolve an identified crash risk

Attachments

No.	Title	Page
A ↓	Service Rd at The Brae site plan	43
B ↓	Service Rd at The Brae location plan	44
C ↓	Site photos	45

Confirmation of Statutory Compliance

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

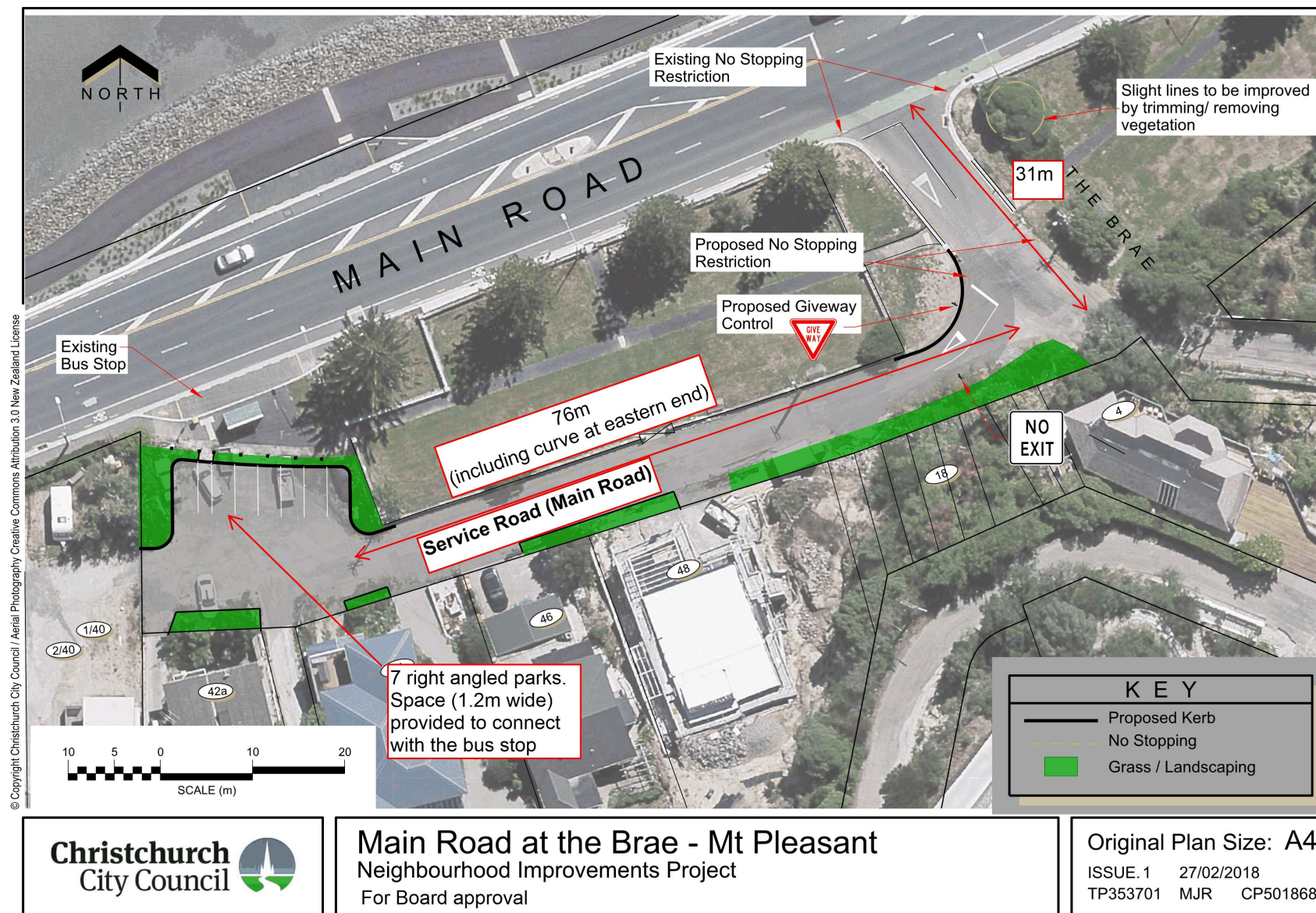
(a) This report contains:

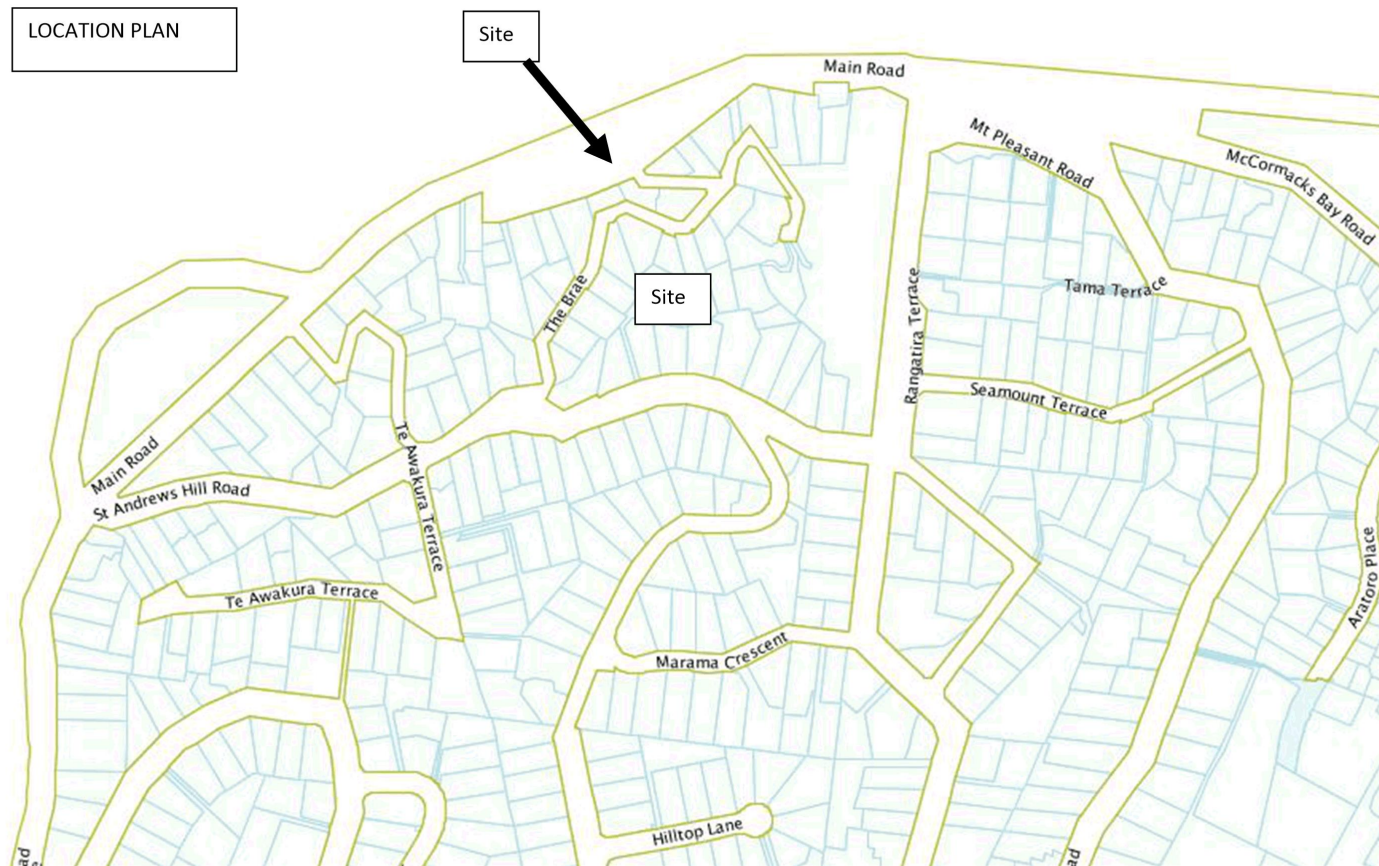
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

