

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 19 AUGUST 2015

AT 4PM

**IN THE BOARD ROOM, FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS, FENDALTON**

Community Board: Mike Davidson (Chairperson), Aaron Keown (Deputy Chairperson), Jo Byrne, Pauline Cotter, Ali Jones, Emma Norrish and Barbara Watson.

Community Board Adviser

Judith Pascoe

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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1. **APOLOGIES**

2. **DECLARATION OF INTEREST**

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

3. **CONFIRMATION OF MINUTES**

3.1 **ORDINARY MEETING – 5 AUGUST 2015**

The minutes of the Board's ordinary meeting of Wednesday 5 August 2015 are **attached** (refer **Attachment 1**).

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of Wednesday 5 August 2015 be confirmed.

3.2 **EXTRAORDINARY MEETING – 12 AUGUST 2015**

The minutes of the Board's extraordinary meeting of Wednesday 12 August 2015 are **attached** (refer **Attachment 2**).

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's extraordinary meeting of Wednesday 12 August 2015 be confirmed.

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ATTACHMENT 1 TO CLAUSE 3

SHIRLEY/PAPANUI COMMUNITY BOARD
5 AUGUST 2015

Minutes of the meeting of the Shirley/Papanui Community Board
held on Wednesday 5 August 2015 at 4pm in the Board Room
Papanui Service Centre, corner Langdons Road and Restell Street, Papanui

PRESENT: Mike Davidson (Chairperson), Pauline Cotter, Ali Jones, Aaron Keown, Emma Norrish and Barbara Watson.

APOLOGIES: An apology for absence was received and accepted from Jo Byrne.

Mike Davidson/Barbara Watson

Barbara Watson retired from the meeting at 5.14pm, returning at 5.16pm and was absent for part of clause 11.

Aaron Keown departed the meeting at 6.24pm and was absent for clause 8 and part of clause 7.

The Board adjourned from 5.58pm to 6.05pm.

Aaron Keown/Barbara Watson

Carried

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DECLARATION OF INTEREST

Barbara Watson declared an interest in Clause 11 as a Trustee for the Northgate Community Services Trust.

2. DEPUTATIONS BY APPOINTMENT

2.1 POSITIVE YOUTH DEVELOPMENT SCHEME REPORT – LIAM AND ZOE HELLEUR

Zoe Helleur attended to report back to the Board on her and Liam's participation in the 26th Australian International Music Festival in Sydney, Australia from 27 June to 4 July 2015 as members of the Papanui High School Concert Band which won a silver medal in the competition.

2.2 LEADERSHIP IN COMMUNITIES (LINC) PROJECT – CHRIS JANSEN

Dr Chris Jansen attended to inform the Board about the LinC Project and its aims and objectives. The LinC project has been running for six months and involves community leaders, Christchurch City Council elected members and Council staff from across Christchurch, Waimakariri and Hurunui as well as the local police, Christchurch Recovery Authority (CERA) staff. Also in attendance were Helen Ross from the St Albans Residents' Association, Shauna from Delta Trust and Jenny Chowanec from the Wayne Francis Charitable Trust.

ATTACHMENT 1 TO CLAUSE 3 Cont'd

2 Cont'd

2.3 NOTIFICATION OF STRONGER CHRISTCHURCH INFRASTRUCTURE REBUILD TEAM (SCIRT) ROADING WORKS – CLARRIE PEARCE

Clarrie Pearce, Coordinator North West Richmond Residents' Association, attended to address the Board on the notifications by SCIRT of roading works to be carried out in the Northwest Richmond area.

Mr Pearce was concerned over the lack of consultation regarding the closure of Chancellor Street and the disrepair of the roads and footpaths in the areas and the inability to get a response from the Council. Mr Pearce expressed particular concern over the number of resource consent breaches where the footpath was not repaired following installation of new driveways.

The Board agreed to write a letter to the Resource Consents Unit Manager regarding requirements around road closures and the need for robust consultation with residents.

Mr Pearce also expressed concern that the proposed Dudley Creek solution could cause flooding downstream.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. BRIEFINGS

5.1 URBAN PARKS MAINTENANCE – CONTRACTOR CHANGES

Tania Theodosiou, Parks Advisor - Christchurch City Council and Brett Sitfort, Contracts Manager from Recreational Service attended to brief the Board on the recent contractor changes to the Urban Parks Maintenance.

6. CORRESPONDENCE

6.1 CHRISTCHURCH CITY COUNCIL MEMORANDUM – URBAN PARKS MAINTENANCE – CONTRACTOR CHANGES

6.2 LETTER OF SUPPORT FROM THE SHIRLEY/PAPANUI COMMUNITY BOARD TO SPENCER PARK SURF LIFE SAVING CLUB

The Board **received** the correspondence in clause 6.1 and noted the correspondence in clause 6.2.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** the following information from the Community Board Adviser on Board-related activities, including upcoming meetings and events.

- Proposed installation of pedestrian refuge outside 464 Papanui Road.

ATTACHMENT 1 TO CLAUSE 3 Cont'd

7 Cont'd

- Roads of National Significance (RONS) - Project Brief on downstream intersection safety: Main North Road/Marshland/Spencerville.
- Cranford/Westminster Streets Intersection Improvements and Proposed No Stopping Consultation.

7.1 STRONGER CHRISTCHURCH INFRASTRUCTURE REBUILD TEAM (SCIRT) MEMO RE TREE REMOVAL IN STYX RIVER PLACE, NAUTILUS PLACE AND SEABROOK DRIVE

SCIRT wishes to remove 39 trees from these streets to enable earthquake repairs to be made to the infrastructure. Affected residents will be notified.

The Board **requested** that a community meetings be held at Spencerville to present information on these tree removals and their replacements.

7.2 PROPOSED DISTRICT REPLACEMENT PLAN STAGE 3 (DPR3)

Initial information was circulated to members. Full documents are available with submissions closing on 4 September 2015.

The Board will consider the need for a submission.

7.3 REDWOOD SPRINGS RESERVE

Further to the recent visit by the Board, staff have met with the two persons maintaining the reserve and agreed to deliver wood chips and other items needed.

7.4 EDIBLE GARDEN

From the meeting of 5 November 2014.

Information was provided on the edible garden concept.

7.5 DISPOSAL OF CLEANING FLUID

From the meeting of 15 July 2015 the Board noted that empty cleaning fluid bottles are accepted for normal waste disposal in household bins. If bottles contain fluid they must be taken to the transfer station for disposal.

7.6 DISCOLOURED WATER AT MARWICK COURTS

From the meeting of 15 July 2015

The issue of discoloured water in a unit at Marwick Courts will be rectified at the same time as earthquake repairs are done. Both workstreams have been scoped and a timeframe for this work is being worked on.

The water has been tested and is safe to drink however the tenant has been supplied with a new water filter to remove the discolouration.

7.7 SAWYERS ARMS ROAD - WHITE PARKING TICKS

From the meeting of 15 July 2015

Further to the discussion in Elected Members' Information Exchange the Traffic Engineer has noted that the white parking ticks are still visible and will have these removed.

7 Cont'd

7.8 SUBMISSION TO THE CANTERBURY EARTHQUAKE RECOVERY AUTHORITY (CERA) DRAFT TRANSITIONAL RECOVERY PLAN

From the meeting of 15 July 2015

Subsequent to the resolution at this meeting to consider making a submission to the CERA Draft Transitional Recovery Plan, the Board was notified by the Council that Community Boards are unable to make a submission. Individual Board members may make a personal submission should they wish.

The Board expressed its disappointment at not being able to make a submission.

7.9 REDUCTION OF LISTED SIGNIFICANT TREES

The Board **received** the information clarifying the reduction of listed significant trees in Christchurch City

7.10 ST ALBANS COMMUNITY CENTRE

A news article from the Nor'West News was circulated to members.

The Board expressed its disappointment in the information contained in the article and noted that it did not reflect opinions gathered at community consultations held over the last several years.

8. ELECTED MEMBERS' INFORMATION EXCHANGE

The Board noted:

- The Draft Trade Waste policy and **decided** to submit any comments received from members on the section proposing direct agreements between the Council and businesses over the disposal of trade waste.

The Board **decided** to request that staff:

- Inform the Board on the progress of the installation of the Tsunami siren in the Brooklands area.
- Arrange a meeting of the proposed Working Party for the Spencerville area.
- Inform the Board on the intentions for, and current location of, the contents of the Belfast Museum.
- Provide an update on the proposed site visit to Dudley Creek and the surrounding areas by the Infrastructure, Transport and Environment Committee.
- Arrange for the Unit Manager, Governance and Community Support, to update the Board on the Representation Review.

9. QUESTIONS UNDER STANDING ORDERS

Nil.

ATTACHMENT 1 TO CLAUSE 3 Cont'd

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING MINUTES – 15 JULY 2015

The Shirley/Papanui Community Board **resolved** that the minutes of its ordinary meeting of Wednesday 15 July 2015 be confirmed.

Pauline Cotter/Emma Norrish

Carried

11. SHIRLEY/PAPANUI COMMUNITY BOARD DISCRETIONARY RESPONSE FUND 2015/16

The Board considered a report seeking its approval of an allocation of funds to various projects from the Board's Discretionary Response Fund for 2015/16.

The Board **resolved** to approve the following:

Priority One

No.	Group	Project	Board Decision
1. 53265	Avebury House Community Trust	Richmond Gala at Avebury Park and Avebury Park Community Concert	To grant \$1,500 to Avebury House Community Trust towards the Richmond Gala and Avebury Park Community Concert.
2. 53589	Neighbourhood Trust	Mairehau Community Day 2016	To grant \$4,000 to Neighbourhood Trust towards Mairehau Community Day 2016.
3. 53863	Papanui Youth Development Trust	Whakaoho Community Day	To grant \$3,800 to Papanui Youth Development Trust towards Whakaoho Community Day.

Priority Two

No.	Group	Project	Board Decision
4. 54035	Belfast Community Network Inc.	Belfast Community Events	To grant \$3,000 to Belfast Community Network Inc. towards Belfast Community Events.
5. 53792	Belfast Community Network Inc.	Community Programmes	To grant \$2,000 to Belfast Community Network Inc. towards Community Programmes.
6. 53393	Belfast Community Network Inc.	Power/communications	To grant \$1,500 to Belfast Community Network Inc. towards Power/communications.
7. 53252	Belfast Community Network Inc.	Administration salary	To grant \$2,500 to Belfast Community Network Inc. towards Administration salary.
8. 53867	Belfast Friendly Club	Running of Belfast Friendly Club and Entertainment	To grant \$800 to the Belfast Friendly Club towards the running of the Club and Entertainment.

ATTACHMENT 1 TO CLAUSE 3 Cont'd

11 Cont'd

No.	Group	Project	Board Decision
9. 53803	Canterbury Canine Agility Training Society	Enriching Instructor skills and promoting new members	To grant \$300 to Canterbury Canine Agility Training Society towards enriching Instructor skills and promoting new members.
10. 54034	Canterbury Cook Islands Sports Association Inc.	Sports, Culture and Language	To grant \$5,000 to Canterbury Cook Islands Sports Association Inc. towards sports, culture and language.
11. 53659	Christchurch Methodist Central Mission	Aratupu Early Childhood Education and Whanau Centre	To grant \$2,000 to Christchurch Methodist Central Mission towards Aratupu Early Childhood Education and Whanau Centre.
12. 53996	Delta Community Support Trust	Cultural work with refugees and migrants in Richmond/Shirley	To grant \$3,000 to Delta Community Support Trust towards cultural work with refugees and migrants in Richmond/Shirley.
13. 53894	Delta Community Support Trust	Richmond/Shirley Community Gardening	To grant \$3,000 to Delta Community Support Trust towards Richmond/Shirley Community Gardening.
14. 53505	New Brighton Men's Probus Club	Day Trips and Outings for Probus Members	To grant \$500 to the New Brighton Men's Probus Club towards Day Trips and Outings for Probus Members.
15. 53565	Northgate Community Services Trust	Volunteer Recognition	To grant \$2,500 to Northgate Community Services Trust towards Volunteer Recognition.
16. 53416	Packe Street Park and Community Garden Inc.	Cross Roads Project	To grant \$500 to Packe Street Park and Community Garden Inc. towards the Cross Roads Project.
17. 53405	Papanui Handiscope Centre	Papanui Handiscope	To grant \$1,800 to the Papanui Handiscope Centre towards Papanui Handiscope.
18. 53235	Papanui Senior Citizens Welcome Club	The running of the Welcome Club	To grant \$800 to Papanui Senior Citizens Welcome Club towards the running of the Welcome Club.
19. 53945	Papanui Youth Development Trust	Programme Costs	To grant \$2,000 to the Papanui Youth Development Trust towards Programme Costs.
20. 53862	Papanui Youth Development Trust	Warhammer	To grant \$800 to the Papanui Youth Development Trust towards Warhammer.
21. 53855	Papanui Youth Development Trust	Volunteer Effort	To grant \$1,000 to the Papanui Youth Development Trust towards Volunteer Effort.
22. 53276	Redwood Beautifying Association and Garden Club	Bus/Garden Trip	To grant \$430 to the Redwood Beautifying Association and Garden Club towards Bus/Garden Trip.
23. 53695	Shirley Community Trust	Shirley Barista Training	To grant \$700 to the Shirley Community Trust towards Shirley Barista Training.
24. 53621	Shirley Community Trust	Shirley Bus Trips 2016	To grant \$1,500 to the Shirley Community Trust towards Shirley Bus Trips 2016.

ATTACHMENT 1 TO CLAUSE 3 Cont'd

11 Cont'd

No.	Group	Project	Board Decision
25. 53459	Shirley Community Trust	Shirley Light Party	To grant \$600 to the Shirley Community Trust towards the Shirley Light Party.
26. 53427	Shirley Community Trust	Shirley Friday Night Meals	To grant \$1,500 to the Shirley Community Trust towards the Shirley Friday Night Meals.
27. 53383	Shirley Community Trust	Shirley Knit and Natter Project	To grant \$700 to the Shirley Community Trust towards the Shirley Knit and Natter Project.
28. 53397	Shirley Ladies Probus Club	Bus Trips	To grant \$500 to the Shirley Ladies Probus Club towards Bus Trips.
29. 53796	Shirley Toy Library Incorporated	Funding to help pay librarian salaries 2015	To grant \$3,000 to Shirley Toy Library Incorporated towards funding to help pay librarian salaries 2015.
30. 53933	Shirley/Papanui Community Board	Shirley/Papanui Edible Gardens	To grant \$4,500 to the Shirley/Papanui Community Board towards Shirley/Papanui Edible Gardens.
31. 53930	Shirley/Papanui Community Board	Shirley/Papanui Community Pride Garden Awards	To grant \$3,200 to the Shirley/Papanui Community Board towards Shirley/Papanui Community Pride Garden Awards.
32. 53926	Shirley/Papanui Community Board	Engagement with the Community	To grant \$1,000 to the Shirley/Papanui Community Board towards Engagement with the Community.
33. 53313	St Albans Art Society	Rent	To grant \$340 to the St Albans Art Society towards rent.
34. 53619	Te Ora Hou Otautahi Incorporated	Te Pihī Ora Hou After School Girls Mentoring Program	To grant \$2,000 to Te Ora Hou Otautahi Incorporated towards Te Pihī Ora Hou After School Girls Mentoring Program.
35. 53616	Te Ora Hou Otautahi Incorporated	KJAM After School Mentoring Program	To grant \$2,000 to Te Ora Hou Otautahi Incorporated towards KJAM After School Mentoring Program.

Aaron Keown/Emma Norrish

Carried

(Note: Barbara Watson declared an interest, refer Clause 1, and took no part in the voting.)

12. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD 2015/16 DISCRETIONARY RESPONSE FUND – SHIRLEY/PAPANUI NEIGHBOURHOOD WEEK 2015

The Board considered a report seeking its approval of an application for funding from the Shirley/Papanui Community Board's 2014/15 Discretionary Response Fund for the Shirley/Papanui Neighbourhood Week 2015 project.

The Shirley/Papanui Community Board **resolved** to make a grant of \$4,000 from its 2014/15 Discretionary Response Fund for the Shirley/Papanui Neighbourhood Week 2015 project.