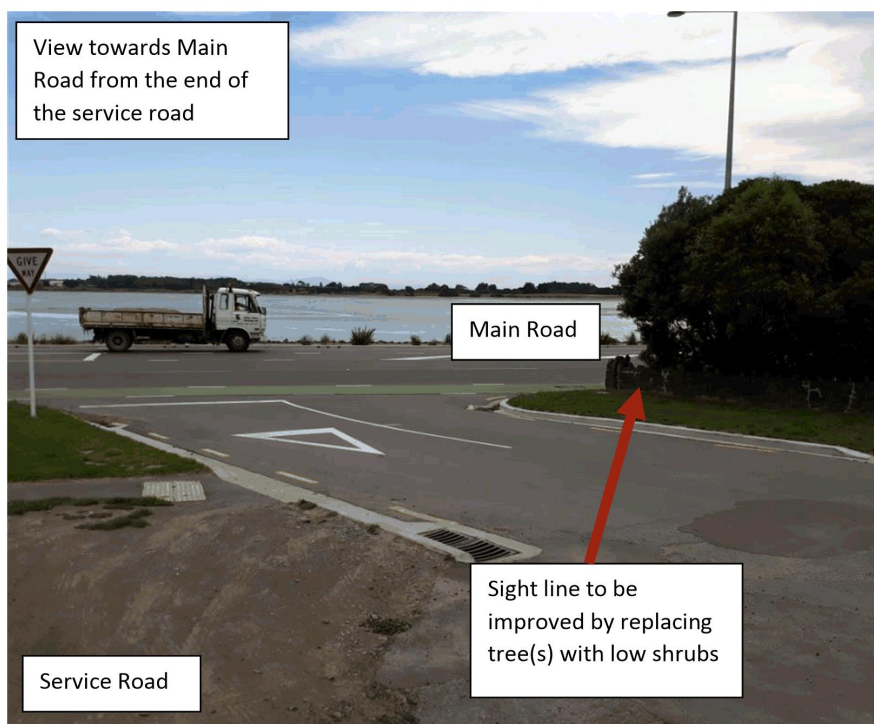
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Barry Hayes - Traffic Engineer
Approved By	Stephen Wright - Senior Traffic Engineer Steffan Thomas - Manager Operations (Transport)







11. 9 Shakespeare Road, Waltham - Proposed P30 Parking Restrictions

Reference: 18/198381

Contact: Barry Hayes

barry.hayes@ccc.govt.nz

03 941 8950

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the installation of P30 restrictions on the north side of Shakespeare Road in accordance with Attachment A.
- 1.2 The site is located within the road network as shown in Attachment B.

Origin of Report

- 1.3 This report was staff generated in response to a request from a local business situated on Shakespeare Road.
- 1.4 These measures have been requested to provide parking opportunities that correspond with the existing business activity at this location.

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 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 Linwood-Central-Heathcote Community Board:

1. That pursuant to section 591 of the Local Government Act 1974 and Part 1 section 7 of the Christchurch City Council Traffic and Parking Bylaw, approve that the part of Shakespeare Road as indicated in the attached drawing TG132748 Issue 1, dated 16/2/2018, forming part of the resolution is specified as a parking place for any vehicles. The maximum time for parking of any vehicle is 30 minutes between the hours of 8.00am and 6.00pm Monday to Friday.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Parking
 - Level of Service: 10.3.8 Optimise operational performance
- 4.2 The following feasible options have been considered:
 - Option 1 – Provide P30 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:

- Provides increased parking opportunity for customers, visitors, suppliers and couriers to the nearby businesses.

4.3.2 The disadvantages of this option include:

- Displaces all day parking (equivalent to 1 space) to another location.

5. Context/Background

- 5.1 A local business owner located on Shakespeare Road requested a change to the existing restrictions near their property. The problem was described as drivers parking all day at this location which was presenting difficulties for customers, visitors and couriers in the area.
- 5.2 Consequently, parking restrictions have been requested to improve short stay parking opportunities at this location. A 30 minute restriction was indicated to be appropriate for typical demands, a single restricted space was requested.
- 5.3 Staff visited the site to examine the situation. At present parking is completely unrestricted on this side of Shakespeare Road. Most nearby businesses also have some parking or loading space on their own site.
- 5.4 Observations revealed that spaces were in continuous use for most of the day though occasional spaces were noticed to be available on Waltham Road, though were generally at least 80-100m further away from the business.
- 5.5 Staff consider the request as reasonable as it will provide appropriate opportunities for customers for the current land use activity. The location is also a short walking distance from other businesses on Shakespeare Road, who would also benefit from the spaces being available.

1. Option 1 – Provide P30 restrictions (preferred)

Option Description

- 5.6 Provide one car length of P30 restriction on the north side of Shakespeare road in accordance with Attachment A.

Significance

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

Impact on Mana Whenua

- 5.8 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

- 5.9 Letters of consultation with a site plan have been issued to the tenants and property owners at the nearest 10 properties on Shakespeare Road.
- 5.10 No letters of objection or requests for amendment were received.

Alignment with Council Plans and Policies

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

Financial Implications

- 5.12 Cost of Implementation - \$600 to provide two signs on new sign posts.
- 5.13 Maintenance / Ongoing Costs – covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 5.14 Funding source – Traffic Operations budget.

Legal Implications

- 5.15 Part 1, clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 5.16 The Linwood-Central-Heathcote Community Board has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Board includes the resolution of stopping restrictions and traffic control devices.
- 5.17 The installations of any sign and/or road markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 5.18 Not applicable.

Implementation

- 5.19 Implementation dependencies - Linwood-Central-Heathcote board approval.
- 5.20 Implementation timeframe – approximately 6 weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 5.21 The advantages of this option include:
- Provides increased parking opportunity for customers, visitors, suppliers and couriers at the nearby businesses
- 5.22 The disadvantages of this option include:
- Displaces one all day parking space to another location

2. Option 2 – Do Nothing

Option Description

5.23 Retain the existing unrestricted parking

Significance

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

Impact on Mana Whenua

5.25 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

5.26 This option is inconsistent with the request for providing the type of restrictions to correspond with the business requirements.

Alignment with Council Plans and Policies

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

Financial Implications

5.28 Cost of Implementation - \$0

5.29 Maintenance / Ongoing Costs - \$0

5.30 Funding source – not applicable

Legal Implications

5.31 Not applicable

Risks and Mitigations

5.32 Not applicable

Implementation

5.33 Implementation dependencies - not applicable

5.34 Implementation timeframe – not applicable

Option Summary - Advantages and Disadvantages

5.35 The advantages of this option include:

- None identified

5.36 The disadvantages of this option include:

- Does not support the operational needs of the nearby business.

Attachments

No.	Title	Page
A ↓	9 Shakespeare Rd site plan	52
B ↓	9 Shakespeare Rd location plan	53

Confirmation of Statutory Compliance

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

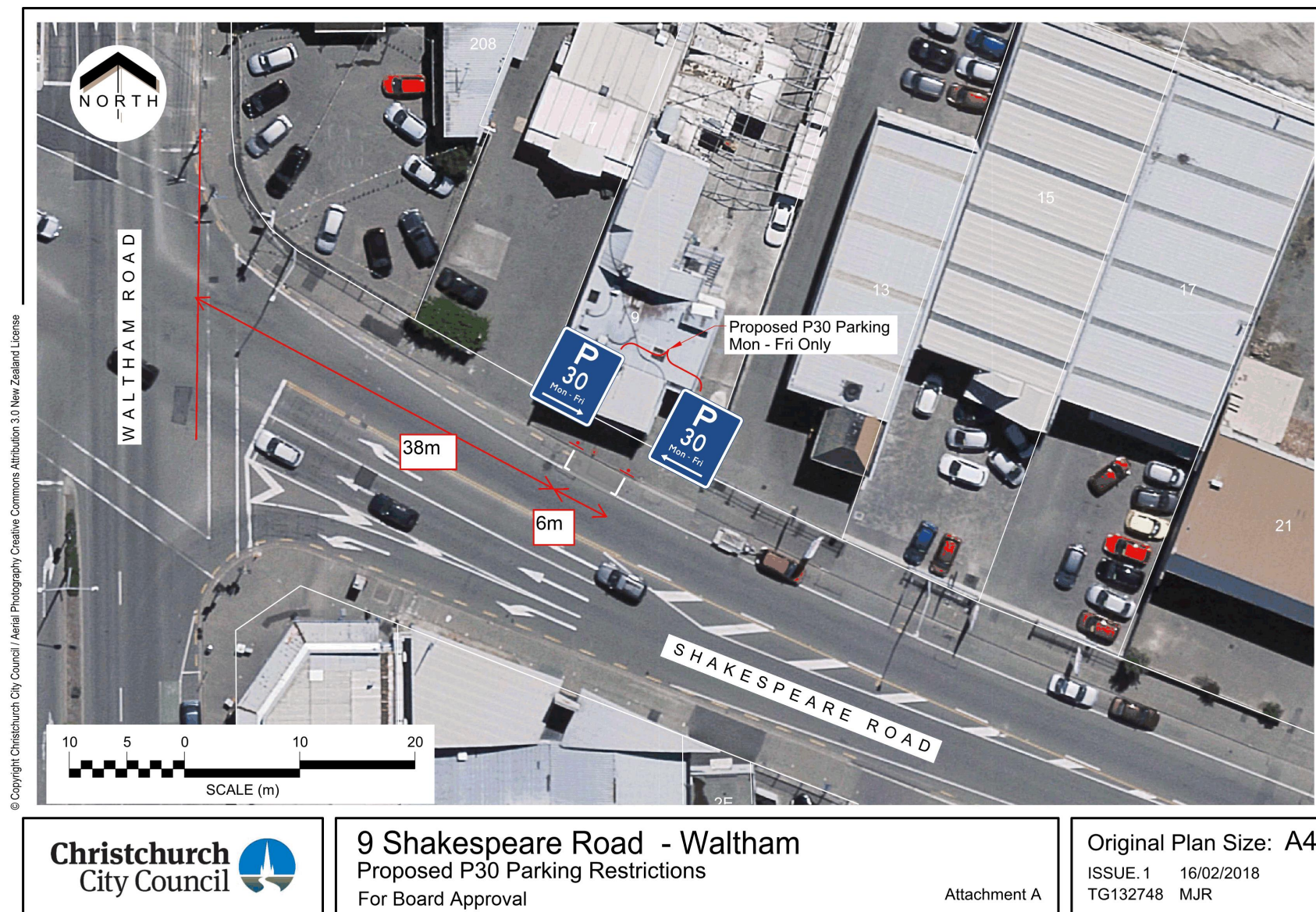
(a) This report contains:

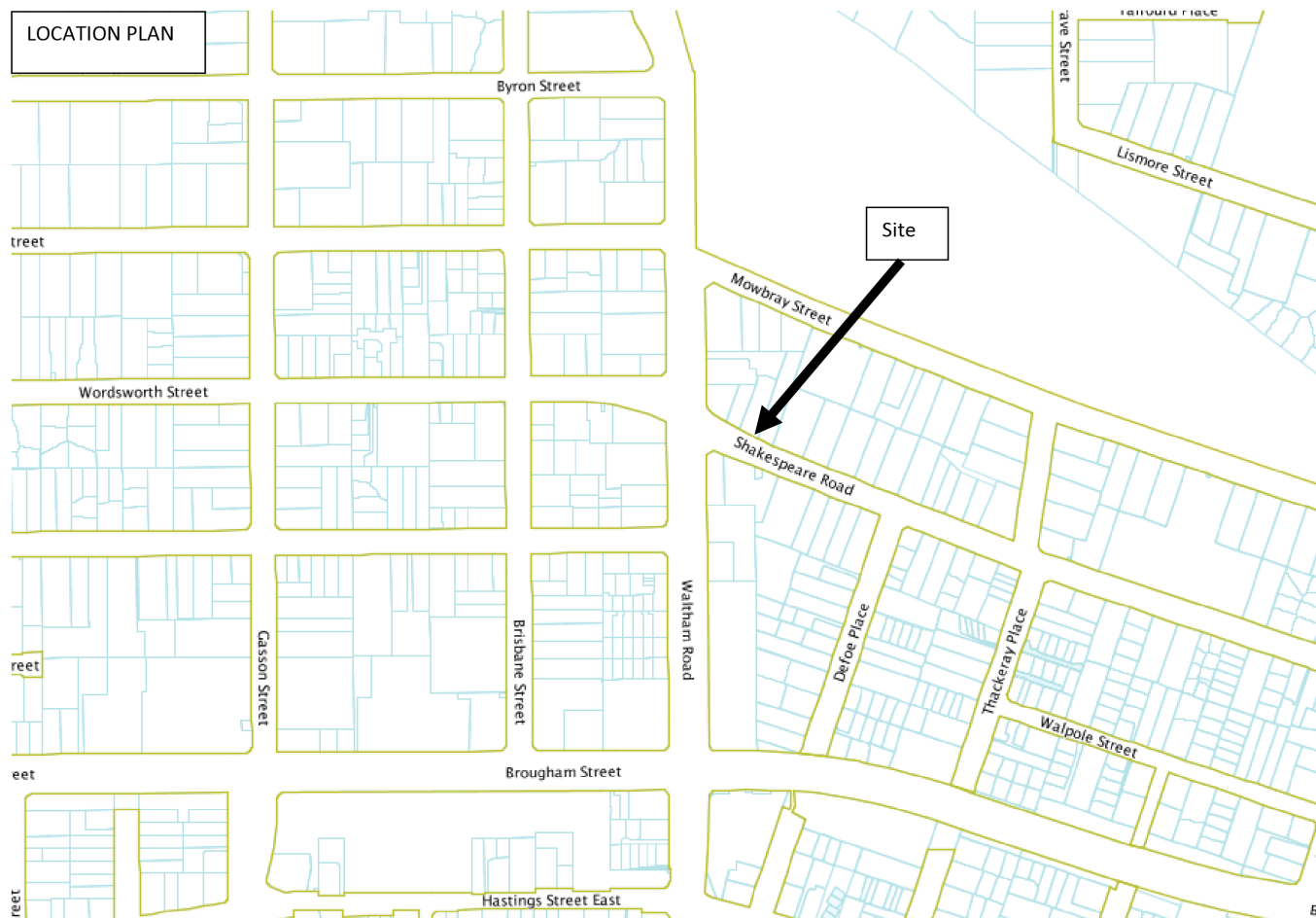
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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	Barry Hayes - Traffic Engineer
Approved By	Stephen Wright - Senior Traffic Engineer Steffan Thomas - Manager Operations (Transport)





12. Linwood-Central-Heathcote: 241 Stanmore Road, Proposed Bus Passenger Shelter Installation and Bus Stop Length Remediation

Reference: 18/200357

Presenter(s): Brenda O'Donoghue

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the installation of a bus passenger shelter at an existing bus stop located at 241 Stanmore Road, which is within the governance area of the Community Board. The proposed bus passenger shelter has received no objection by the owner or occupier of the adjacent properties.
- 1.2 Where applicable and deemed necessary by staff, the report includes the remediation of under-dimension bus stops, at the bus stop(s) where a bus passenger shelter is proposed. Under-dimension bus stops do not adhere to the recommended bus stop length as indicated in the Christchurch City Bus Stop Guidelines (2009). In the case of this report, the bus stop at 241 Stanmore Road is recommended to be remediated to the correct bus stop length.

Origin of Report

- 1.3 This report is staff generated. Where no objection (either by approval or no feedback) to the shelter has been presented by the owner or occupier of an affected property, the relevant Community Board for that area has the delegated authority to approve the installation of the proposed shelter.

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 comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board resolve to:

1. Approve the installation of a bus shelter at 241 Stanmore Road (Attachment A).
2. Approve the following bus stop parking restrictions remediation at an existing bus stop at 241 Stanmore Road (Attachment A):
 - a. Approve that all parking and stopping restrictions on the west side of Stanmore Road commencing at a point 49 metres north of its intersection with Draper Street and extending in a northerly direction for a distance of 27.5 metres, be revoked.
 - b. Approve that the stopping of vehicles be prohibited at all times on the west side of Stanmore Road commencing at a point 49 metres north of its intersection with Draper Street and extending in an northerly direction for a distance of 9.5 metres,

- c. Approve that a marked bus stop be installed on the west side of Stanmore Road commencing at a point 58.5 metres north of its intersection with Draper Street and extending in a northerly direction for a distance of 14 metres.
- d. Approve that the stopping of vehicles be prohibited at all times on the west side of Stanmore Road commencing at a point 72.5 metres north of its intersection with Draper Street and extending in an northerly direction for a distance of four metres.

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: 10.4.4 Ensure user satisfaction with the number and quality of bus shelters
 - Level of Service: 10.4.10 Improve the accessibility of bus stops via targeted review and improvement programme.
- 4.2 The following feasible options have been considered:
 - Option 1 – Install a bus passenger shelter at 241 Stanmore Road and remediate the length of the bus stop (preferred)
 - Option 2 – Do Nothing.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Protection from weather,
 - Seating provided within the shelter,
 - Increase the visibility and legibility of public transport,
 - Adherence to the recommended bus stop length improves passenger accessibility, as buses have sufficient space to straighten and stop parallel to the kerb, and
 - Provision of the recommended bus stop length has the potential to improve the operational performance of the bus line(s) that use the bus stop.
 - 4.3.2 The disadvantages of this option include:
 - Increase in the number of bus passenger shelters to be maintained by the Council.
 - Reduction of one on-street parking space in order for the bus stop to adhere to the recommended bus stop length.
- 4.4 Consultation has been undertaken with the owner and/or occupier of the property adjacent to the proposed shelter. Only a shelter where the owner or occupier of the adjacent property has provided feedback indicating approval or where there was no response received to the consultation is included within this report.

5. Context/Background

- 5.1 A bus passenger shelter is proposed at 241 Stanmore Road due to the average weekday passenger boardings (ave.pax/weekday), which is about 35 passenger boardings per weekday at this bus stop.
- 5.2 The location of the bus stop, and hence the proposed shelter, relative to its surrounding locality, is shown in Figure 1.