Aaron Keown/Mike Davidson

Carried

19. 8. 2015

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ATTACHMENT 1 TO CLAUSE 3 Cont'd

13. KEEP NEW ZEALAND BEAUTIFUL 2015 CONFERENCE AND ANNUAL GENERAL MEETING – BOARD MEMBER ATTENDANCE

The Board considered a report supporting members' attendance at the Keep New Zealand Beautiful 2015 Conference and Annual General Meeting (AGM) in Christchurch from Friday 4 to Sunday 6 September 2015.

The Shirley/Papanui Community Board **resolved** that Mike Davidson and Emma Norrish be the Board's representatives at the Keep New Zealand Beautiful Conference and Annual General Meeting in Christchurch from Friday 4 to Sunday 6 September 2015.

The meeting concluded at 7.09pm.

CONFIRMED THIS 2ND DAY OF SEPTEMBER 2015

**MIKE DAVIDSON
CHAIRPERSON**

ATTACHMENT 2 TO CLAUSE 3

**SHIRLEY/PAPANUI COMMUNITY BOARD
12 AUGUST 2015**

**Minutes of an extraordinary meeting of the Shirley/Papanui Community Board
held on Wednesday 12 August 2015 at 4pm in the Board Room
Fendalton Service Centre, corner Jeffreys and Clyde Roads, Fendalton**

PRESENT: Mike Davidson (Chairperson), Aaron Keown (Deputy Chair), Jo Byrne, Pauline Cotter, Ali Jones, Emma Norrish and Barbara Watson.

APOLOGIES: Nil.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DECLARATION OF INTEREST

Barbara Watson gave notice of a declared interest in clause 2 regarding the funding application from Northgate Community Services Trust.

PART C – DELEGATED DECISIONS

2. SHIRLEY/PAPANUI COMMUNITY BOARD'S 2014/15 STRENGTHENING COMMUNITIES FUNDING ALLOCATIONS

The Board considered a report regarding the allocation of the Shirley/Papanui Strengthening Communities Fund for 2015/16.

The Shirley/Papanui Community Board **resolved** to:

2.1 Approve the following grants from its 2015/16 Strengthening Communities Fund:

Priority One Grants

No.	Group	Project	Board Decision
1. 53285	Early Start Project Ltd	Community Support Worker Salary	The Shirley/Papanui Community Board resolved to grant \$11,750 to the Early Start Project Ltd towards the Community Support Worker Salary.
2. 53352	Shirley Community Trust	SHINE Festival	The Shirley/Papanui Community Board resolved to grant \$3,500 to Shirley Community Trust towards the Shirley SHINE Festival.
3. 53318	Shirley Community Trust	Shirley Youth Development Worker	The Shirley/Papanui Community Board resolved to grant \$11,000 to Shirley Community Trust towards the Shirley Youth Development Worker.
4. 53264	Shirley Community Trust	Shirley Alive	The Shirley/Papanui Community Board resolved to grant \$39,000 to Shirley Community Trust towards the Shirley Alive Project.

ATTACHMENT 2 TO CLAUSE 3 Cont'd

2 Cont'd

No.	Group	Project	Board Decision
5. 53726	Westminster Sports Inc.	CEO Salary Contribution	The Shirley/Papanui Community Board resolved to grant \$12,000 to Westminster Sports Inc. towards the CEO Salary Contribution.
6. 53817	Westminster Sports Inc.	Contribution to KiwiSport Coordinator's Salary	The Shirley/Papanui Community Board resolved to grant \$3,000 to Westminster Sports Inc. towards the KiwiSport Coordinator Wages.

Priority Two Grants

No.	Group	Project	Board Decision
7. 53421	Avebury House Community Trust	Community Development in Richmond	The Shirley/Papanui Community Board resolved to grant \$4,750 to the Avebury House Community Trust towards Community Development in Richmond.
8. 53396	Belfast Community Network Inc.	Northcote Community Development Worker	The Shirley/Papanui Community Board resolved to grant \$13,500 to Belfast Community Network Inc. towards the Northcote Community Development Worker
9. 53194	Belfast Community Network Inc.	Community Development Coordinator	The Shirley/Papanui Community Board resolved to grant \$14,500 to Belfast Community Network Inc. towards the Community Development Coordinator.
10.	Crossroads Youth with a Future	Shirley Intermediate and Mairehau Stay Real	The Shirley/Papanui Community Board resolved to grant \$5,500 to Crossroad Youth with a Future towards the Shirley Intermediate and Mairehau Stay Real programmes.
11. 53922	Majestic Youth Community Trust	24/7 Youth Workers in Shirley Boys High School	The Shirley/Papanui Community Board resolved to grant \$3,500 to the Majestic Youth Community Trust towards the 24/7 Youth Work in Shirley Boys High School.
12. 53919	Majestic Youth Community Trust	24/7 Youth Work in Shirley Intermediate School	The Shirley/Papanui Community Board resolved to grant \$5,500 to the Majestic Youth Community Trust towards the 24/7 Youth Work in Shirley Intermediate School.
13. 53986	Nomads United Football Club	Facilitating Football for all in Christchurch's North-West	The Shirley/Papanui Community Board resolved to grant \$500 to the Nomads United Football Club towards facilitating Football for all in Christchurch's North-West.
14. 53411	Northgate Community Trust	Community Support Worker	The Shirley/Papanui Community Board resolved to grant \$14,000 to Northgate Community Trust towards the Community Support Worker.
15. 53409	Northgate Community Trust	24/7 Youth Workers	The Shirley/Papanui Community Board resolved to grant \$5,500 to Northgate Community Trust towards the 24/7 Youth Workers.

ATTACHMENT 2 TO CLAUSE 3 Cont'd

2 Cont'd

No.	Group	Project	Board Decision
16. 53476	Papanui Baptist Church Community Services Freedom Trust	Salary for Part Time Community Worker	The Shirley/Papanui Community Board resolved to grant \$13,000 to the Papanui Baptist Church Community Services Freedom Trust towards the Salary for Part Time Community Worker.
17. 53671	Papanui Toy Library	Papanui Toy Library	The Shirley/Papanui Community Board resolved to grant \$3,750 to the Papanui Toy Library for the Papanui Toy Library.
18. 53857	Papanui Youth Development Trust	Youth Worker (Junior) Salary	The Shirley/Papanui Community Board resolved to grant \$2,000 to the Papanui Youth Development Trust towards the Youth Worker (Junior) Salary.
19. 53841	Papanui Youth Development Trust	Youth Worker (Senior) Salary	The Shirley/Papanui Community Board resolved to grant \$8,000 to the Papanui Youth Development Trust towards the Youth Worker (Senior) Salary.
20. 53759	Papanui Youth Development Trust	Youth Development Coordinator	The Shirley/Papanui Community Board resolved to grant \$8,000 to the Papanui Youth Development Trust towards the Youth Development Coordinator
21. 53214	Shirley Primary School	School Psychologist/ Family Worker	The Shirley/Papanui Community Board resolved to grant \$5,000 to Shirley Primary School towards the School Psychologist/Family Worker.
22. 53851	Shirley Rugby League Football Club Inc.	Overhead Costs	The Shirley/Papanui Community Board resolved to grant \$2,000 to the Shirley Rugby League Football Club Inc. towards Overhead Costs.

Refer to clause 2.2 for the Board's decision on grant applications 23 and 24.

25. 53464	St Albans Park Bowls	Greenkeeper	The Shirley/Papanui Community Board resolved to grant \$5,000 to St Albans Park Bowls towards the Greenkeeper.
26. 53799	Styx Living Laboratory Trust	Volunteer Programmes and Community Engagement	The Shirley/Papanui Community Board resolved to grant \$7,000 to the Styx Living Laboratory Trust towards Volunteer Programmes and Community Engagement.
27. 53515	Te Ora Hou Otautahi Inc.	Youth Worker Projects Coordinator	The Shirley/Papanui Community Board resolved to grant \$14,000 to Te Ora Hou Otautahi Inc. towards the Youth Worker Projects Coordinator.

ATTACHMENT 2 TO CLAUSE 3 Cont'd

2 Cont'd

Priority Three Grants

No.	Group	Project	Board Decision
28. 53745	Papanui Youth Development Trust	Manager Salary	The Shirley/Papanui Community Board resolved to decline the application from the Papanui Youth Development Trust for funds for the Manager Salary.
29. 53999	St Albans Residents Association (SARA) Inc.	Building Community Capacity in St Albans	The Shirley/Papanui Community Board resolved to grant \$24,750 to the St Albans Residents Association (SARA) Inc. towards Building Community Capacity in St Albans.
30. 54027	St Paul's Anglican Parish	St Paul's LIFEfriends	The Shirley/Papanui Community Board resolved to decline the application from the St Paul's Anglican Parish for funds for St Paul's LIFEfriends.

Mike Davidson/Pauline Cotter

Carried

(Aaron Keown noted his concern regarding the process followed and voted against the motion.)

2.2 Approve the following grants from its 2015/16 Discretionary Response Fund:

23. 53934	Shirley/Papanui Community Board	Youth Recreation Project	The Shirley/Papanui Community Board resolved to grant \$7,000 to the Shirley/Papanui Community Board towards the Youth Recreation Project from its 2015/16 Discretionary Fund.
24. 53929	Shirley/Papanui Community Board	Community Leadership, Upskilling and Networking Day	The Shirley/Papanui Community Board resolved to grant \$4,000 to the Shirley/Papanui Community Board towards the Community Leadership, Upskilling and Networking Day from its 2015/16 Discretionary Fund.

Pauline Cotter/Jo Byrne

Carried

The meeting concluded at 5.36pm.

CONFIRMED THIS 19TH DAY OF AUGUST 2015

**MIKE DAVIDSON
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 CRANFORD/WESTMINSTER STREET INTERSECTION UPGRADE – GEORGIE FALLOON

Georgie Falloon will attend to speak to the Board on the proposed upgrade and "no stopping" parking restrictions for the Cranford/Westminster Street intersection.

4.2 CRANFORD/WESTMINSTER STREET INTERSECTION UPGRADE – JASON DONNITHORNE

Jason Donnithorne, 95West Limited, will attend to speak to the Board on the proposed upgrade and "no stopping" parking restrictions for the Cranford/Westminster Street intersection.

4.3 CRANFORD/WESTMINSTER STREET INTERSECTION UPGRADE – LIZ BARRY

Liz Barry from Café Metro will attend to speak to the Board on the proposed upgrade and "no stopping" parking restrictions for the Cranford/Westminster Street intersection.

4.4 CRANFORD/WESTMINSTER STREET INTERSECTION UPGRADE – CONNIE CHRISTENSEN

Connie Christensen will attend to speak to the Board on the proposed upgrade and "no stopping" parking restrictions for the Cranford/Westminster Street intersection.

4.5 BROOKLANDS FIRE BRIGADE – JOHN REED AND RICHARD TOLAN

John Reed, Chief Fire Officer, and Richard Tolan, Fire Service Building Manager, will attend to update the Board on the relocation of the Brooklands Fire Service.

4.6 SHIRLEY COMMUNITY FACILITIES REBUILD - DENNIS RICH

Dennis Rich will attend to speak to the Board about the Shirley Community Facility.

5. PRESENTATION OF PETITIONS

6. NOTICES OF MOTION

7. BRIEFINGS

7.1 SURPLUS LAND: LEANDER STREET

Stuart McLeod, Property Consultant and Weng-kei Chen, Asset Engineer (Policy) will attend to brief the Board on the surplus property in Leander Street.

8. CORRESPONDENCE

9. SHIRLEY COMMUNITY FACILITY REBUILD – 10 SHIRLEY ROAD

Reference: TRIM 15/957333

Contact: Kent Summerfield

kent.summerfield@ccc.govt.nz Phone 941 8194

1. Purpose and Origin of Report

Purpose of Report

- 1.1. The purpose of this report is to seek approval to release a Request for Proposal (RFP) to the open market inviting proposals for the development and operation of a Community Centre or similar at 10 Shirley Road, the site of the former Shirley Community Centre.

Origin of Report

- 1.2. This report follows a Council decision on 15 August 2013, and further consultation with the Community.
- 1.3. Specifically, at the meeting of the Council on 15 August 2013 it was resolved that Council:
Ask Staff to prepare a report on the proposal of Crossway Community Church to establish a public-private partnership, noting the request to grant a long term lease for the former Shirley Community Centre site at 10 Shirley Road to Crossway Community Church.
- 1.4. While this report discusses the proposal from the Crossway Community Church, as a result of community consultation staff consider it would be appropriate to provide an opportunity for all parties to present proposals on how any establishment of a Community Facility at 10 Shirley Road should occur.

2. Significance

- 2.1. The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1. The level of significance was determined by assessing the impact of each decision regarding the proposal for a replacement Community Facility Centre at 10 Shirley Road against each criterion as specified in the Christchurch City Council's Significance and Engagement Policy worksheet for significance assessments.
 - 2.1.2. The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

- 3.1. That the Shirley/ Papanui Community Board recommend to Council that it instruct Council Officers to prepare and release a Request for Proposal (RFP) to the open market inviting proposals for the development and operation of a Community Centre or similar at 10 Shirley Road .

4. Key Points

- 4.1. This report supports the Council's Long Term Plan (2015 – 2025):
 - 4.1.1. Activity: Internal Services - Facilities and Infrastructure Rebuild
 - Level of Service: 13.7.1 - Delivery of the Rebuild Infrastructure and Facilities Capital Programme.

9 Cont'd

4.2. The following reasonably practicable options have been considered:

- Option 1 (preferred option) - Request For Proposal (RFP). Under this option an RFP would be released to the open market asking respondents to put forward a proposal as to how best a Shirley Community Facility should be re-established at 10 Shirley Road. The RFP document would signal an openness to a wholly third party funded and managed facility, a wholly Council funded (using \$2.52m from Community Facilities Rebuild Tranche 1) and managed facility or any mixture of approaches.
- Option 2 - Straight application of Tranche 1 funds. Under this option no RFP would be released and Council staff would instead proceed with consultation to inform design of a wholly Council funded facility at 10 Shirley Road utilising the Tranche 1 allocation of \$2.52m. The operating model for the community facility would be determined separately.
- Option 3 - Straight acceptance of Crossways proposal. Under this option Council staff would receive delegation to directly progress a lease with Crossways Church who are proposing to fund and manage a replacement Community Facility at 10 Shirley Road.
- Option 4 - Do not rebuild a replacement facility at 10 Shirley Road. Under this option no replacement facility would be established on 10 Shirley Road. The \$2.52m of funding allocated in Tranche 1 would either be used to establish a Shirley Facility on an alternate site or returned to the fund for allocation elsewhere as appropriate.

4.3. Options Summary - Advantages and Disadvantages of the options:

4.3.1. Option 1 Request For Proposal (RFP):

- Advantages - Provides an opportunity for all parties to present proposals on how any establishment of a Community Facility at 10 Shirley Road should occur. Open and transparent process to capture ideas which should theoretically assist in increasing support for final selected proposal. Includes possibility of full third party funded proposal which would mean Tranche 1 funds could be utilised to provide a combined Shirley/St Albans Community Facility resulting in greater space overall for the Community.
- Disadvantages: Some parties may not be/feel equipped to respond to an RFP. Openness of scope may make comparison between options difficult although this can be managed to a degree by setting clear evaluation criteria.

4.3.2. Option 2 Straight application of Tranche 1 funds:

- Advantages - Potentially shortens the delivery of the project. Full Council control over aspects of reinstatement.
- Disadvantages: Removes possibility of third party funded option.

4.3.3. Option 3 Straight acceptance of Crossways proposal:

- Advantages - Potentially shorter delivery timeframe than RFP release. Third party funding would mean Tranche 1 funding could be utilised to provide a combined Shirley/St Albans Community Facility resulting in greater space overall for the Community.
- Disadvantage: Does not offer other groups the opportunity to formally put forward alternate proposals.

4.3.4. Option 4 Do not build a Community Facility at 10 Shirley Road:

- Advantage - Opens site up for sale/ other uses but only if reclassification of reserve is completed. May return funds to Community Facilities Rebuild or allow consideration of other site.