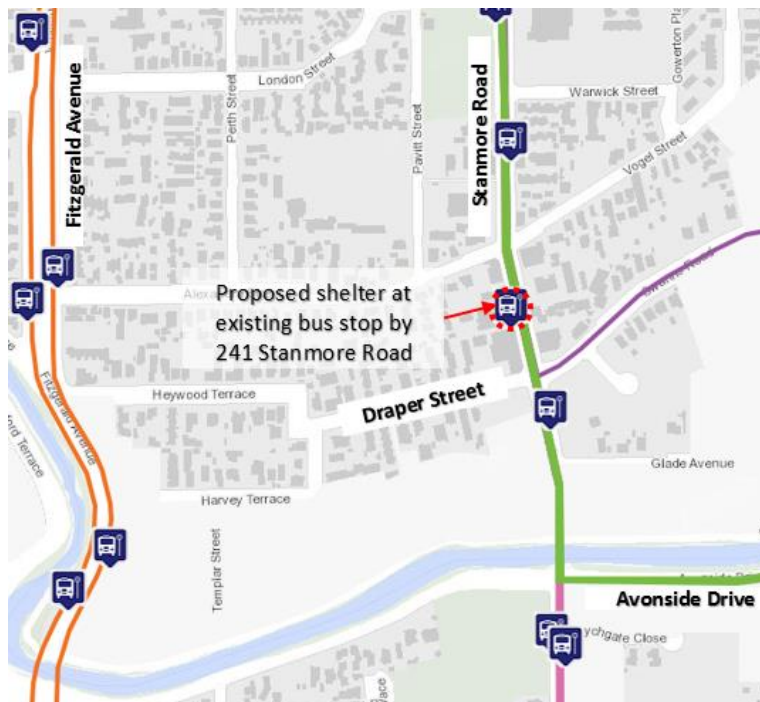


Figure 1: Bus stop at 241 Stanmore Road

- 5.3 Council staff propose to install a shelter in addition to lengthening the bus stop by four metres in the location outlined in the attached bus passenger shelter plan, refer to Attachment A.
- 5.4 Environment Canterbury is responsible for providing public transport services. The Christchurch City Council is responsible for providing public transport infrastructure. The installation of this shelter is supported by Environment Canterbury.
- 5.5 Under Section 339 of the Local Government Act 1974, the Council may erect on the footpath of any road, a shelter for use by intending public transport passengers or taxi passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- 5.6 Staff confirm the shelter will not prevent vehicular or pedestrian access to any land having a frontage to Stanmore road, as a result of the proposed shelter installation.
- 5.7 Consultation has been carried out with the affected properties. The consultation period occurred from Monday 15 January 2018 to Friday 2 February 2018. Further information about the consultation can be found in Section 6.

6. Option 1 – Proposed Bus Passenger Shelter Installation (preferred)

Option Description

- 6.1 Install a bus passenger shelter at an existing bus stop located beside 241 Stanmore Road. Lengthen the bus stop by four metres to ensure adherence with the recommended bus stop length as indicated in the Christchurch City Bus Stop Guidelines (2009)
- 6.2 The proposed bus passenger shelter to be installed at the existing bus stop will be a council shelter type. The image below is an example of what the shelter is likely to look like.



Figure 3: Example of shelter type

Significance

- 6.3 The level of significance of this option is low consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of the property likely to be injuriously affected by the erection of the shelter.

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 The properties of 241 and 245 Stanmore Road are those specifically affected by this option due to the proximity of the properties to the proposed shelter and bus stop remediation. The consultation notice and a feedback form were delivered by hand to these properties, limited to those that are operational or have a mail box available. The consultation information was posted by mail to absentee owners. The owner or occupiers feedback was requested to indicate approval or objection to the proposed bus passenger shelter at the bus stop outside the property they own or occupy. The consultation period occurred from Monday 15 January 2018 to Friday 2 February 2018.
- 6.6 The property owner of 241 Stanmore Road has returned the shelter and bus stop remediation feedback form indicating they have no issue with the proposal. No formal response has been received by the owner of 245 Stanmore Road (Stanmore Road Auto Spares). However on the day consultation information was delivered by hand to 245 Stanmore Road, staff spoke with an employee, who did not indicate any obvious opposition to the proposal.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.8 Staff professional service costs – \$800, which covers planning, consultation and approval process incurred irrespective of the Community Board's decision or recommendation.
- 6.9 Cost of Implementation - The supply and installation of the bus passenger shelter, in addition to other bus stop remedial work is estimated to cost \$12,000.
- 6.10 Maintenance / Ongoing Costs - Costs will be met from the Passenger Transport Maintenance budget.
- 6.11 Funding source - The cost will be met from the Passenger Transport Infrastructure budget available for the installation of shelters.

Legal Implications

- 6.12 There is not a legal context, issue or implication relevant to this decision. Where no objection to the shelter has been presented by the owner or occupier of an affected property, the relevant Community Board for that area has the delegated authority to approve the installation of the proposed shelter.
- 6.13 This report has not been reviewed and approved by the Legal Services Unit, and is not deemed necessary for this report.

Risks and Mitigations

- 6.14 The shelter is not installed, leading to a poor level of service for passengers waiting for a bus.
- 6.15 Increased street clutter. Where street clutter has been identified through site assessments (e.g. rubbish bins located by the kerb edge (i.e. in less than ideal locations), excess number of public transport related poles, etc.), these footpath obstacles will be relocated to an appropriate location in close proximity to the shelter (e.g. the rubbish bin), and the number of poles reduced by maximising the use of the shelter (e.g. attaching the Real Time Information device 'bus finder' to the shelter). This will help provide a de-cluttered footpath environment by the bus stop and improve the level of service for pedestrians passing the shelter and for passengers waiting for a bus.

Implementation

- 6.16 Implementation dependencies - approval by the Linwood-Central-Heathcote Community Board.
- 6.17 Implementation timeframe - dependant on the contractor's workloads, but the shelter should be installed within three months of being approved.

Option Summary - Advantages and Disadvantages

- 6.18 The advantages of this option include:
- Protection from weather,
 - Seating provided within the shelter,
 - Increase the visibility and legibility of public transport,
 - Adherence to the recommended bus stop length improves passenger accessibility, as buses have sufficient space to straighten and stop parallel to the kerb, and
 - Provision of the recommended bus stop length has the potential to improve the operational performance of the bus line(s) that use the bus stop.
- 6.19 The disadvantages of this option include:

- Increase in the number of bus passenger shelters to be maintained by the Council.
- Reduction of one on-street parking space in order for the bus stop to adhere to the recommended bus stop length.

7. Option 2 – Do Nothing

Option Description

- 7.1 No bus passenger shelter is installed 241 Stanmore Road, and the bus stop length is not remediated.

Significance

- 7.2 The level of significance of this option is low consistent with section 2 of this report. As there is no bus passenger shelter proposed, the engagement requirements for this level of significance does not involve any consultation.

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 Not applicable

Alignment with Council Plans and Policies

- 7.5 This option is inconsistent with Council's Plans and Policies
- 7.5.1 Inconsistency - It does not ensure user satisfaction with the number and quality of bus shelters.
- 7.5.2 Reason for inconsistency - Passengers not provided with shelter when waiting for a bus.
- 7.5.3 Amendment necessary - No amendment needed to the Council's Plans and Policies.

Financial Implications

- 7.6 Staff professional services costs - \$800, which covers planning, consultation and approval process incurred irrespective of the Community Board's decision or recommendation.
- 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 The existing passenger waiting facilities remain, leading to no improvement to the level of service for passengers waiting for a bus.
- 7.12 It may reduce bus patronage on wet days, as passengers may choose another mode of travel as there is no shelter provided at the bus stop.

Implementation

- 7.13 Implementation dependencies - not applicable.
- 7.14 Implementation timeframe - not applicable.

Option Summary - Advantages and Disadvantages

7.15 The advantages of this option include:

- Option 2 has no clear advantages.

7.16 The disadvantages of this option include:

- It is inconsistent with the Council's Plans and Policies.

Attachments

No.	Title	Page
A ↓	Bus Passenger Shelter Plan for Approval - 241 Stanmore Road	62

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	Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)



1 : 350 on A4
Jan 11, 2018 11:25:27 AM

Christchurch
City Council

ph: 941-8300 fax: 941-8385

Accuracy not guaranteed. Onsite verification required. Display of data scale dependent, full detail available at 1:500. Client Selected Legend.

Copyright © 2013 Reproduction prohibited

241 Stanmore Road

Proposed bus passenger shelter and proposed modification to the existing bus stop parking restrictions

Plan for Community Board approval

13. Community Development Approach to Street-Based Sex Work - Quarterly Progress Report

Reference: 18/224549

Presenter(s): Amy Hart, Community Development Advisor
Jenny Hughey, Principal Advisor Policy

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to be updated on the Community Development Approach to Street-Based Sex Work Project.

Origin of Report

- 1.2 This report is provided to fulfil the Council's resolution (CNCL/2017/00291) directing staff to bring quarterly progress reports to the Regulatory Performance Committee on the Community Development Approach to Street-Based Sex Work Project.

2. Significance

- 2.1 The information in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance is medium because this project is likely to be of wide public interest. It impacts on a small number of residents and businesses and a small geographical area, but is of high concern to those residents and businesses. This project will impact on street-based sex workers operating in the area. There are a number of non-governmental organisations with an interest, including the New Zealand Prostitutes Collective, Youth and Cultural Development and the Salvation Army, all of whom run outreach services for street-based sex workers. The New Zealand Police also have an interest.
 - 2.1.2 The community engagement outlined in this report reflects the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Receive the Quarterly Progress Report – Community Development Approach to Street-Based Sex Work.
2. Appoint Alexandra Davids and Deon Swiggs as the Linwood-Central-Heathcote Community Board representatives on the Street Based Sex Work Collaborative Community Working Group.

4. Key Points

- 4.1 Residents around Manchester Street north and south of Bealey Avenue are concerned with the impact of street-based sex workers, clients, minders and sightseers in their neighbourhoods. Concerns include late night noise, offensive and hazardous litter, intimidation, vandalism and trespassing.
- 4.2 In December 2017 the Council, in partnership with the New Zealand Prostitutes Collective, established a Collaborative Working Group (CCWG) with residents, advocates of street-based sex workers and other key organisations and agencies to understand issues and jointly develop solutions.

- 4.3 The CCWG agreed that the outcomes it would like to achieve are that:
 - 4.3.1 Residents and street-based sex workers experience a good quality of life;
 - 4.3.2 Street-based sex workers operate in an area that is safe and welcoming.
- 4.4 Key actions undertaken, planned or being investigated to achieve these outcomes include:
 - 4.4.1 Encouraging street-based sex workers to relocate;
 - 4.4.2 Installing signage to alert people that CCTV cameras operate in the area;
 - 4.4.3 Investigating traffic engineering options;
 - 4.4.4 High Police presence to encourage workers and minders to behave in a neighbourly way;
 - 4.4.5 Installing an additional rubbish bin to reduce litter;
 - 4.4.6 Cleaning empty lots to deter anti-social behaviour;
 - 4.4.7 Investigating signage to promote community safety;
 - 4.4.8 Enhancing wraparound social services for workers.

5. Context/Background

History of the issue

- 5.1 In the mid-1990s street-based sex workers moved from Latimer Square to Manchester Street south of Bealey Avenue. In 2003 the Prostitutes Reform Act decriminalised sex work, operating a brothel, living off the proceeds of someone else's sex work and street solicitation.
- 5.2 Organisations report that in 2007 the number of street-based sex workers in any given fortnight was approximately 70-77.
- 5.3 When the Central City was cordoned off after the 2010 and 2011 earthquakes, workers were displaced from the city end of Manchester Street (south of Bealey Avenue) to north of Bealey Avenue (around Manchester Street from Purchas Street/Manchester Street corner).
- 5.4 Residents north of Bealey Avenue were and continue to be concerned with the impact of street-based sex workers, clients, minders and sightseers in their neighbourhood.
- 5.5 Residents north of Bealey Avenue sought a regulatory response from the Council, with the view that a bylaw would give the Police a tool to require workers to move on and act as a deterrent to workers choosing to operate in the area.
- 5.6 From May 2017 the Council investigated options for a bylaw to regulate street-based sex work. The Police then advised that they did not wish to be involved in any bylaw enforcement action, and they did not support a bylaw to regulate an issue caused by a small number of workers. The Police did not wish to be involved in enforcement due to:
 - 5.6.1 The limited enforcement tools available under the Local Government Act's general bylaw-making powers (for example, no instant fines, no powers of arrest, no other enforcement powers);
 - 5.6.2 Concerns with practical enforcement issues, including difficulty in gathering sufficient evidence for a prosecution and the costs involved in taking a prosecution for low-level antisocial behaviour.
- 5.7 At its 2 November 2017 meeting the Council resolved that it:
 - 1. *Agree not to develop a bylaw at this stage that regulates the location of street-based sex workers away from residential areas.*

2. *Agree that Council staff continue to work with all parties to encourage street based sex workers to relocate away from the current area of concern or future areas of concern.*
3. *Agree that Council, in partnership with the New Zealand Prostitutes Collective, form a collaborative community working group that will include the Non-Government Organisations, the New Zealand Police, and affected residents, to develop and undertake further actions to support the relocation of street-based sex workers.*
4. *Agree that the Linwood-Central-Heathcote Community Board be invited to support the collaborative community working group.*
5. *Instruct staff to monitor and evaluate the actions and outcomes and report to the Regulatory Performance Committee on a quarterly basis on the progress of the collaborative community working group.*
6. *Agree that the Council will consider funding in support of initiatives presented by the collaborative community working group.*

Councillor Swiggs moved an amendment, seconded by Councillor Keown.