9 Cont'd

- Disadvantage - The land cannot be used for any other purpose than a community centre under the current reserve classification ("in trust for local purpose (site for a community centre)") until the reserve classification is changed. Does not restore the service available pre-earthquake on what was a popular, heavily used site. Unlikely to be acceptable to the Community.

4.4. Key issues raised at the Christchurch City Council's staff consultation with the Shirley Community on the 30th of April 2015 that this report seeks to address:

4.4.1. Some of the attendees from the community felt that to date they had been excluded from discussion regarding any reinstatement with much of the focus to date being on the Crossways Church proposal. Approaching the open market with a Request for Proposal will address this concern.

4.4.2. The view that a reinstatement needed to occur soon was put forward by a number of attendees. With the exception of Option 4, all options presented progress towards a reinstatement.

5. Background

- 5.1. The Shirley Community Centre (10 Shirley Road) was damaged in the 2010/2011 Canterbury earthquakes and subsequently demolished.
- 5.2. Christchurch City Council owns the land at 10 Shirley Road. It is a total of 9,042m² and is reserve land held "in trust for local purpose (site for a community centre)".
- 5.3. \$2,520,000 was allocated for construction of a new Shirley Community Facility as part of Tranche 1 of the Community Facilities Rebuild.
- 5.4. Crossways Church, a combination of three local congregations, have put forward a proposal to provide a replacement Community Facility at 10 Shirley Road.
- 5.5. Crossways' proposal would require the granting of a long term (33 year maximum) lease and would see Crossways build a new multipurpose community facility available for use by both the Church and the wider community. Crossways propose to manage and operate the facility, including designated use by the group of parts of the facility at different times of the week for religious purposes. A lease for this purpose, for a maximum of 33 years, could be granted under the current reserve classification for the land.
- 5.6. The Crossways Group first formally met with Christchurch City Council Staff on the 22nd of March 2013 regarding the possibility of leasing Council land to build a facility to replace churches lost in the earthquakes. At that meeting Council staff outlined site information and requirements, identified key stakeholder groups that would need to be consulted, and recommended Crossways submits a proposal to the City Council.
- 5.7. On the 24th of April 2013 the Crossways Group met with representatives of the Delta Trust and Shirley Community Centre Society Incorporated. Crossways outlined their desire to seek a lease of the former Shirley Community Centre site, 10 Shirley Road, from Council to a group of interested organisations who would fund the erection of a building on the site to incorporate Church facilities, a hall, and meeting rooms etc. and this Centre could be managed by representatives from the involved organisations.

9 Cont'd

5.8. Following the meeting of 24 April 2013, the Shirley Community Centre Society Incorporated (SCCSI) sent a letter to the Crossways Group thanking them for the meeting, asking to be kept in contact regarding further developments, but advising that the SCCSI was not prepared to formally commit to the proposal at that point.

5.9. On the 17th of July 2013 the Crossways Group made a deputation to the Shirley/Papanui Community Board. In a letter dated 23rd of July 2013, setting out the agreement that the Board reached following the deputation, Crossways were advised that:

The board supports in principle the proposal by Crossway Community Church to establish a public-private partnership. They have asked the Council to consider the proposal by recommending to them that they:

- a) Grant a long term lease for the former Shirley Community Centre site at 10 Shirley Road to Crossway Community Church.
- b) Note that the Crossway Community Church (with the support of its parent bodies, the Methodist Church of New Zealand and the Presbyterian Church of Aotearoa New Zealand) will, through engagement with the local community and stakeholders, propose to design and build a new multipurpose community facility available for both the church and wider community.
- c) Note that the Church intends to fund the capital project and manage and operate the facility according to an operational plan agreed under the public-private partnership within available funding.
- d) Note the importance of the geotechnical investigation for the proposed site at 10 Shirley Road and requests that the Council undertake an urgent geotechnical investigation.

5.10. Following the Community Board's agreement, the Crossways Group proposal was presented via deputation to the Council at the meeting of 15 August 2013. At that meeting the motion was declared carried, that the Council:

- a) Ask Staff to prepare a report on the proposal of Crossway Community Church to establish a public-private partnership, noting the request to grant a long term lease for the former Shirley Community Centre site at 10 Shirley Road to Crossway Community Church.
- b) Note that the Crossway Community Church (with the support of its parent bodies, the Methodist Church of New Zealand and the Presbyterian Church of Aotearoa New Zealand) proposes, through engagement with the local community and stakeholders, to design and build a new multipurpose community facility available for both the church and wider community.
- c) Note that the Church intends to fund the capital project and manage and operate the facility according to an operational plan agreed under the public-private partnership within available funding.
- d) Note the importance of the geotechnical investigation for the proposed site at 10 Shirley Road.

9 Cont'd

- 5.11. Crossways held a "community consultation" meeting on November 21st 2013 inviting identified community stakeholders. At this meeting the Crossways Group outlined their proposal and sought feedback both on the general approach and also stakeholder's requirements for a multipurpose facility.
- 5.12. The Crossways Group received a variety of feedback on their proposal at the meeting of 21 November 2013, both for and against.
- 5.13. After refining their proposal as a result of feedback to date, representatives of the Crossways Group again met with Council staff to discuss potential lease arrangements and ground improvements. Council staff suggested that it would be helpful to have some initial concept plans to review and to provide reassurance that the proposed structure would be a genuine multipurpose facility rather than solely a place of worship with meeting rooms added.
- 5.14. At a meeting on 28 August 2014, the Council resolved to:
- "33.1 Approve the Tranche 1 prioritised programme.*
- 33.2 Approve funding as amended in total from the Facilities and Infrastructure Improvement - New Borrowing Allowance comprising:*
- \$29,087,059 for Community Facilities and*
\$11,703,596 for Heritage Facilities
- 33.3 Apply proceeds of any insurance claim for these facilities to the Facilities and Infrastructure Improvement - New Borrowing Allowance."*
- 5.15 Within the Tranche 1 programme as approved, \$2.52m was allocated to a new Shirley Community Centre.
- 5.16 Council staff held a community meeting on 30 April 2015 regarding Shirley Community Facilities. This included a discussion regarding the Crossways proposal as well as a wider feedback discussion on community requirements for facility/ies in Shirley.
- 5.17 Some of the consistent key points raised in the meeting were a need to act as soon as possible to reinstatement community facilities in the area, and a desire for wider communication and consultation rather than working directly with any particular party. A full summary of feedback from the meeting is found in Attachment 1.
- 5.18 Acknowledging the key feedback from the community meeting and to provide all interested parties with an opportunity to present their options, Council staff propose that a Request for Proposal be released by the Council, seeking proposals for reinstating a community facility at 10 Shirley Road.
- 5.19 The Request for Proposal would be open to proposals covering fully third party funded and managed options, fully Council funded (to a maximum of \$2.52m capital) and managed options or any mixture of the two.
- 5.20 If a Request for Proposal is supported, and the resultant preferred proposal is fully third party funded, then staff recommend utilising the \$2.52m available from Tranche 1 to develop a new combined Shirley/St Albans Community Facility in St Albans.

9 Cont'd

6. Option 1- Request For Proposal (RFP)

Option Description

- 6.1. Under this option an RFP would be released to the open market asking respondents to put forward a proposal as to how best a Shirley Community Facility should be re-established at 10 Shirley Road. The RFP document would signal an openness to a wholly third party funded and managed facility, a wholly Council funded (using \$2.52m from Community Facilities Rebuild Tranche 1) and managed facility or any mixture of approaches.
- 6.2. The RFP would also outline draft conditions of lease that would be required should third party ownership and/or management be proposed. These conditions would be designed to address key concerns raised during the community meeting regarding potential third party management and include aspects such as genuine availability at reasonable times to all community groups, acceptable charge out rates, need for design consultation etc.
- 6.3. The RFP would detail criteria for assessing responses, including attributes sought in any third party partners. Aspects likely to be requested from third parties include a track record and/or ability to:
 - Deliver community benefits through community facilities.
 - Understand changing community needs over time.
 - Offer a range of facilities to a range of community groups.
 - Enter into long-term and sustainable partnerships with Council and/or other groups with a similar community vision.
 - Provide equity of access to differing groups.
 - Develop and operate facilities promptly, able to mobilise quickly.
 - Substantially lower the cost to Council.
 - Bring third party funding and other resources.
 - Enter into long-term arrangements.
 - Develop built community facilities (including design and construction).
 - Operate, promote and maintain built community facilities.

Significance

- 6.4. The level of significance of this option is low and consistent with section 2 of this report. There has already been engagement with the community that has informed this report (the community meeting on 30 April 2015). The RFP will also provide an opportunity for further engagement with interested parties.

Impact on Māori

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

Community Views and Preferences

- 6.6. While the wider community has not explicitly asked for, or commented on, an RFP, it does address concerns raised by them regarding transparency and an equal opportunity to put forward proposals regarding reinstatement. The possibility of releasing an RFP has directly been discussed with Crossways Group and the Shirley Community Centre Society Incorporated and both have been supportive.

9 Cont'd

Alignment with Council Plans and Policies

- 6.7. This option is consistent with the Council's Plans and Policies as it would result in establishment of a Community Facility on a site that had one pre earthquakes.

Financial Implications

- 6.8. Cost of Implementation - RFP release would likely cost less than \$5,000, which would largely be Council staff time plus some administration costs. Any resultant capital costs would be capped at \$2,520,000 which is available via Tranche 1. Dependent on outcome of RFP insurance settlement may or may not be affected (Insurers have not provided confirmation of portability, and the Council Insurance Team have declined to provide an assessment of likely risk in this area), although this would not affect the availability of funding to the project either way.
- 6.9. Maintenance / Ongoing Costs - Maintenance and ongoing costs will be dependent on the model and design that is ultimately agreed but if the facility was to be wholly Council funded, costs are expected to be minimal in comparison to the previous building due to efficiency gains.
- 6.10. Funding source - This will also be determined by the process itself - may be third party funded or may utilise \$2.52m available under Tranche 1.

Legal Implications

- 6.11. The land that would be the subject of the RFP is classified as reserve, vested in the Council by the Crown to be held in trust for local purpose/community centre. This option is consistent with the reserve status.

Risks and Mitigations

- 6.12. Even with an open process there is a possibility that some parties may not agree with the selected proposal. This will be mitigated through clear criteria and communication. There may also be a risk to insurance settlement levels although this would be dependent on the selected proposal and subject to negotiation once preference confirmed.

Implementation

- 6.13. Implementation dependencies - must be sequential as outlined below.
- 6.14. Implementation timeframe - Post decision Time Frame as following:
- Approximately one month to complete and release Request for Proposal documentation.
 - Approximately two months for the Request for Proposal to be out within the market for review and response.
 - Approximately two months to perform evaluation of the submitted proposals and receive approval from the community board (add another month if Council approval sought).
 - Approximately 24 months to implement the successful proposal including consultation with community, design, consenting and construction.
 - Total - approximately 29 months.

Option Summary - Advantages and Disadvantages

- 6.15. This is the preferred option because it will give all parties interested an equal opportunity to put forward their proposals for establishing a Community Facility at 10 Shirley Road.

9 Cont'd

- 6.15.1. Advantages: Provides an opportunity for all parties to present proposals on how any establishment of a Community Facility at 10 Shirley Road should occur. Open and transparent process to capture ideas which should theoretically assist in increasing support for final selected proposal. Includes possibility of full third party funded proposal which would mean Tranche 1 funds could be utilised to provide a combined Shirley/St Albans Community Facility resulting in greater space overall for the Community.
- 6.15.2. Disadvantages: Some parties may not be/feel equipped to respond to an RFP. Openness of scope may make comparison between options difficult although this can be managed to a degree by setting clear evaluation criteria.

7. Option 2 - Straight application of Tranche 1 funds.

Option Description

- 7.1. Under this option no RFP would be released and Council staff would instead proceed with consultation to inform design of a wholly Council funded facility at 10 Shirley Road utilising the Tranche 1 allocation of \$2.52m. The operating model would be determined separately.

Significance

- 7.2. The level of significance of this option is low and consistent with section 2 of this report. There has already been engagement with the community at the community meeting on 30 April 2015.

Impact on Māori

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

Community Views and Preferences

- 7.4. Some parties within the community have expressed a preference for this approach and it would be consistent with the pre earthquake model (i.e. Council funded). Crossways Group have drafted a proposal to lease 10 Shirley Road and fund and manage a facility on that site, but this approach would exclude third party involvement.

Alignment with Council Plans and Policies

- 7.5. This option is consistent with the Council's Plans and Policies as it would reinstate a Community Facility lost in the earthquakes.

Financial Implications

- 7.6. Cost of Implementation - \$2,520,000. Funding for this reinstatement is available under Tranche 1.
- 7.7. Maintenance / Ongoing Costs - Maintenance and ongoing costs will be dependent on the design that is ultimately agreed but costs are expected to be minimal in comparison to the previous building due to efficiency gains.
- 7.8. Funding source - Funding of \$2.52m is available under Tranche 1.

Legal Implications

- 7.9. The land at 10 Shirley Rd is classified as reserve, vested in the Council by the Crown to be held in trust for local purpose/community centre. This option reinstates the previous arrangements and is consistent with the reserve status.

9 Cont'd

Risks and Mitigations

- 7.10. The risk around this option is that it may not receive widespread community support as it is known that there is third party interest which could effectively result in a "two for one" scenario. This risk could be mitigated through highlighting that the option is consistent with the model in place prior to the earthquakes and also via extensive community consultation during the design phase.

Implementation

- 7.11. Implementation dependencies - must occur sequentially - consultation, design, consenting, and construction.
- 7.12. Implementation timeframe - Approximately 24 months from initial approval by Community Board to completion of construction.

Option Summary - Advantages and Disadvantages

- 7.13. Advantages - Potentially shortens the delivery of the project. Full Council control over aspects of reinstatement.
- Disadvantages: Removes possibility of third party funded option.

8. Option 3 - Straight acceptance of Crossways proposal

Option Description

- 8.1. Under this option Council staff would receive delegation to directly progress a lease with Crossways Church who are proposing to fund and manage a replacement Community Facility at 10 Shirley Road. Further consultation with the community would be required with respect to facility design but the delivery model (i.e. funded and managed by Crossways) would not be revisited. Due to requirements under

Significance

- 8.2. The level of significance of this option is medium which is above the low significance for the overall issue generally. This level of significance would require something greater in terms of engagement than for either of the two options already discussed. Although there has been engagement with the community at the community meeting on 30 April 2015, it is recommended that a more formal consultation should be carried out with the community on their views about this option, before confirmation of a decision to proceed with this option.

Impact on Māori

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

Community Views and Preferences

- 8.4. Community views on the Crossways proposal are mixed as per Attachment 1. Some favour seeing a third party funded option established on site, which would open the possibility of a "two for one" option with a new combined facility in St Albans. Some parties within the community are outright opposed to the Crossways proposal.

Alignment with Council Plans and Policies

- 8.5. This option is essentially consistent with the Council's Plans and Policies as it would result in establishment of Community Facility on a site that had one pre earthquakes, although it is acknowledged that the delivery model is different.

9 Cont'd

Financial Implications

- 8.6. Cost of Implementation - Cost to council to establish facility on 10 Shirley Road would be limited to staff liaison with Crossways and involvement in the consultation process. The \$2.52m available under Tranche 1 could be utilised in building a new combined Shirley/St Albans Community Facility in nearby St Albans.
- 8.7. Maintenance / Ongoing Costs - Maintenance and ongoing costs for the building would be met by Crossways under this option, although Crossways might seek some funding from the Council.
- 8.8. Funding source - Crossways would fund establishment of new facility at 10 Shirley Road. \$2.52m available under Tranche 1 would be redirected to a new combined Shirley/St Albans Community Facility.

Legal Implications

- 8.9. The land at 10 Shirley Rd is classified as reserve, vested in the Council by the Crown to be held in trust for local purpose/community centre. This option would be consistent with the reserve status.

Risks and Mitigations

- 8.10. Risk of opposition to this approach from parties within the community. This could be mitigated by extended consultation around building design and operating model (i.e. looking to partner other groups in the management of the facility). As noted above there may also be a risk to insurance settlement levels although this would be subject to negotiation once preference confirmed. Risk that Crossways implements preferential treatment regarding utilisation of spaces, this could be managed via inserting lease conditions and ongoing monitoring.

Implementation

- 8.11. Implementation dependencies - must occur sequentially - consultation, design, consenting, and construction.
- 8.12. Implementation timeframe - Approximately 26 months from initial approval by Community Board to completion of construction (allowing slightly longer consultation process).

Option Summary - Advantages and Disadvantages

- 8.13. Advantages - Potentially shorter delivery timeframe than RFP release. Third party funding would mean Tranche 1 funding could be utilised to provide a combined Shirley/St Albans Community Facility resulting in greater space overall for the Community.

Disadvantage: Does not offer other groups the opportunity to formally put forward alternate proposals. Resultant opposition may ultimately extend timeframe.

9. Option 4 - Do not build a Community Facility at 10 Shirley Road

Option Description

- 9.1. Under this option no replacement facility would be established on 10 Shirley Road. The \$2.52m of funding allocated in Tranche 1 would either be used to establish a Shirley Facility on an alternate site or returned to the fund for allocation elsewhere as appropriate.

9 Cont'd

Significance

- 9.2. The level of significance of this option is medium which is above the low significance for the overall issue generally. This level of significance suggests something more would be required for engagement with the community than for the first two options discussed. Although there has been engagement with the community at the community meeting on 30 April 2015, it is recommended that a more formal consultation should be carried out with the community on their views about this option, before confirmation of a decision to proceed with this option.

Impact on Māori

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

Community Views and Preferences

- 9.4. Community support for this option is likely to be minimal. Widely expressed view in feedback to date is that new community facility/ies are required in the area as soon as possible.

Alignment with Council Plans and Policies

- 9.5. This option is not necessarily inconsistent with the Council's Plans and Policies as a replacement Community Facility could still be established elsewhere.

Financial Implications

- 9.6. Cost of Implementation - No financial cost implication to the Council under this option, allocated funding from Tranche 1 to be used elsewhere
- 9.7. Maintenance / Ongoing Costs - Not applicable - no Community Facility going back on site.
- 9.8. Funding source - Not applicable for this option.

Legal Implications

- 9.9. The land at 10 Shirley Rd is classified as reserve, vested in the Council by the Crown to be held "in trust for local purpose (site for a community centre)". That means the land could not be used for any other purpose than a community centre unless and until the reserve classification is changed. This involves a process set out in the Reserves Act 1977, providing for notification and objections by the public. It also appears the land could not simply sit "vacant" with the reserve status unchanged, as that would also be inconsistent with the reserve purpose. If the Council decided to proceed with this option it would also need to consider commencing a change of reserve classification process.

Risks and Mitigations

- 9.10. There may be a risk to insurance settlement levels although this would be subject to negotiation if and when a rebuild elsewhere was confirmed. There is also reputational risk involved with this option and this could be mitigated via early and clear communication outlining the reasons for proceeding with this option.

Implementation

- 9.11. Implementation dependencies - nil
- 9.12. Implementation timeframe - immediate.

9 Cont'd

Option Summary - Advantages and Disadvantages

9.13. Advantage - Opens site up for sale/ other uses but only if reclassification of reserve is completed. May return funds to Community Facilities Rebuild or allow consideration of other site.

Disadvantage - The land cannot be used for any other purpose than a community centre under the current reserve classification ("in trust for local purpose (site for a community centre)") until the reserve classification is changed. Does not restore the service available pre-earthquake on what was a popular, heavily used site. This option is unlikely to be favoured by the Community.

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.



12 June 2015

SHIRLEY COMMUNITY FACILITY

Thank you all for joining us at the community meeting on 30 April 2015 to discuss the Shirley Community Facility. This was an opportunity for Council officers to listen to the views of the community on the Shirley Community Facility and a proposal from Crossways to build and operate a new facility on the site.

The points of interest presented at the meeting were recorded. I have summarised them and they are presented in the table below.

By far the most common message was the need to act and act soon. It was felt that it has been over four years since the quake and the need for a community facility has grown.

From here we intend to consider all the feedback received and refresh our understanding of all the other existing information. We will aim to get a thorough understanding of what Council and others are doing in neighbouring areas.

Using this information I report back to the Shirley Papanui Community Board identifying options and seeking a decision on how we move forward.

If you have any further information you feel may be of use or any remaining questions please contact the project manager, Kent Summerfield on 941 8194 or email kent.summerfield@ccc.govt.nz

Yours faithfully

A handwritten signature in blue ink that reads "John Filsell".

John Filsell
Recreation and Sports Manager
Recreation and Sports Unit
Christchurch City Council
Phone 03 941 8303
john.filsell@ccc.govt.nz

Shirley Community Centre Feedback

ITEM	FEEDBACK RECIEVED
1	Concern at the length of time a replacement facility is taking to deliver. <i>"There is an immediate need and nothing seems to be happening."</i>
2	If Crossways Church develop and manage facility at 10 Shirley Road the Community may have restricted access. <i>"The community may have to "beg" to use spaces."</i>
3	Meeting rooms in Crossways proposal are not large enough - 20 persons maximum is too small to cater to relevant user groups.
4	Concern over length of lease if Crossways Church develop at 10 Shirley Road - some community members believe it should be short (1-3 years) initially to allow an effective "trial period" to make sure the operating model works for the community, while the Crossways group would like it to be as long as possible (at least 33 years preferably longer) to safeguard their asset investment.
5	Support for Crossways, as an inclusive community focused organisation, to own and operate a community facility.
6	What will be supplied in terms of Furniture, Fixtures and Equipment and who will be supplying and responsible for this?
7	Feeling expressed that CCC had been speaking exclusively to Crossways and that other groups had been excluded from putting forward their proposals for the site.
8	Concern raised that any plans for the 10 Shirley Road site should be reviewed and approved by the community prior to a recommendation being made to Council.
9	Concern raised over lack of communication to date.
10	Shirley Community Centre Trust (SCCT) would like to see a Council built facility back on the original site (10 Shirley Road).
11	Concern over number of meeting rooms shown in the Crossways proposal - feedback from management group of previous Community Centre is that that building had 12 meeting rooms and that on some nights of the weeks they were all full.
12	Concern over vandalism/damage. Previous Community Centre suffered extensive vandalism. Group managing the Centre had attempted to mitigate this by restricting the types of functions/groups that could book space e.g. no 21sts.
13	Concern about storage allowance. This has always been a problem, and a lot of space is required.

14	Concern that Crossways proposal may see other church groups excluded - whether intentional or not. Previous Community Centre had three different church groups utilising space.
15	How will permanent tenants of previous Community Centre be catered for?
16	Users of previous Community Centre were not just from Shirley/immediate surrounds - they came from all over city for the functionality/convenience the facility offered i.e. it was a metro rather than purely Community asset.
17	Concern raised that 10 Shirley Road site is a reserve rather than standard Council land and that the Crossways proposal is not consistent with the conditions of the reserve designation.
18	Concern that any lease with Crossways would be "peppercorn" i.e. not at market rates, and would not provide any value to Council/Community.
19	Concern as to whether \$3.5m Crossways budget is sufficient to provide adequate facility.
20	An opinion was put forward that Church and Community interests are not necessarily mutually exclusive.
21	Concern raised that youth are not catered for in the current Crossways design.
22	Suggestion raised that any development and management of the resulting facility should be feature more collaboration between respective community stakeholder groups.
23	Opinion expressed that a facility is required as soon as possible i.e. let's make something happen.
24	Concern raised that if Crossways development went ahead and they operated and managed the new facility that they would exercise "first dibs", particularly on prime time bookings which would diminish the usefulness of the facility to the wider community.
25	Westminster sports are looking to develop a sports facility with a youth space in the area and they would like to see a co-ordinated picture from the Council in terms of what else is planned in the surrounding area so that more informed feedback can be given to any particular facility design. For example maybe we don't need 20 meeting rooms at 10 Shirley Road if another facility is to be established nearby that also provides a number of meeting room spaces.
26	Concern was raised about a partnership between Church and Council. It was felt that a separation should be kept and that a community facility should be secular.
27	The opinion was expressed that the Playcentre currently on site must be protected.

28	Shirley Primary School would like a facility in place for their centenary next year.
29	Reiterating point 20 it was suggested that further collaboration between stakeholder groups was required to get the best outcome for everyone rather than individuals or individual groups pushing their own special interests.
30	The school roll has grown considerably to 380 and it was suggested a large hall is required to accommodate whole school events.
31	It was suggested that while youth spaces are important to ensure utilisation by that group those same spaces should also be accessible to other groups i.e. be multi-purpose.
32	Query was raised as to why building across road from the school was not occupied. A response was provided that it was owned and occupied by the Freemasons.
33	The suggestion was made that a lot of spaces with ample sizes were required and that many groups are seeking permanent bookings.
34	Reiterating point 21 the comment was made that a facility is required now.
35	Question was raised as to what CCC's Shirley "plan" was i.e. what is happening in the immediate and surrounding area?
36	Question was raised as to whether CCC could provide additional funding to support a suitable facility should Crossways or other developers' proposal be considered inadequate based on their available funding.
37	The suggestion was made that the previous Centre was a metro facility that catered for a wide range of requirements whereas Crossways proposal had only looked at Shirley requirements.
38	A group (Shirley Community Trust?) are seeking to buy another building (not located at 10 Shirley Road) and would like Council funding for the purchase.
39	What is the Insurance Position regarding the previous Shirley Community Centre?
40	Request was made that any reports to Council on this matter be distributed to meeting attendees before being lodged.

10. NORTHLANDS PUBLIC TRANSPORT HUB – PEDESTRIAN CROSSING PROJECT

**Christchurch City Council
Operations Group**

Memorandum

Date: 5 August 2015

From: PHILIP BASHER - TRANSPORT POLICY ENGINEER
MARK GREGORY - TRANSPORT NETWORK PLANNER

To: SHIRLEY/PAPANUI COMMUNITY BOARD

cc: Lyssa Aves – Community Board Adviser (for distribution)

Attachments: 1. Northlands Public Transport Hub Pedestrian Crossing Project Report to Shirley Papanui Community Board 3 June 2015 (TRIM 15/107243).
2. Memo re Main North Road Paramics Micromodel Simulation pedestrian crossings July 2015 (TRIM 15/895427).

NORTHLANDS PT HUB PEDESTRIAN CROSSING PROJECT UPDATE

Purpose of this Memo:

The report to the Community Board at the 3 June meeting reviewing options to improve the pedestrian crossing facilities on Main North Road was laid on the table until staff provide further information on the following (refer **Attachment 1**):

- 1.3 The cumulative effect on traffic flow of five signalised crossings on Main North Road between Sawyers Arms Road and Mary Street.
- 1.4 The intended lifetime of use for this crossing.
- 1.5 An indication of costs related to all options including ongoing maintenance (OpEx) costs.

Why a pedestrian crossing:

Six bus routes under the December 2014 Hubs and Spokes network pass through the Public Transport Hub at Northlands. Passengers travelling from the suburbs now have to de-bus at Northlands should they wish to take the Orbiter or the high frequency Blue Line to the City. Crossing Main North Road is currently as follows:

10 Cont'd

1. Walking to the signals at the Halliwell Avenue and the Mall entrance.
2. Using the pedestrian refuge in the central median.

Conscious of this situation the former Environmental Committee on 26 August 2014 approved the following:

"Recommends that staff investigate options to improve the pedestrian crossing facilities adjacent to the proposed on-street bus stops and report the findings back to the Environmental Committee."

Background:

The report (refer **Attachment 1**) provides a summary of the background to this project. The questions relate to the Option 2 Signalised Mid-Block Crossing concept which is favoured by the staff.

Information Requested:

1.3 The cumulative effect on traffic flow of five signalised crossings on Main North Road between Sawyers Arms Road and Mary Street.

A Paramics model has been developed for Main North Road between Langdons Road and Sawyers Arms Road to assess the impact of an additional signalised crossing on this stretch of highway. At the meeting on 3 June the Community Board members asked if staff could assess the impact of the possible cycle/pedestrian signalised crossing for the Papanui Parallel Cycleway at the Grassmere Street intersection, as well as the existing and potential crossings. The signalised intersections/crossings included in the model are:

- Main North Road/Langdons Road/Mary Street intersection and pedestrian crossings.
- Main North Road mid-block crossing concept between the bus stops.
- Main North Road/Halliwell Avenue/Mall entrance intersection and pedestrian crossings.
- Main North Road Grassmere Street (combined cycle and pedestrian crossing concept).
- Main North Road/Sawyers Arms Road intersection and pedestrian crossings

A Paramics microsimulation model of Main North Road has been prepared to include the five pedestrian crossings and the traffic signal intersections. The attached memo provides a more detailed analysis of the model and its outcomes, as well as review of the methodology (refer **Attachment 2**). The main conclusions are:

- Main North Road and the Northlands Public Transport hub is intended as a PT priority route especially when the northern arterial road reduces peak period traffic from Main North Road.
- The morning peak period with the bus interchange crossing concept, northbound average journey times between Langdons Road and Sawyers Arms Road would increase by 2.96 seconds, compared with no additional crossings. With both additional crossings average journey times would increase by 5.35 seconds.
- The morning peak period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms Road will increase by 3.10 seconds. With both additional crossings average journey times would increase by 6.93 seconds.

10 Cont'd

- The afternoon peak period, for northbound trips there would be no measurable difference on average journey time. This is because during the afternoon peaks the northbound direction operates with the highest levels of congestion (journey times peak at around 140 seconds: more than double the average journey time of the morning peak). It is the greater variation in journey times and fluctuations in operating speeds which have a greater bearing on journey time, rather than the additional crossings.
- The afternoon peak period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms road will increase by 2.88 seconds. With both additional crossings average journey times would increase by 5.92 seconds.

The additional crossings are not likely to have any noticeable impacts upon journey times or operating capacity during the peak periods. The changes arising from the possible signalised crossings would be negligible.

1.4 The intended lifetime of use for this crossing.

The potential pedestrian crossing options reviewed in the report are concept schemes and there have been no detailed designs drafted. In the case of Option 2 (mid-block) and the other options a key objective of the project is that it will integrate with the future redevelopment of Northlands Mall. There will be no need to relocate and/or revise unless Kiwi Property Income Trust's (the mall's owners) plans change substantially.

1.5 An indication of costs related to all options including ongoing maintenance (OpEx) costs.

The rough order capital cost to install a new signalised pedestrian crossing is approximately \$195,000 including construction, documentation and other supervisory costs. This applies to each option described in the report.

The annual operational cost for a signalised pedestrian crossing either freestanding or as part of a signalised intersection is \$6,000 per year. This excludes depreciation charges and costs arising from crash damages.

Conclusion:

The matters raised by the Shirley/Papanui Community Board at the 3 June meeting have been addressed above.



Philip Basher
Transport Policy Engineer
OPERATIONS GROUP



Mark Gregory
Transport Network Planner
OPERATIONS GROUP

**Christchurch City Council
City Environment Group
Asset & Network Planning - Transport**

Memorandum

Date: 23rd July 2015

From: Mark Gregory (Transport Network Planner)

To: Philip Basher, Transport Policy Engineer

CC:

Re: Response to the Shirley / Papanui community board, Bus interchange crossing concept.

Background:

I refer to the Minutes of the Shirley - Papanui board meeting, held on 3rd June 2015.

During: PART A: MATTERS REQUIRING A COUNCIL DECISION: 1) NORTHLANDS MALL TRANSPORT HUB PEDESTRIAN CROSSING PROJECT.

The objective of this brief is to address matter 1.3: *"The Cumulative effect on traffic flow of five signalised crossings on Main North Road between Sawyers Arms Road and Mary Street"*.

It is understood that the five crossings include: *(from south to north)*

- One crossing of Main North Road at the intersection of Main North Road / Mary Street / Langdons Road.
- The crossing concept at proposed interchange; primary subject of this memo. *(not implemented)*
- One crossing of Main North Road at the intersection of Main North Road / Northlands Mall signalised access
- The crossing concept north of Grassmere Street. *(not implemented)*
- One crossing of Main North Road at the intersection of Main North Road / Sawyers Arms Road.