That the Council:

1. *Approach the Minister of Justice to request a review of the Prostitution Reform Act 2003 to address the issue of street based sex work in residential neighbourhood areas.*

*A division was called and was declared **a tie**.*

The status quo was maintained.

Current situation

- 5.8 Organisations report that the number of street-based sex workers in any given fortnight has decreased from approximately 70-77 to approximately 7-13.
- 5.9 Numbers have likely decreased as more workers advertise online and work indoors (at home or elsewhere). However, some workers may be unable to work from home as family or friends live with them, unable to afford renting premises or enjoy the flexible hours and comradery of operating on the street.
- 5.10 Since mid-2017 all street-based sex workers have relocated from north of Bealey Avenue to south of Bealey Avenue (around Manchester Street from Bealey Avenue to Kilmore Street), except for one to two workers who continue to operate north of Bealey Avenue.
- 5.11 However residents and businesses south of Bealey Avenue are concerned with the impact of street-based sex workers, clients, minders and sightseers in their neighbourhood.

6. Community development approach to street-based sex work

Project outline

- 6.1 In 2008 the Prostitution Law Review Committee recommended that a non-regulatory approach is most likely to minimise the impact of street-based sex work (regardless of where it is located) and enhance the quality of life of workers.
- 6.2 In response to the Council's resolution (refer paragraph 5.8), a Collaborative Community Working Group (CCWG) was established in December 2017 with residents, advocates of street-based sex workers and other key organisations and agencies. The CCWG's purpose is to form partnerships with diverse interests to understand issues and jointly develop solutions at a local level to achieve positive outcomes for all affected parties.
- 6.3 The CCWG agreed that the outcomes it would like to achieve are that:
 - 6.3.1 Residents and street-based sex workers experience a good quality of life;

6.3.2 Street-based sex workers operate in an area that is safe and welcoming.

Actions and key milestones

Resolution 1: <i>Agree not to develop a bylaw at this stage that regulates the location of street-based sex workers away from residential areas.</i>	
Actions	Key milestones
No further work to be undertaken.	N/a

Resolution 2: <i>Agree that Council, in partnership with the New Zealand Prostitutes Collective, form a collaborative community working group that will include the Non-Government Organisations, the New Zealand Police, and affected residents, to develop and undertake further actions to support the relocation of street-based sex workers.</i>	
Actions	Key milestones
Action 2.1: Form a collaborative community working group.	<p>A Collaborative Community Working Group (CCWG) was formed in December 2017. To date three meetings have been held, and meetings will continue monthly.</p> <p>The Collaborative Working Group's membership includes (but is not limited to):</p> <ul style="list-style-type: none"> • Christchurch City Council (elected members and staff) • Christchurch Methodist Mission • Community and Public Health • Ministry of Social Development • New Zealand Police (the Police) • New Zealand Prostitutes Collective (NZPC) • Ōtautahi Community Housing Trust • Resident(s) • Salvation Army • St Luke's in the City Anglican Church • University of Otago • Youth and Cultural Development (YCD) <p>Residents and businesses have been invited to join the CCWG. To date one resident has joined.</p>
Actions relating to the relocation of the street-based sex workers are reported below under Resolution 3.	

Resolution 3: <i>Agree that Council staff continue to work with all parties to encourage street-based sex workers to relocate away from the current area of concern or future areas of concern.</i>
<p>Note: The current areas of concern are both north and south of Bealey Avenue. At this time the Working Group is developing and undertaking actions to encourage street-based sex workers to relocate from north of Bealey Avenue only.</p> <p>Street-based sex workers have operated on Manchester Street south of Bealey Avenue since the mid-1990s, and many residents and businesses made an informed choice when deciding to live or work in this area. One of the priorities of the Working Group is to enhance the</p>

quality of life of residents and businesses south of Bealey Avenue by deterring anti-social behaviour.	
Actions	Key milestones
Action 3.1: Collect the views of residents on what would encourage street-based sex workers to relocate.	A drop-in session was held north of Bealey Avenue in December 2017 to gather views from residents on ways to encourage street-based sex workers to relocate. Proposed solutions included increasing Police visibility, installing signage warning drivers that CCTV camera operate in the area, preventing vehicles from turning into the northbound lane of Manchester Street from Bealey Avenue to disrupt clients' circuit and improving amenities for workers south of Bealey Avenue.
Action 3.2: Request that street-based sex workers relocate.	NZPC visits this area up to seven nights per week to request that workers relocate from north of Bealey Avenue (employed for two nights and up to five additional nights on a voluntary basis). NZPC also regularly requests that workers relocate by text and in newsletters. The Police have recently been tasked to have a high profile presence in this area. If the Police observe someone acting in a manner that contravenes the law there are a range of options available, including a warning, prosecution or arrest. One to two workers continue to operate in the area despite these actions.
Action 3.3: Install signage to alert people that CCTV cameras operate in the area.	A CCTV camera is located at the Manchester Street/Purchas Street corner. By May 2018 the Council will install six new signs to alert drivers and pedestrians that CCTV cameras operate in the area. These signs (750mm x 750mm) will replace two small existing signs (375mm x 375mm) that are only legible to pedestrians.
Action 3.4: Investigate traffic engineering options.	Council staff are investigating traffic engineering options north of Bealey Avenue. Advice will be provided by mid-2018.

Resolution 4: Agree that the Linwood-Central-Heathcote Community Board be invited to support the collaborative community working group.

Actions	Key milestones
Action 4.1: Invite the Linwood-Central-Heathcote Community Board to join the Collaborative Community Working Group.	Deon Swiggs and Alexandra Davids have been invited to meetings that have been held internally and with the Collaborative Community Working Group to ensure Community Board participation. The Board will nominate representatives at its 3 April 2018 Board meeting.

Resolution 5: Instruct staff to monitor and evaluate the actions and outcomes and report to the Regulatory Performance Committee on a quarterly basis on the progress of the collaborative community working group.

Actions	Key milestones
Action 5.1: Monitor and evaluate actions.	<p>Actions are monitored and evaluated with the methods below:</p> <ul style="list-style-type: none"> • Feedback from residents and businesses in areas of concern; • Feedback from street-based sex workers; • Feedback from agencies and organisations working directly with street-based sex workers. <p>Staff are investigating options for monitoring actions with CCTV footage, which would establish objective baselines of the number of workers operating in areas of concern as well as the types and frequency of anti-social behaviour displayed by workers, minders, clients, sightseers and passers-by.</p>
Action 5.2: Quarterly reports on progress.	The first reporting deadline has been met.

Resolution 6: *Agree that the Council will consider funding in support of initiatives presented by the collaborative community working group.*

Actions	Key milestones
Action 6.1: The Council to consider funding actions of the Collaborative Community Working Group.	Council staff are working with NZPC and the CCWG to develop a funding application for additional outreach work with street-based sex workers and liaison with residents.