Assessment:

The existing three crossings have been carefully designed to have an almost nil impact upon Main North Road traffic. There are crossings of Main North Road on one side of each intersection only. Further, the intersections are designed to ensure that a minimal number of vehicles are delayed resulting from pedestrians crossing.

ATTACHMENT 1 TO CLAUSE 10 Cont'd

For example, at the intersection of Main North Road and Northlands Mall signalised access, the crossing of Main North Road is designed to 'conflict' with right turners from Haliwell Road only, which is extremely low (around 7 vehicles per hour). The other intersections are also designed to have pedestrian crossings which do not impact upon the major road movements on Main North Road.

Therefore, there would be more impact on Main North traffic from 'mid-block' crossings, including the concept bus interchange and the additional crossing identified in the Board meeting, north of Grassmere Street.

Modelling of the concept interchange crossing showed that the impacts of the crossing would be negligible, on the journey times of Main North Road.

Subsequent to the Board's request, I have included the crossing north of Grassmere Street into the microsimulation model. I have tested the impacts of journey time between the existing road layout and two additional crossings.

Findings of modelling:

It is my professional opinion that two additional crossings, including the bus interchange concept and the concept north of Grassmere Street will not have any significant impacts upon the journey of traffic using Main North Road.

The additional crossing was added to the microsimulation model, and the probable operational impacts were measured.

I will note that the crossing identified north of Grassmere Street is still yet to go Consultation and that detailed design parameters have not yet been determined. The modelling assumes that the crossing will run 'in time' with the traffic signals at Sawyers Arms Road. This is a common network management approach used around the City, intended to 'optimise' traffic flows and keep most of the network moving.

Demand information for the crossing was not obtained as part of this work, as the 'worst case' scenario was tested, which would assume that the crossing would be 'called' approximately once every 2 minutes, consistently throughout the 0700 - 0900 and 1600- 1800 modelled periods. The assigned 'crossing time' of 20 seconds was also extremely generous.

A similar approach was adopted for the pedestrian crossing concept outside of the mall, assuming a 'worst case' demand profile of once each approximately 3 minutes, for the entire 0700- 0900 and 1600 - 1800 modelled periods. This is considered to be a 'worst case' assumption and the frequency is far in excess of bus frequency at the stops.

It is most likely that demand for the two crossings assumed in the modelling has been massively overestimated, which allows for confidence in the results when assessing the affects upon traffic.

ATTACHMENT 1 TO CLAUSE 10 Cont'd

It was found that during congested periods, existing fluctuations in journey time, caused by heavy and variable traffic flows have a greater impact on overall journey time, than the additional crossings themselves.

During lesser busy periods, it was generally found that the additional crossing associated with the bus interchange would typically increase average journey times by 3 seconds per vehicles, and both crossings would add typically 6 seconds to journey times, when measured on Main North Road between Langdons Street and Sawyers Arms road. In terms of economic effects, this is a negligible increase.

The graphs below demonstrate impacts upon journey times:

Figure 1: Northbound, AM peak period, from Langdons Road to Sawyers Arms Road

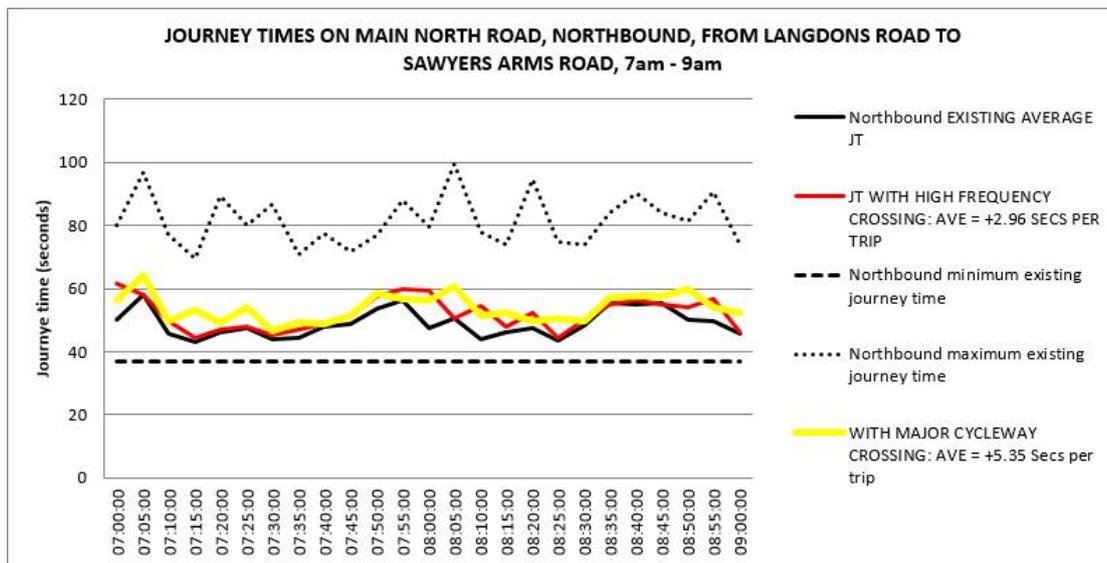


Figure 1 shows that during the AM period with the bus interchange crossing concept, northbound average journey times between Langdons Road and Sawyers Arms road will increase by 2.96 seconds, compared to with no additional crossings (existing). With both additional crossings average journey times would increase by 5.35 seconds.

Figure 2 (below) shows that during the AM period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms road will increase by 3.10 seconds. With both additional crossings average journey times would increase by 6.93 seconds.

Figure 2: Southbound, AM peak period, from Sawyers Arms Road to Langdons Road

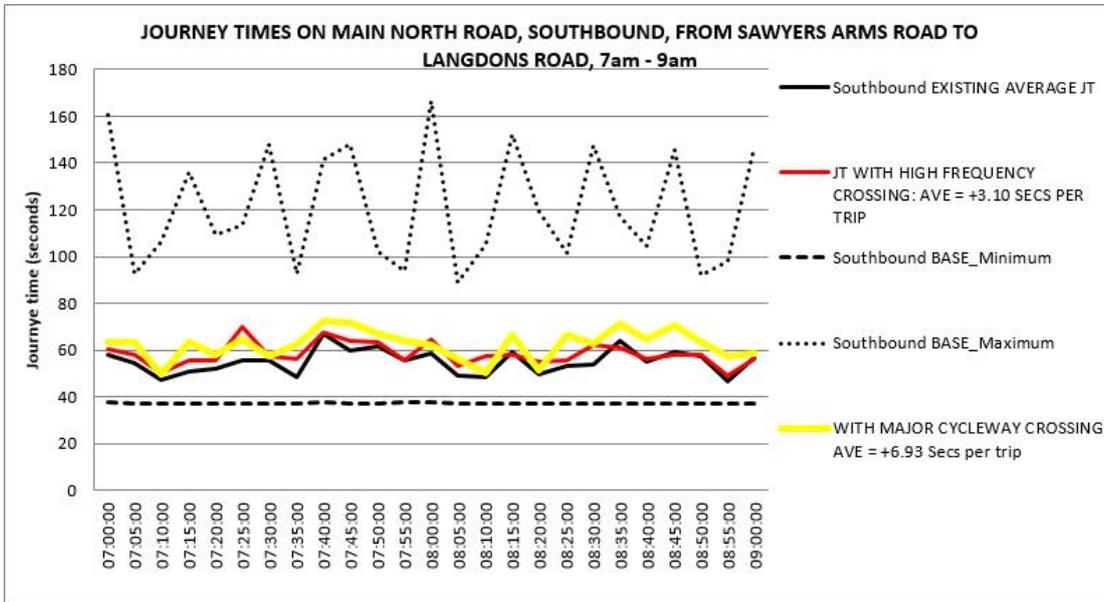


Figure 3: Northbound, PM peak period, from Langdons Road to Sawyers Arms Road

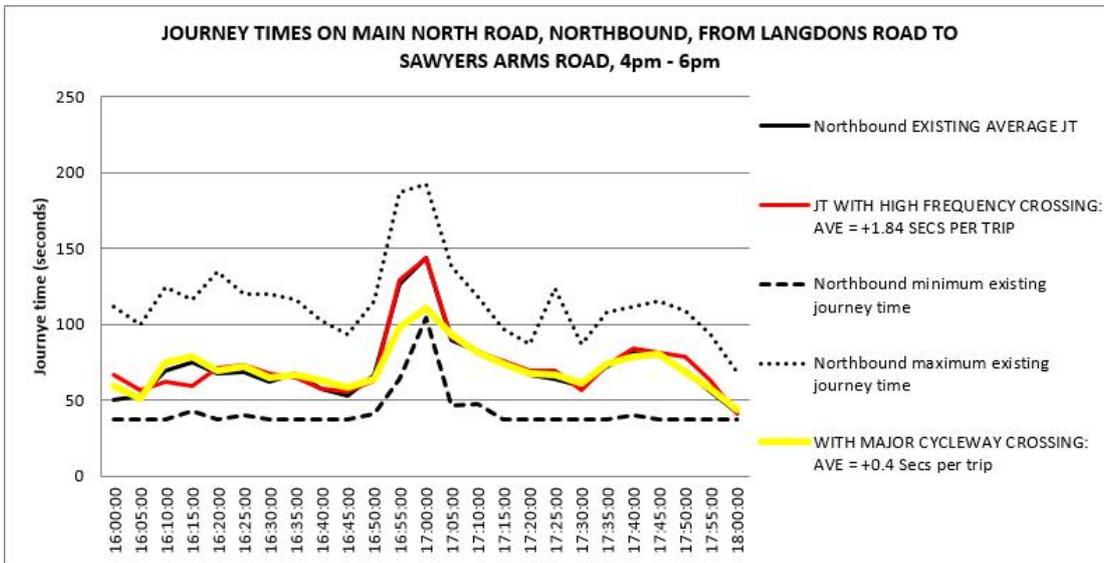


Figure 3 shows that during the PM period, for northbound trips there would be no measurable difference on average. This is because during the PM peaks the northbound direction operates with the highest levels of congestion. (Journey times peak at around 140 seconds: more than double the average journey time of the AM peak). It is the greater variation in journey times and fluctuations in operating speeds which have a greater bearing on journey time, rather than the additional crossings.

Figure 4: Southbound, PM peak period, from Sawyers Arms Road to Langdons Road

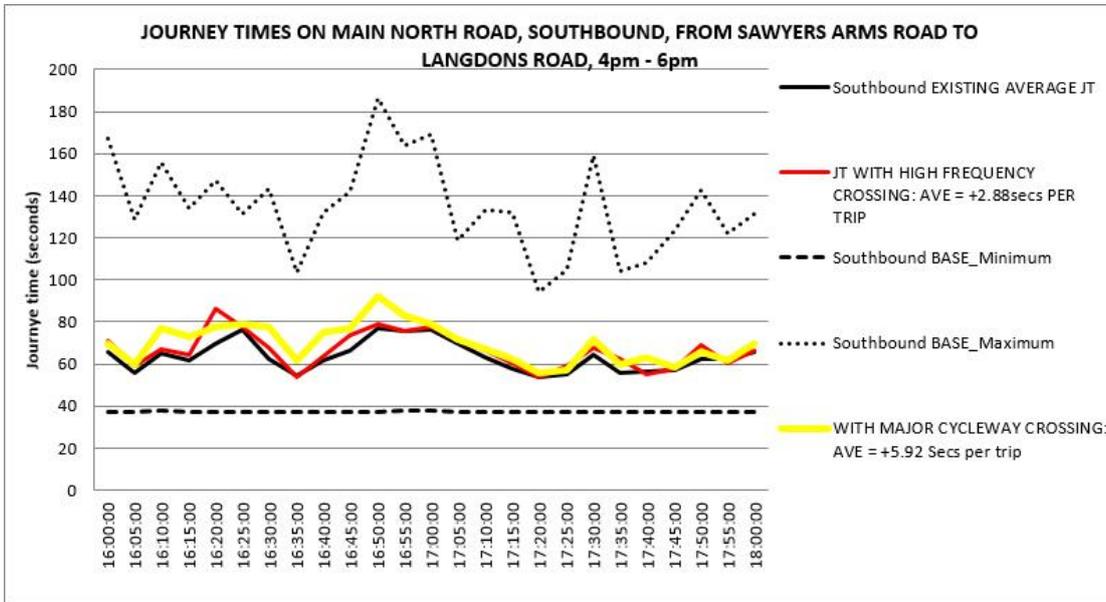


Figure 4 shows that during the PM period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms road will increase by 2.88 seconds. With both additional crossings average journey times would increase by 5.92 seconds.

Conclusion:

The additional crossings are not likely to have any noticeable impacts upon journey times or operating capacity during the peak periods. The changes would be negligible.

I hope that this provides a satisfactory answer to the question presented by the Board. I will be very happy to discuss this further.

Yours sincerely,

Mark Gregory
 Transport Network Planner
 Extension 8618

ATTACHMENT 2 TO CLAUSE 10

NORTHLANDS PUBLIC TRANSPORT HUB PEDESTRIAN CROSSING PROJECT

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Joint Interim manager, Transport and City Streets	N	
Author:	Philip Basher, Transport Policy Engineer	Y	DDI: 941 8605
	Mark Gregory, Transport Network Planner	Y	DDI: 941 8618

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report outlines for the Shirley/Papanui Community Board options to improve the pedestrian crossing facilities on Main North Road in the vicinity of the Northlands Super Stops. This report seeks the Board's view on these options which would then be reported to the Infrastructure, Transport and Environment Committee.
- 1.2 A report reviewing options for a super stop and passenger waiting lounge at Papanui/Northlands was considered by the former Environmental Committee on 26 August 2014 (refer **Attachment 1**). Among the recommendations to the Council was:
- 1.2.1 Recommends that staff investigate options to improve the pedestrian crossing facilities adjacent to the proposed on-street bus stops and report the findings back to the Environmental Committee.
- 1.3 As part of the review of improved pedestrian crossing facilities adjacent to the Northlands bus stops this report has been prepared to get the views of the Shirley/Papanui Community Board. The Community Board's views will be reported to Infrastructure, Transport and Environment Committee at the 2 July meeting.

2. BACKGROUND

- 2.1 The concept of a passenger transport interchange and accompanying facilities on Main North Road (in the vicinity of Northlands Mall) is based on earlier studies dating back to 2005. It is also an integral part of the city's overall public transport network and essential for the recovery of the network post-earthquake. This status as an important suburban interchange location and as a matter of Metropolitan Significance is endorsed by the Crown/Council funding agreement – outlines the Council's spending priorities, specifically identifying the Northlands PT Hub.
- 2.2 The Papanui Road/Main North Road Corridor is one the busiest bus corridors in the City and the superstop outside the Northlands Mall (Main North Road) is the third busiest passenger hub after the central City and Riccarton. In 2014 over 1,800 passengers board bus services at bus stops on this section of the street daily (between Langdons Road and Sawyers Arms Road). Numbers alighting are unknown but would also be high given the numbers boarding.
- 2.3 Following the February 2011 earthquake and the disruption of the City's transport networks including the Metro bus services, Environment Canterbury (ECan) reviewed the entire network as part of the 2012 review of the Regional Public Transport Plan which introduced the revised network operating model (hubs and spokes). The first stage of the new network was introduced in December 2012 and directly affected the Northlands super stops. Northlands is identified as a key public transport hub in the new network operation model which ensures more passengers changing buses at this site.

ATTACHMENT 2 TO CLAUSE 10 Cont'd

- 2.4 The Council recognised that the existing bus stops and passenger shelters were inadequate and agreed to replace these facilities with new extended shelters and bus stops in order to accommodate the expected increased in passenger transfer. The new superstop shelters and bus stops were installed in July 2013. Both ECan and the Council acknowledge the existing superstop at Northlands/Papanui is an interim solution and both organisations are working to seek a longer term remedy.
- 2.5 In 2013 the owners of Northlands Mall Kiwi Income Property Trust (KIPT) applied for resource consent to extend the retail area and construct a new parking structure fronting directly on Main North Road which was approved in February 2014. As part of the consent process in respect of public transport it was agreed that KIPT would construct a glass fronted passenger waiting lounge (58 metre square floor space) on the corner of the proposed Farmers store facing Main North Road. The Council would be responsible for the internal fit out and would lease the site from KIPT.
- 2.6 The resource consent was approved by the Council on 12 February 2014 including the proposed passenger waiting lounge. The resource consent remains active for five years. It is unlikely that KIPT will start the development during 2015.
- 2.7 Staff are conscious there are no controlled pedestrian crossing facilities linking the stops on either side of Main North Road. In accordance with recommendation of the 26 August 2014 meeting of the Environmental Committee we have reviewed options to improve pedestrian safety and environment in this area (refer **Attachment 1**). The closest signal pedestrian crossing lies to the north of signals intersection between Main North Road, Halliwell Avenue and the Northlands Mall entrance. This remote location discourages its use by bus passengers and encourages unsafe crossing behaviour adjacent to the super stops. There is an uncontrolled crossing point with a median pedestrian refuge between the main pedestrian entrance of the Northlands Mall and Comic Compulsion store opposite at 58 Main North Road. The surveys in March showed that 306 (20%) were observed using the pedestrian refuge island.
- 2.8 To determine the nature of pedestrian demand crossing Main North Road between Halliwell Avenue and Langdons Road staff carried a series of surveys of pedestrians in March at the following sites:
- 2.8.1 Site 1 - Signalised intersection at Main North Road and Halliwell Avenue.
- 2.8.2 Site 2 - Main North Road between the super stop passenger shelters.
- 2.8.3 Site 3 - Signalised intersection at Main North Road, Langdons Road and Mary Street.
- 2.9 The surveys took place on Tuesday 3 March (12.00 pm - 2.00 pm and 3.00 pm - 6.00 pm) and Thursday 5 March (8.00 am to 9.00 pm). The results are summarised below and are given in more detail in **Attachment 2**:
- 2.9.1 A total of 1539 pedestrians were observed crossing at the three locations over the entire survey period. This includes pedestrians crossing Main North Road (900 or 58 percent) and those crossing the other arms of the intersection with Halliwell Avenue and Langdons Road.
- 2.9.2 A "green man" crossing facilities are provided at the following places:
- Main North Road southern arm (Langdons Road) (Site 1)
 - Langdon Road arm (Site 1)
 - Mary Street arm (Site 1)

ATTACHMENT 2 TO CLAUSE 10 Cont'd

- Main North Road northern arm (Halliwell Avenue) (Site 3)
 - Northlands Mall entrance (Site 3)
 - Halliwell Avenue arm (Site 3)
- 2.9.3 The busiest crossing site is the Main Road North/Langdons Road/Mary Street signals intersection (Site 1) with 748 persons crossing. The busiest crossing was the Main North Road southern arm with 355 (23 percent) of all observed crossings, followed by Langdons Road arm with 286 or 19 percent. The least busy crossing place is Main North Road northern arm (which has no "green man" phase) with 14 persons observed.
- 2.9.4 The next busiest crossing place was the central section of Main North Road (Site 2) particularly the pedestrian refuge island between the super stop shelters. In total there were 453 crossings (29 percent) of which 306 (20 percent) were observed at the pedestrian refuge island.
- 2.9.5 The Main North Road/Halliwell Avenue signalised intersection (Site 3) was the least busy crossing place with a total of 338 (22%) crossings. The busiest crossing was the Mall entrance with 180 (12 percent), and the least busy was the southern arm of Main North Road (no "green man" phase) with nine pedestrians counted.
- 2.9.6 The busiest periods for pedestrians coincided with the morning and evening peak hours, i.e. 8.00 am - 9.00 am and 3.00 pm - 6.00 pm. These periods also correspond with the movement of students to and from the Papanui High School in Langdons Road. At the Main North Road/Langdons Road/Mary Street intersection (Site 1) many pedestrians appear to travel to and from the Papanui Police Station on the corner of Main North Road and Mary Street.
- 2.10 Additionally as part of the Papanui Parallel cycleway a joint pedestrian/cycle signalised crossing is proposed across Main North Road adjacent to Grassmere Street. As part of this proposal the bus stops outside and opposite the Countdown store would be removed. This is likely to increase the passenger demand at the Northlands super stops and for passengers to cross Main North Road at this location.
- 2.11 The Road Corridor Operations Team have allocated funding in 2015/16 to improve pedestrian crossing facilities on Main North Road between Harewood Road and Mary Street.

3. COMMENT

- 3.1 As it is clear that pedestrians and bus passengers wishing to cross Main North Road between Langdons Road and Halliwell Avenue are disadvantaged as there is no controlled crossing facility between the two busy bus stops and to enter and leave Northlands Mall. However, there is an uncontrolled pedestrian crossing with a median island and dropped kerbs creating a pedestrian refuge.
- 3.2 Staff have considered five options which are outlined below:
- 3.2.1 Option 1 Do Nothing - This option would leave the current situation unchanged and the informal crossing with the pedestrian median refuge would remain in place.
- 3.2.2 Option 2 Signalised Mid-Block Crossing - A new signalised pedestrian crossing would be installed which would be linked to the operation of the nearby traffic signals intersection of Main North Road and Langdons Road and Halliwell Avenue. The new proposed crossing would replace the existing informal pedestrian facility.

ATTACHMENT 2 TO CLAUSE 10 Cont'd

3.2.3 Option 3 Add "green man" crossing Main North Road/Halliwell Avenue intersection - Currently pedestrians crossing Main North Road at this intersection are expected to do so on the arm north of the Mall entrance and Halliwell Avenue. This is inconvenient for bus passengers especially when they are in a hurry to catch their connecting bus service.

3.2.4 Option 4 Add "green man" crossing Main North Road/Langdons Road intersection - Currently pedestrians crossing Main North Road at this intersection have to do so legally on the southern arm of that street.

3.2.5 Option 5 Add "green man" crossings to both Main North Road/Halliwell Avenue and Main North Road/Langdons intersections - Combine Options 3 and 4.

3.3 Staff have drawn up a table with the pros and cons of each option:

	Advantages	Disadvantages
Option 1	Low cost Aligns with pedestrian desire line (Mall entrance) Continues to use the dropped kerbs and island refuge Convenient for bus passengers	Not aligned with the signals intersections Safety concern Mobility impaired pedestrians may avoid this crossing and make longer journeys to safely cross the street. Limited sight distance to gauge oncoming traffic Will not address increased pedestrian demand re the extended Mall and loss of the Countdown bus stops
Option 2	Addresses safety concerns Proposes a dedicated pedestrian crossing at a key site Helps pedestrians with mobility issues Provides better line of sight for pedestrians Aligns with the main pedestrian desire line to Mall entrance and between the bus stops.	Cost Potential for minor network disruption If gap between "green man" is perceived as too long may encourage unsafe behaviour Needs to align with the Mall's resource consent plan to extend the mall to Main North Road
Option 3	Close to the main pedestrian desire line (including bus stops and Mall entrance) Close to the proposed passenger lounge Lower cost	Increased demand for "green man" time could comprise vehicle capacity Potential for negligible network disruption
Option 4	Increased legal "green man" at a busy crossing site. Improved the level of service at this intersection Lower cost	More distance from the bus stops and Mall entrance May not be of direct benefit to bus passengers Potential for greater network disruption
Option 5	Provides more accessible facilities for pedestrians at both locations Better serves bus passengers Improved safety	Cost Potential for greater network disruption

ATTACHMENT 2 TO CLAUSE 10 Cont'd

- 3.4 Following the mandate from the (former) Environment Committee on 26 August 2014, the Assets and Networks (Planning, Transport) team have been commissioned to test various crossing schemes. The Main North road corridor includes a series of signalised and non-signalised intersections, which impact upon one another. It was therefore decided to test the impacts of various options (detailed below) using an overarching corridor model, which simulates all of the intersections together. The process used is known as 'micro simulation' and can measure the movement and delay attributes of individual vehicles within the network, thus providing some insight into the likely effects of the identified options.
- 3.5 The model has been developed and calibrated within the Guidelines developed by the National professional body for Transport modelling (a subsidiary group within the Institution of Professional Engineers New Zealand IPENZ). The 'base model' can be considered as a sound simulation of the existing environment and therefore fit for purpose for predicting option impacts. The following pedestrian crossing options have been modelled; see figure 1:

Figure 1 Northlands/Papanui Pedestrian Crossing Options



Note: Option 5 is a combination of Options 3 and 4.

- 3.6 In order to satisfy any safety concerns regarding the location of bus stops and crossing points, there is more scope available for upgrading crossing points, rather than moving bus stops. The location of bus stops on the City bound side are constrained by the location of property accesses, and all available bus stop locations are already in use. More details of the modelling outcomes are provided in **Attachment 3**.

ATTACHMENT 2 TO CLAUSE 10 Cont'd

- 3.7 Figure 2 illustrates the summaries of the impact on traffic flow of the five options being reviewed. The modelling indicates that the preferred option (Option 2) has a minor impact on the network

Figure 2: Summarised network traffic test results

	Traffic network impacts
Option 1	NO IMPACT
Option 2	MINOR IMPACT
Option 3	NEGLIGIBLE IMPACT
Option 4	GREATER IMPACT
Option 5	GREATER IMPACT

- 3.8 The conclusion from the Paramics modelling exercise recommends that Option 2 is considered more desirable as apart from the minor impact on the traffic network it significantly improves the safe crossing environment for pedestrians (refer **Attachment 3**). Network modelling analysis has shown that the additional delays caused by the signals being 'called' frequently (every three minutes) would be accommodated within the network without resulting in significant delays. The pedestrian demand data and proximity to the bus stops also support the case for pursuing Option 2.

4. FINANCIAL IMPLICATIONS

- 4.1 The Crown/Council Cost Sharing Agreement provides resources for the Northlands/Papanui interchange. This should cover the capital costs for the proposed pedestrian crossing improvements. Estimated costs will be provided in the next stage of the reporting process. Staff will provide rough order cost estimates at the Community Board meeting.

5. STAFF RECOMMENDATION

The Shirley/Papanui Community Board recommends to the Infrastructure, Transport and Environment Committee that:

- 5.1 Option 2 Signalised Mid-Block crossing is the preferred option to improved pedestrian crossing facilities on Main Northlands outside the Northlands Mall and bus super stops.
- 5.2 Staff proceed with drafting a detail design for the preferred option to be reported to the Shirley/Papanui Community Board in September 2015 to request the community and stakeholder consultation to be held in late 2015.

11. DANA PLACE – PROPOSED NO STOPPING RESTRICTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Acting Unit Manager, Transport and City Streets	N	
Author:	Penny Gray, Traffic Engineer	Y	DDI: 941 8633

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to obtain the approval of the Shirley/Papanui Community board to install a “No Stopping” restriction along sections of Dana Place (refer **Attachment**).
- 1.2 This report has resulted from a request from a resident of Dana Place.

2. EXECUTIVE SUMMARY

- 2.1 Dana Place is a narrow six metre wide local cul-de-sac. It is designed to function as an access way for the residents of the street. When cars are parked on both sides of the street it does not leave enough room for motorists to safely pass between these parked vehicles. This current situation will also potentially hinder emergency vehicles requiring immediate access to residential properties on Dana Place.
- 2.2 In order to mitigate this problem, it is proposed to install no stopping restrictions along alternate sides of Dana Place to restrict the parking to one side of the road. This will maintain safe traffic flow along the street.

3. BACKGROUND

- 3.1 Dana Place is a six metre wide local cul-de-sac off Hills Road. Twelve properties are accessed off Dana Place. When cars are parked opposite each other on Dana Place there is not enough room to safely pass between the parked cars.
- 3.2 Since Dana Place is a cul-de-sac, access can only be provided from Hills Road for residents. It is therefore imperative that traffic flow is maintained in a safe and effective manner.
- 3.3 It is proposed to install “No Stopping” restrictions on both sides of Dana Place at its intersection with Hills Road and extending to the cul-de-sac head on the south side (refer Attachment).
- 3.4 A parking survey was undertaken to gauge which side of the road would be less intrusive for residents. This survey showed that cars were generally parked on the north side of the street and therefore this parking area was maintained. A parking space outside 1/332 is also provided.
- 3.5 Residents of Dana Place and relevant stakeholders were sent out an Information leaflet about this proposed change. These leaflets had direct contact details for residents to make comments. No comments were received about the proposal.

Legal Considerations

- 3.6 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 3.7 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.

11 Cont'd

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

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of installing the "No Stopping" markings is estimated to be \$100 and will be covered from Traffic Operation Budgets.

5. STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve:

- 5.1 That the stopping of vehicles be prohibited at any time on the north side of Dana Place commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 23 metres;
- 5.2 That the stopping of vehicles be prohibited at any time on the south side of Dana Place commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres;
- 5.3 That the stopping of vehicles be prohibited at any time on the south side of Dana Place commencing at a point 30 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 27 metres.



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Christchurch
City Council 

Dana Place
Proposed No Stopping Restrictions
For Board Approval

Attachment 1

Original Plan Size: A4
ISSUE.1 02/06/2015
TG128256 VMI

12. CRANFORD STREET/WESTMINSTER STREET INTERSECTION IMPROVEMENTS AND PROPOSED NO STOPPING

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks		
Officer responsible:	Acting Transport and City Streets Unit Manager		
Author:	Bill Homewood - Traffic Engineer Ann Campbell - Consultation Leader	Y	Ext 6758

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Shirley Papanui Community Boards approval for the proposed alterations at the Cranford Street/ Westminster Street intersection, including the no stopping restrictions, time restricted parking spaces, and alterations to the traffic signals.
- 1.2 This is a staff initiated report.

2. EXECUTIVE SUMMARY

- 2.1 Attachment 1 shows the proposed scheme, which has been designed to improve the capacity of the intersection of Cranford Street and Westminster Street, and improve pedestrian safety at the intersection.
- 2.2 The existing combined through and right turn lanes on Cranford Street and Westminster Street (east), result in the through movement being held while right turning vehicles wait for a gap in opposing traffic flow, which can take a whole phase of the lights and create safety issues with through movements going around waiting vehicles. The proposed scheme separates right turning vehicles, to allow the through movement to flow with less delay.
- 2.3 The separation of the left and right turning vehicles allows for the vehicle turning movements to be held while pedestrians use the crosswalks, providing full protection to pedestrians, while releasing the through movement.

3. BACKGROUND

- 3.1 Investigations to optimise traffic flow on Cranford Street have been undertaken and identified opportunities to improve capacity at the intersection of Cranford Street with Westminster Street.
- 3.2 The existing intersection approaches on Cranford Street have shared through and right lanes, and separate unmarked left lanes. This creates a situation where a right turning vehicle, delays the through movement while it is waiting for a gap in the opposing traffic flow. This can take an entire phase of the lights.
- 3.3 Some through vehicles do use the unmarked left turn lanes to drive around the right turning vehicles, however with the parking on the exit lanes this creates pinch points for cyclists, slows traffic flows, and creates blind spots for right turning drivers who are looking for a gap in oncoming traffic.
- 3.4 Cranford Street is identified as an Arterial Road in the Christchurch Transport Strategic Plan 2012 - 2042. Arterial roads prioritise the movement of vehicles. This road carries in excess of 20,000 vehicular movements each day (two - way).
- 3.5 The Westminster Street east approach currently has two lanes, a shared through and right and separate left turn. Westminster Street west has a single lane for all movements.

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- 3.6 The current Westminster Street lane layout creates additional delays with right turning vehicles holding up through traffic, resulting in through vehicles driving around the right turners. This again creates blind spots with right turning vehicle unable to see oncoming through vehicles and also adds delay for through vehicles.
- 3.7 Concerns have also been raised by St Albans School over pedestrian safety at this intersection. Teachers regularly report near miss crashes. This is a busy intersection with pedestrian traffic. In the morning peak hour (08:00 - 09:00) 84 children and 50 adults use the cross walks around this intersection.
- 3.8 Currently pedestrians crossing this intersection, have to cross while the left and right turning movements filter over the crossing, creating points of conflict.