Collaborative Community Working Group actions to date

The following actions have been undertaken by members of the Collaborative Community Working Group.

Working collaboratively using community development principles	
Action 7.1: Engage with residents and businesses.	<p>Residents and businesses were invited to join the Collaborative Community Working Group (CCWG) so they could meaningfully influence decisions affecting their lives. To date one resident has expressed interest in joining.</p> <p>Council staff held a drop-in for residents of Manchester Street north of Bealey Avenue in December 2017, and a drop-in for residents and businesses of Manchester Street south of Bealey Avenue in February 2018. NZPC attended both drop-ins. The purpose of the drop-ins was to hear from affected residents and businesses about their experiences with street-based sex work and their proposed solutions.</p> <p>The key concerns of the majority of residents and business both north and south of Bealey Avenue are:</p> <ul style="list-style-type: none"> • Intimidation from anti-social behaviour of street-based sex workers, clients, minders and sightseers, including noise at all hours, defecation on private property and public places, used condoms and syringes left on private property and public

	<p>places, propositioned during day and night and damage to private property;</p> <ul style="list-style-type: none"> • Lack of response from agencies and organisations to anti-social behaviour; • Street-based sex work is inappropriate for any residential area and should be relocated to a commercial area; • Empathy and concern for street-based sex workers well-being and safety. • A minority of residents and businesses did not feel that street-based sex work negatively impacted their quality of life. <p>A newsletter was distributed to residents and businesses, including notes of the drop-ins and who to contact about litter, noise, concern for sex workers' welfare or any other matters.</p> <p>A drop-in session for residents and businesses will be held in April 2018 to provide a progress update, hear about the community's current experiences and continue to discuss possible solutions. Key members of the CCWG will be present to provide updates and answer questions.</p>
Action 7.2: Communicate with street-based sex workers.	<p>Dr Gillian Abel, Associate Professor at Otago University, is conducting a two-year study into street-based sex work in Auckland, Wellington and Christchurch focussing on violence and exploitation, coercion (particularly under-age street-based sex work), the relationship between street-based sex workers and the Police, community tensions (among residents, businesses and street-based sex workers) and local Council perceptions of regulation. The Christchurch-based research is planned to be complete by mid-2018.</p> <p>NZPC, YCD and the Salvation Army regularly talk with workers. Council staff met with workers in February 2018 to provide an update on the CCWG's actions and hear about proposed ways to enhance workers' quality of life. Proposed actions included an additional rubbish bin, a sharps disposal unit and a public toilet.</p>
Action 7.3: Enhance quality of life for residents.	<p>Encourage street-based sex workers and minders to behave in a neighbourly way: NZPC and YCD regularly request that sex workers and minders do not display anti-social behaviour.</p> <p>NZPC and YCD also encourage residents and businesses to advise them of anti-social behaviour so they can request that workers and minders stop displaying this behaviour.</p> <p>High Police presence: The Police have recently been tasked to have a high profile presence in this area to discourage antisocial behaviour. If the Police observe someone acting in a manner that contravenes the law there are a range of options available, including a warning, prosecution or arrest.</p> <p>Improve street cleaning: NZPC picks up litter, including used condoms and defecation, when requested by residents and</p>

	<p>businesses. The Council picks up litter on an as needed basis. The public may contact the Council Call Centre or report litter with the Snap Send Solve smartphone app. The Rodger Wright Centre disposes of used sharps discarded in public places in this area once per week.</p> <p>Additional rubbish bin: In March 2018 Council installed an additional rubbish bin on the Manchester Street/Aberdeen Street corner to mitigate litter, including used condoms.</p> <p>Sharps disposal unit: Council staff, with support from NZPC, the Rodger Wright Centre and Community and Public Health, are investigating options for a public sharps disposal unit to reduce the quantity of sharps being discarded on private property and public places.</p> <p>Clean empty lots around Manchester Street: Residents requested that two empty lots with long grass be mown to deter anti-social behaviour. In January 2018 a property on Colombo Street that has been reportedly used for sexual activity was mowed. Council staff are investigating whether the grass on an empty section on Manchester Street is a fire hazard. If so the Council will issue a Fire Hazard Notice to the property owner, who will be given one month to comply.</p>
<p>Action 7.4: Enhance the safety and quality of life of street-based sex workers.</p>	<p>Enhance wraparound social services for street-based sex workers: Wraparound social services are a joined-up, holistic approach to addressing a vulnerable person's needs. While the purpose of providing wraparound social services for street-based sex workers is primarily to enhance their quality of life, it is also understood that through this provision, the quality of life of residents and people working in the area is enhanced as people who receive the support and services they need are less likely to display anti-social behaviour.</p> <p>NZPC, YCD and the Salvation Army provide street-based sex workers with a variety of social services including:</p> <ul style="list-style-type: none"> • An outreach van where workers can take a break at night in a safe space and receive hot drinks, food and sexual health materials; • Free sexual health clinic; • Free counselling; • Support with accessing addiction, housing, financial assistance, sexual assault recovery and other services; • Information on how to stay safe at work; • Support for sex workers seeking other employment options. <p>The organisations provide these services during business hours at their offices, and conduct street outreach at night. NZPC operates up to seven nights per week (employed for two nights and up to five additional nights on a voluntary basis), YCD operates two</p>

	<p>nights per week and the Salvation Army operates one night per week.</p> <p>NZPC, YCD and the Salvation Army, with support from the CCWG, are investigating options to enhance the wraparound services provided for workers. Initial analysis indicates that there are gaps in current services, and opportunities to provide stronger and more coordinated support. This analysis started in February 2018 and is ongoing.</p> <p>Opportunities identified to date include building relationships between NZPC, YCD and the Salvation Army and dedicated staff in Work and Income centres. These organisations are working with the Ministry of Social Development to implement this action.</p> <p>Signage to promote community safety: NZPC requested signage around Manchester Street south of Bealey Avenue advising drivers and pedestrians that CCTV cameras operate in the area to promote community safety.</p> <p>Council staff have identified locations for the signage, and are investigating designs that promote safety.</p>
--	--

6.4 Next steps

- 6.4.1 The Collaborative Community Working Group will continue to meet monthly to jointly develop and undertake actions to achieve the desired outcomes.
- 6.4.2 A drop-in with residents and businesses around Manchester Street north and south of Bealey Avenue will be held in April 2018 to provide a progress update, hear about the community's current experiences with street-based sex work and continue to discuss possible solutions.
- 6.4.3 The next quarterly progress report will be presented in July 2018.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Authors	Amy Hart - Community Development Advisor Jenny Hughey - Principal Advisor
Approved By	Shupayi Mpunga - Manager Community Governance, Linwood-Central-Heathcote

14. 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.