4. COMMENT

- 4.1 The proposed design (Appendix 1) includes three lane approaches on both Cranford Street north, Cranford Street south and Westminster Street east. Two lanes have also been created on Westminster Street west.
- 4.2 The proposed layout will allow right and left turning vehicles on Cranford Street and Westminster Street (east) to move into separate lanes, reducing the delay experienced by the through movements.
- 4.3 The layout on the Westminster Street (west) approach also separates out the turning movements, improving the traffic flow and reducing delays. The separation of the right turn lanes allows for better alignment, improving the safety by increasing the visibility between right turning vehicles and through movements.
- 4.4 The separation of the left and right turning movements on the Cranford Street approaches and on the Westminster Street east approach, and the separation of the right turners on the Westminster Street west approach, allows for full pedestrian protection to be provided on both Westminster Street cross walks and on the Cranford Street south crosswalk.
- 4.5 Full pedestrian protection is where the turning movements are held with red turning arrows, so that pedestrians can cross the road without coming into conflict with turning movements.
- 4.6 This level of pedestrian protection is the highest which can be provided. This can only be provided if the turning movements are separated from the through movement, as this allows the through traffic, which does not come into conflict with pedestrians crossing, to be released with the pedestrian phase.
- 4.7 Some alterations have been made to the layout of the parking at this intersection. The existing layout provides seven restricted parking spaces and eight unrestricted parking spaces within 50 metres of the intersection, on all four approaches.
- 4.8 With the current intersection layout some vehicles park over the tapers on the exit lanes, this parking provides a further eight unrestricted spaces. However, parking in these locations creates a significant safety concern for cyclists and obstructs the free flow of traffic so should not be permitted.
- 4.9 The proposed layout provides 15 time restricted spaces, this is the same number of spaces which can currently park, not including the vehicles which park over the tapers on the exit lanes.
- 4.10 This is an increase in the number of time restricted spaces, creating a higher turnover of parking for use by the businesses.

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5. CONSULTATION

- 5.1 Consultation for the Cranford Street/Westminster Street intersection improvements and proposed no stopping was undertaken from Monday 25 May 2015 to Monday 22 June 2015.
- 5.2 Consultation leaflets were hand delivered to approximately 50 affected residents, businesses and absentee landowners. Ninety nine key stakeholders were also identified and sent a copy, including St Albans School and St Albans Residents Association. The project was posted on the Councils Have Your Say website.
- 5.3 A meeting was held between Council staff, two business owners and a representative of the St Albans Residents Association. Two submitters have indicated in their submission they would like the opportunity to talk to elected members when they are considering this report.
- 5.4 During the consultation 38 submissions were received. Eight respondents generally supported the plan (22 percent), 27 did not generally (72 percent) support the plan, two respondents (6 percent) did not indicate either way. One submission was withdrawn. The verbatim feedback summary has been distributed to Board members prior to this meeting.
- 5.5 Nineteen submitters raised concerns about the impact the loss of parking will have on existing businesses.
 - 5.5.1 The Christchurch Transport Strategic Plan 2012 - 2042 identifies Cranford Street as an arterial route for the movements of vehicles. This plan, which has been adopted by Council following consultation with residents, identifies the need to reprioritise road space in favour of a corridor's priority function.
 - 5.5.2 Alterations to the scheme following consultation have increased the numbers of time restricted spaces within 50 metres of this intersection to 15. This compares to seven restricted and eight unrestricted spaces which are legally existing. This provides no change in the number of parking spaces, however ensures a higher turnover in use of the parking spaces.
- 5.6 Seven submitters raised issues related to cycle safety at this intersection. Issues raised included the narrowing of the traffic lanes, safety of the right turning cyclists, and the protection for cyclists when travelling on the straight through/left turn lane.
 - 5.6.1 The lane widths for the kerb side lanes have been kept narrow to discourage vehicles from trying to overtake cyclists. However, the left turn lane lengths have been kept short to allow a cyclist to 'take the lane', without vehicles attempting to overtake.
 - 5.6.2 The advanced stop boxes will allow cyclists to safely wait in front of vehicles, and the unmarked lanes will allow them to go straight through the intersection from the kerbside lane.
 - 5.6.3 There are further changes proposed for cyclists in the area with the introduction of the Papanui Parallel Major Cycleway that will run parallel to Cranford Street. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
- 5.7 The strong sense of community created and enjoyed by the businesses in this location was a consideration that was raised by seven submitters.

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- 5.7.1 The Christchurch Transport Strategic Plan 2012 - 2042 identifies Cranford Street as an arterial route for the movement of vehicles. This plan, which has been adopted by Council following consultation with residents, identifies the need to reprioritise road space in favour of a corridor's priority function. This is a route which carries in excess of 22,000 vehicles per day and needs to work efficiently to ensure journey time reliability. Westminster Street is a collector road, which also has a movement function. Operating arterial and collector roads efficiently reduces the desire for vehicles to use local roads.
- 5.8 Pedestrian safety was an issue raised by six submitters, especially the crossing for school children and whether or not the crossing time could be extended or a four way crossing installed.
- 5.8.1 Providing separate turning lanes will allow for left and right red turning arrows to be installed. This allows for the left and right turning movements to be held while pedestrians use the crosswalks. The through movements which do not come into conflict with pedestrians can be released. This provides full pedestrian protection for those crossing at the intersection, while maintaining the priority traffic flow.
- 5.8.2 A 'Barnes Dance' crossing (four way), is not appropriate for this location, as Cranford Street is designated as an arterial road and needs to work efficiently for vehicles.
- 5.9 Six submissions highlighted concerns related to the distance from parked cars to businesses for customers, especially those who are elderly and in some instances having to carry some larger items.
- 5.9.1 Following consultation there has been changes to the proposed parking. There will continue to be 15 time restricted parking spaces within 50 metres of the intersection (a maximum of 35 second walk time). These will have a higher turnover allowing continuous use throughout the day and will remove any all-day parking. Unrestricted spaces will remain over 50 metres away.
- 5.10 Five submissions raised that Westminster Street is only busy at peak times, otherwise it does not experience high traffic volume.
- 5.10.1 The scheme addresses the safety issues which occur for all pedestrians who use this intersection 24 hours, 7 days all year round. With particular importance to school children. The capacity improvements for the intersection are predominantly aimed at improving traffic flow during the peak hours, however will also provide improvements outside of the peak hours, 24 hours a day, where straight through vehicles are delayed by right turning vehicles, which can create safety issues for vulnerable road users and inappropriately parked vehicles.
- 5.11 There were requests received by five submitters for Council to investigate the use of clearways during peak hours as an alternative to removing the current parking.
- 5.11.1 Clearway parking restrictions would not allow for three lane approaches which is essential for providing pedestrian protection. It would also not address the issue with right turning vehicles. Clearways are more appropriate for mid-block locations not on the approaches to intersections.
- 5.12 With the proposed removal of current parking, five submitters requested the provision of loading zones to be put in place.
- 5.12.1 Loading can occur from the short-term parking being provided. Providing designated loading zones would reduce the number of car parks available at all other times.
- 5.13 The use of English Park as a drop off and pick up zone with a controlled school crossing at this location was received from five submitters. However also noted was that Council would need to look at the width of the entrance/exit point.

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5.13.1 The use of English Park would only benefit those parents who drive to school, and would not help improve pedestrian safety throughout the day. This would also have no benefit to the operation of Cranford Street. This is outside the scope of improving capacity and safety at the intersection of Cranford Street with Westminster Street.

5.14 Five submissions were related to a request for the Council to look at a wider area traffic plan for St Albans and how this project would fit into that.

5.14.1 The Christchurch Transport Strategic Plan 2012 - 2042 is available on the Council's website. This is a 30 year plan that sets out the plan for Christchurch.

5.15 In addition to above, four or fewer submitters raised the following issues:

5.15.1 The possibility of creating a right turn only lane and merge the left turning and straight through traffic in the other lane. *Creating shared through/left lanes would mean that pedestrian protection could not be offered at the intersection. If pedestrians are crossing at the intersection, left turning vehicles will hold up through movements and not meet the objective of improving capacity and reducing delay at the intersection.*

5.15.2 The impact this project will have on the availability of on street parking for residents. *Parking restrictions are typically outside of the residential demand, the restrictions will begin at 8:00am and finish at 6:00pm.*

5.15.3 Courtenay Street improvements and why this work has not happened. *Courtenay Street renewal is part of a separate project. Christchurch City Councils street renewal programme was reduced in size and scope following the earthquake as the council needs to concentrate its resources on the areas of highest need. The two projects are not linked.*

5.15.4 The safety of the footpath outside the newly built shops on Cranford Street. *The concerns over the safety of the footpath have been passed onto the traffic operations and maintenance teams to consider further.*

5.15.5 The left lane on each approach to have a left turn arrow painted on it. *Painting a left turn arrow would remove the ability for cyclists to go straight through from the left hand lane. Instead it is proposed that the left turn lane is sign posted 'Left Lane, Left Turn Only, Except Cyclist'. Unmarked left turn lanes are consistent with typical intersection layouts throughout Christchurch.*

5.15.6 Possibility of installing green right turn arrows. *Green right turn arrows would encourage vehicles to use Westminster Street, which is something which needs to be avoided, these arrows will not be installed. This is particularly important with the creation of the Papanui Parallel Major Cycleway.*

5.15.7 Concern that the proposed new location of the bus stop on Cranford Street heading north would now be located across a residential driveway. *There is a single bus route which uses Cranford Street, route 28. Route 28 has a peak hour frequency of one bus every 20 minutes, which results in 3 buses each hour. Outside of the peak hours the route operates every 30 minutes or 2 buses an hour. The bus stop which has been relocated across a driveway was used an average of 9 times per day for boarding passengers. Although the bus stop does extend over the access, it is unlikely that a bus will often be stopped here at the same time that a vehicle wants to enter or exit the driveways. On the rare occasion that there are conflicting movements, the bus is only stopped long enough to allow someone onto or off of the bus. This will only take a couple of minutes.*

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- 5.15.8 The traffic count data being pre-earthquake and that the traffic flows had since changed. *The scheme has been designed based on 2009 traffic flows and the Christchurch area wide model, which provides current and future traffic flows. The 2015 counts, undertaken at the request of business owners, largely reflect the predicted flows. While there were some minor reductions from the 2009 flows, there were also increase in right turning movements from Cranford Street, which are the movements which cause delay to the traffic flows on this Arterial Route. Where there are reductions, these need to be considered in context. The 2015 turning counts, do not take account of the current situation with regards to the Central City, which is currently undergoing redevelopment following the earthquakes. As the city redevelops the traffic flows will increase.*
- 5.15.9 If restricted parking was installed how it would be enforced and it is not usually monitored. *Christchurch City Council monitors and enforces areas subjected to parking restrictions. Where vehicles are noted to be breaching parking restrictions and our parking wardens are not present, residents can phone the Council and ask them to come and monitor the situation.*
- 5.16 In discussion with some business owners who raised concerns regarding the area of distribution, the area was extended and another week was added to the consultation period.
- 5.17 Support for the proposal was received from St Albans School and feedback on the proposal was also received from Community Public Health who were in general support.
- 5.18 Opposition to the scheme was received from St Albans Residents Association, who raised a number of concerns which are reflected in the feedback detailed above.
- 5.19 Two articles were published in relation to this project in the NorWest News, on 15 June 2015 and again on 29 June. There was also an article printed in the Christchurch Mail on 9 July 2015. All articles reflected the concerns of the affected businesses in regards to the proposal.
- 5.20 The changes below have been made following community feedback. This has resulted in the final plan for Board approval.
- 5.20.1 The right turn lane on Westminster Street east approach has been shortened.
- 5.20.2 Parking has been increased by reducing the length of the left turn lanes.
- 5.20.3 Alterations to the advance stop boxes to meet current design standards.
- 5.20.4 Inclusion of a left turn arrow, on road, on the Westminster Street east approach.
- 5.21 All other aspects of the plan remained unchanged.
- 5.22 A summary letter has been sent to all submitters, together with the plan for Community Board approval, and the details of the Board meeting including how to request speaking rights. Also included in this letter is how submitters can obtain a copy of the verbatim feedback summary if they wish.
- 5.23 If the Cranford Street/Westminster Street intersection improvements and proposed no stopping plan is approved, it is expected that works will be undertaken sometime between October 2015 and December 2015, with actual construction time expected to take 2 - 3 days, with minimal disruption to traffic.

6. FINANCIAL IMPLICATIONS

- 6.1 The proposal will be funded from the Corridor Optimisation Programme (ID 17056) Budget.
- 6.2 The proposed scheme is estimated to cost \$65,000.

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7. STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

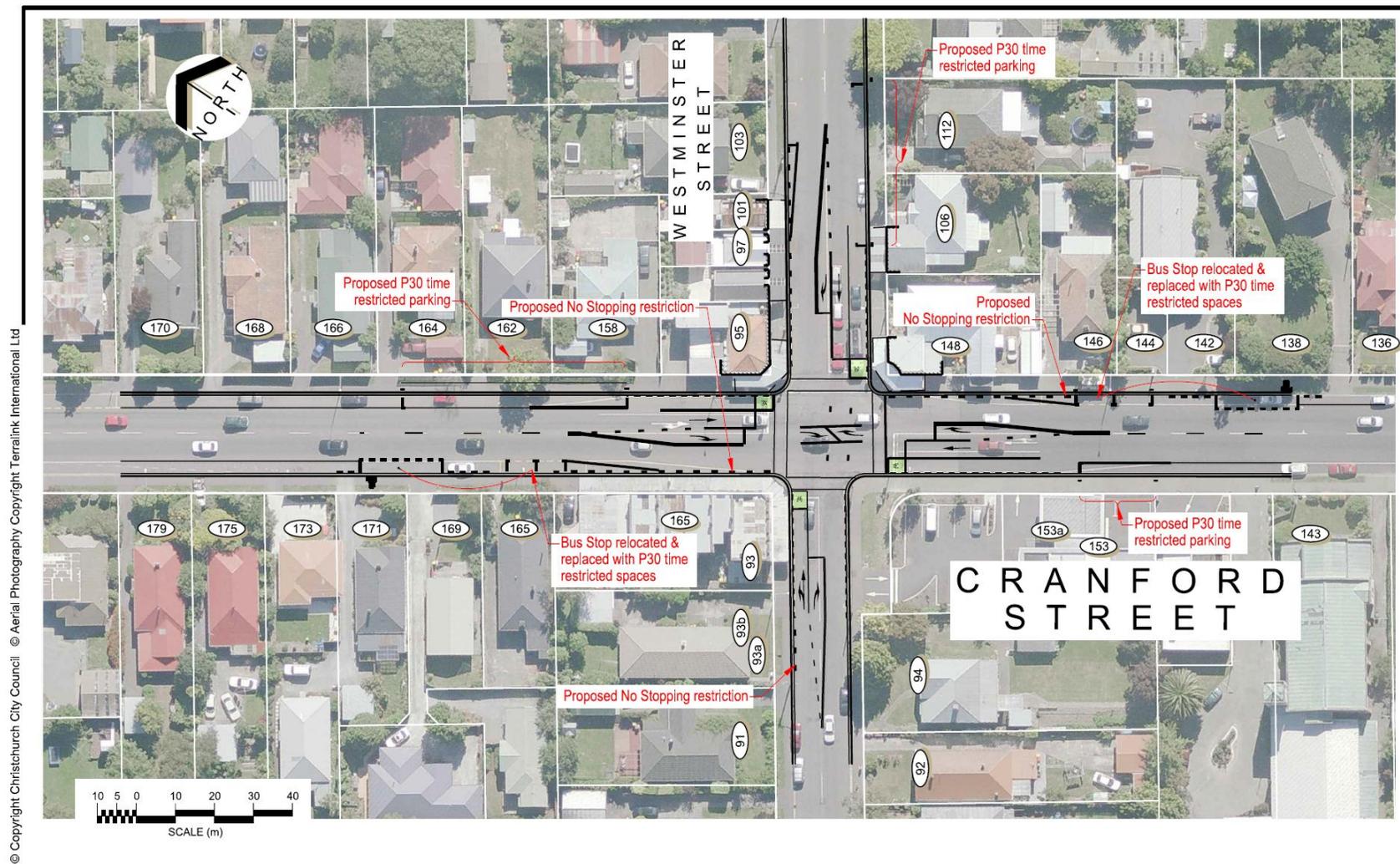
- 7.1 Approve that all traffic controls at the intersection of Cranford Street and Westminster Street be revoked.
- 7.2 Approve that the intersection of Cranford Street and Westminster Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on Attachment 1.
- 7.3 Approve the lane marking changes on Cranford Street, from its intersection with Westminster Street in a northern direction for 50 metres as detailed on Attachment 1.
- 7.4 Approve the lane marking changes on Cranford Street, from its intersection with Westminster Street in a southern direction for 50 metres as detailed on Attachment 1.
- 7.5 Approve the lane marking changes on Westminster Street, from its intersection with Cranford Street in a western direction for 40 metres as detailed on Attachment 1.
- 7.6 Approve the lane marking changes on Westminster Street, from its intersection with Cranford Street in an eastern direction for 50 metres as detailed on Attachment 1.
- 7.7 Approve that all existing parking restrictions on the east side of Cranford Street commencing at its intersection with Westminster Street and continuing in a northern direction for 65 metres are revoked.
- 7.8 Approve that all existing parking restrictions on the west side of Cranford Street commencing at its intersection with Westminster Street and continuing in a northern direction for 35 metres are revoked.
- 7.9 Approve that all existing parking restrictions on the east side of Cranford Street commencing at its intersection with Westminster Street and continuing in a southern direction for 50 metres are revoked.
- 7.10 Approve that all existing parking restrictions on the west side of Cranford Street commencing at its intersection with Westminster Street and continuing in a southern direction for 55 metres are revoked.
- 7.11 Approve that all existing parking restrictions on the north side of Westminster Street commencing at its intersection with Cranford Street and continuing in an eastern direction for 50 metres are revoked.
- 7.12 Approve that all existing parking restrictions on the south side of Westminster Street commencing at its intersection with Cranford Street and continuing in an eastern direction for 51 metres are revoked.
- 7.13 Approve that all existing parking restrictions on the north side of Westminster Street commencing at its intersection with Cranford Street and continuing in a western direction for 40 metres are revoked.
- 7.14 Approve that all existing parking restrictions on the south side of Westminster Street commencing at its intersection with Cranford Street and continuing in a western direction for 40 metres are revoked.
- 7.15 Approve that the bus stop on the west side of Cranford Street, located 33 metres north of the intersection with Westminster Street and continuing in a northern direction for 15 metres, be revoked.

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- 7.16 Approve that the bus stop on the east side of Cranford Street, located 28 metres south of the intersection with Westminster Street and continuing in a southern direction for 12 metres, be revoked.
- 7.17 Approve that the stopping of vehicles be prohibited at all times on the west side of Cranford Street, commencing at its intersection with Westminster Street and continuing in a northern direction for 34 metres.
- 7.18 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Cranford Street commencing at a point 34 metres north of its intersection with Westminster Street and extending in an northern direction for a distance of 10 metres, between the hours of 8:00 am and 6:00 pm.
- 7.19 Approve that the stopping of vehicles be prohibited at all times on the west side of Cranford Street, commencing at a point 44 metres north of its intersection with Westminster Street and continuing in a northern direction for 8 metres.
- 7.20 Approve that a Bus Stop be installed on the west side of Cranford Street, commencing at a point 52. Metres north of its intersection with Westminster Street and continuing in a northern direction for 14 metres.
- 7.21 Approve that the stopping of vehicles be prohibited at all times on the west side of Cranford Street, commencing at a point 66. Metres north of its intersection with Westminster Street and continuing in a northern direction for 4 metres.
- 7.22 Approve that the stopping of vehicles be prohibited at all times on the east side of Cranford Street, commencing at its intersection with Westminster Street and continuing in a northern direction for 27 metres.
- 7.23 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Cranford Street commencing at a point 27 metres north of its intersection with Westminster Street and extending in an northern direction for a distance of 37 metres, between the hours of 8:00 am and 6:00 pm.
- 7.24 Approve that the stopping of vehicles be prohibited at all times on the west side of Cranford Street, commencing at its intersection with Westminster Street and continuing in a southern direction for 35 metres.
- 7.25 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Cranford Street commencing at a point 25 metres south of its intersection with Westminster Street and extending in an south direction for a distance of 12 metres, between the hours of 8:00 am and 6:00 pm.
- 7.26 Approve that the stopping of vehicles be prohibited at all times on the east side of Cranford Street, commencing at its intersection with Westminster Street and continuing in a southern direction for 34 metres.
- 7.27 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Cranford Street commencing at a point 34 metres south of its intersection with Westminster Street and extending in an southern direction for a distance of 12 metres, between the hours of 8:00 am and 6:00 pm.
- 7.28 Approve that the stopping of vehicles be prohibited at all times on the east side of Cranford Street, commencing at a point 46 metres south of its intersection with Westminster Street and continuing in a southern direction for 8 metres.
- 7.29 Approve that a Bus Stop be installed on the west side of Cranford Street, commencing at a point 54 metres south of its intersection with Westminster Street and continuing in a southern direction for 14 metres.

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- 7.30 Approve that the stopping of vehicles be prohibited at all times on the east side of Cranford Street, commencing at a point 68 metres south of its intersection with Westminster Street and continuing in a southern direction for 4 metres.
- 7.31 Approve that the stopping of vehicles be prohibited at all times on the north side of Westminster Street, commencing at its intersection with Cranford Street and continuing in a western direction for 32 metres.
- 7.32 Approve that the stopping of vehicles be prohibited at all times on the south side of Westminster Street, commencing at its intersection with Cranford Street and continuing in a western direction for 23 metres.
- 7.33 Approve that the stopping of vehicles be prohibited at all times on the north side of Westminster Street, commencing at its intersection with Cranford Street and continuing in an eastern direction for 41 metres.
- 7.34 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Westminster Street commencing at a point 41 metres east of its intersection with Westminster Street and extending in an eastern direction for a distance of 12 metres, between the hours of 8:00 am and 6:00 pm.
- 7.35 Approve that the stopping of vehicles be prohibited at all times on the south side of Westminster Street, commencing at its intersection with Cranford Street and continuing in an eastern direction for 24 metres.
- 7.36 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Westminster Street commencing at a point 24 metres south of its intersection with Westminster Street and extending in a south direction for a distance of 27 metres, between the hours of 8:00 am and 6:00 pm.



Cranford Street / Westminster Street
 Proposed No Stopping Restriction
 For Council Approval

Original Plan Size: A4
 ISSUE.1 15/07/2015
 TG126095 MJR

13. APPLICATION TO SHIRLEY/PAPANUI COMMUNITY BOARD 2015/16 DISCRETIONARY RESPONSE FUND – PAPANUI HERITAGE GROUP

General Manager responsible:	Director Community and Democracy Services		
Officer responsible:	Community Governance Manager - Shirley/Papanui		
Author	Christine Lane, Strengthening Development Advisor	Y	941 5213

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is for the Shirley/Papanui Community Board to consider the Papanui Heritage application for the Papanui History project for the amount of \$2,000 for funding from the Board's 2015/16 Discretionary Response Fund.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable

3. BACKGROUND

- 3.1 The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
- 3.2 At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
- 3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
- (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*

4. COMMENT

- 4.1 In 2015/16, the total budget available for allocation in the Shirley/Papanui Discretionary Response Fund is \$130,000. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
- 4.2 Based on the above criteria, the application from Papanui Heritage is eligible for funding.
- 4.3 Detailed information on the application and staff comments are included in the attached Decision Matrix. (Attachment 1)

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently \$130,000 remaining in the Board's 2015/16 Discretionary Response Fund.

2015/16 DRF SHIRLEY-PAPANUI DECISION MATRIX

Priority Rating

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

00054080	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Papanui Heritage Group	'History of Papanui' Researching, writing and publishing an illustrated History of Papanui.	\$10,000 \$ Requested \$ 2,000 (20% requested)	Publication costs	\$ 2,000 That the Shirley/Papanui Community Board make a grant of \$2,000.00 to the Papanui Heritage Group towards the costs of the publication of the Papanui Heritage book.	2

<p>ORGANISATION DETAILS</p> <p>Service Base: Chapel Street, Papanui Legal Status: Informal Group Established: 1/06/2001 Target groups: Annual Volunteer hours:</p> <p>Number of project participants: 315</p> <p>ALIGNMENT WITH COUNCIL STRATEGIES</p> <p>CCC Funding History 2009/10 - \$674 (Heritage Booklets) SGF</p>	<p>Other Sources of Funding (this project only) Supporting documents.</p> <p>Staff Assessment The Papanui Heritage Group is a small group of dedicated individuals committed to gather material relevant to the history of Papanui; to provide a focus for acquiring, housing, safe retention, and preservation of relevant materials, including photographs, articles, maps and letters; and the effective dissemination of heritage information in cooperation with the Papanui Library.</p> <p>Papanui Heritage have published more than 20 pamphlets on aspects of Papanui History (available from the Papanui Service Centre in Langdons Road) and undertook an award winning project on the Historic Houses of Papanui in 2008-2009. Group members continue to be responsible for working with St Paul's Church to create a digitized data base on the tombstone of the church cemetery and also contribute a monthly column to the Nor West News and recently have started providing an article to the Papanui Newsletter. Each article is supplemented with a relevant display in the Papanui Library.</p> <p>The current project is to produce a book about the history of Papanui. The group believe that there will be general interest in Christchurch and from educational institutions specifically. Many Christchurch suburbs have been the subjects of published histories but Papanui has not.</p> <p>Papanui Heritage believe that the production of this book has a social value involving the older members of their group. As part of their monthly meetings their recollections and reminiscences provide the colour that enhances their research and suggests further avenues for them to follow up.</p> <p>Papanui Heritage will complete a print run of 400-500 copies. Their financial aim therefore is to break even. The aim is to produce a quality product, fully illustrated with historic photographs. The present target is 50,000 words. This would probably result in a book of 160 pages. Photographs would be black and white but the cover would be in colour.</p>
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14. ESTABLISHMENT OF A SHIRLEY/PAPANUI YOUTH DEVELOPMENT FUND 2015/16

		Contact	Contact Details
Executive Leadership Team Responsible:	Director, Community and Democracy	N	
Officer Responsible:	Manager, Governance and Community Support Unit	N	
Author	Christine Lane, Community Development Advisor	Y	941 5213

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek approval from the Shirley/Papanui Community Board to set aside \$10,000 from the Board's Discretionary Response Fund 2015/16 for the purpose of establishing The Shirley Papanui Youth Development Fund.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable.

3. BACKGROUND

- 3.1 The purpose of the Shirley Papanui Youth Development Fund is to celebrate and support young people living in the Shirley/Papanui ward by providing financial assistance for their development. The Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.

4. COMMENT

- 4.1 The Shirley Papanui Youth Development Fund will consider applications for the following activities:

- Personal Development and Growth - For example leadership training, career development, Outward Bound, Spirit of Adventure, extracurricular educational opportunities.
- Representation at Events - Applicants can apply for assistance if they have been selected to represent their school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.

- 4.2 The following eligibility criteria must be met:

- Age groups 12-21 years.
- Projects must have obvious benefits for the young person and if possible the wider community.
- Only one application per person permitted per year.
- Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.
- Successful applicants will be required to report back to Community Board on their experiences.

- 4.3 Each application will be assessed by the appropriate staff member and presented to the Board for its consideration.

5. FINANCIAL IMPLICATIONS

- 5.1 This proposal transfers funds from the Shirley Papanui Discretionary Response Fund into a separate Youth Development Fund.
- 5.2 The Shirley/Papanui Community Board currently has \$130,000 in its Discretionary Response Fund for the 2015/16 financial year.

14 Cont'd

6. STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- 6.1 Establish The Shirley Papanui Youth Development Fund for the 2015/16 year.
- 6.2 Approve the transfer of \$10,000 from the Shirley/Papanui Community Board's Discretionary Response Fund 2015/16 to the Shirley/Papanui Youth Development Fund.

15. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S POSITIVE YOUTH DEVELOPMENT SCHEME – ETHAN JAMIE CONNOR BRAY

		Contact	Contact Details
Executive Leadership Team Member responsible:	Director, Community and Democracy	N	
Officer responsible:	Community Governance Manager - Governance and Support	N	
Author:	Helen Miles, Community Recreation Adviser	Y	DDI 941-5409

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Board's approval of an application for funding to the Shirley/Papanui Community Board's 2015/16 Positive Youth Development Scheme for Ethan Jamie Connor Bray.
- 1.2 There is currently \$10,000 in the Shirley/Papanui Community Board's 2015/16 Positive Youth Development Scheme.

2. BACKGROUND

- 2.1 The purpose of the Positive Youth Development Scheme is to celebrate and support young people living in the Shirley Papanui Ward by providing financial assistance for their development. The Community Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.
- 2.2 The Positive Youth Development Scheme will consider applications for the following activities:
 - Personal Development and Growth - For example leadership training, career development, Outward Bound, Spirit of Adventure, extra-curricular educational opportunities.
 - Representation at Events - Applicants can apply for assistance if you have been selected to represent your school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.
- 2.3 The following eligibility criteria must be met:
 - Age groups 12-21 years.
 - Projects must have obvious benefits for the young person and the wider community.
 - Only one application per person permitted per year.
 - Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.
 - Successful applicants will be required to report back on their experiences and benefits to the Community Board.

3. COMMENT

- 3.1 The applicant, Ethan Jamie Connor Bray is seeking support in assisting with costs of attending the Australian Golden Gloves from 20 August through to 23 August 2015.
- 3.2 The Australian Golden Gloves event features boxers from Australia, New Zealand, England and New Caledonia. Over 400 bouts are held over three days and it is considered the country's top tournament for amateur fighters.

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- 3.3 Ethan lives in Redwood and is in Year 11 at Christchurch Boys High. Ethan started boxing when he was eleven years old at the Redwood Boxing Club. Ethan has been selected to represent Canterbury at this competition. Ethan is part of the Canterbury boxing development programme. Ethan will be competing in the Junior and Youth Open under 63kg categories. This is the second time Ethan has attended this tournament. Ethan's goal is to achieve success at this tournament and his long term goal is to become National Champion.
- 3.4 Ethan currently lives in a single parent household with his older sibling. Ethan's parents are extremely supportive, however any financial assistance would be greatly appreciated.
- 3.5 Fundraising for Ethan has involved doing extra jobs around his house as well as doing odd jobs around the neighbourhood.
- 3.6 The application fits with the Board's Positive Youth Development Criteria of 'Personal Development and Growth'.
- 3.7 There are no legal considerations. This fund aligns with the Strengthening Communities Strategy and the Long Term Plan.

4. FINANCIAL IMPLICATIONS

- 4.1 The following table is a breakdown of the costs required for Ethan to attend the Australian Golden Gloves from 20 August through to 23 August 2015.

EXPENSES PER PERSON	Cost (\$)
Flights and Insurance	\$596
Transport	\$100
Accommodation	\$825
Total cost:	\$1,521
Fundraising to date:	\$100
Amount still owing	\$1,421

5. STAFF RECOMMENDATION

- 5.1 It is recommended that the Shirley/Papanui Community Board make a grant of \$300 from the Positive Youth Development Scheme to Redwood Boxing Club to assist Ethan Jamie Connor Bray in attending the Australian Golden Gloves from 20th -23rd August 2015.

16. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD 2015/16 POSITIVE YOUTH DEVELOPMENT SCHEME – KAELAN MACKENZIE JENNER BOYCE, JENNA MARIE MARTIN-MCKENZIE AND SARAYA ROSE MARTIN-MCKENZIE

Reference:

Contact: Helen Miles helen.miles@ccc.govt.nz 941 5409

1. Purpose and Origin of Report

Purpose of Report

- 1.1. The purpose of this report is for the Shirley Papanui Community Board to consider three applications received for the Board's 2015/16 Positive Youth Development Fund.
- 1.2. There is currently \$10,000 remaining in this fund.

2. Significance

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

3. Staff Recommendations

That the Shirley/Papanui Community Board:

- 3.1. Makes a grant of \$500 from its 2015/16 Positive Youth Development Fund to Kaelan Mackenzie Jenner Boyce towards the cost of representing New Zealand AIBA Junior World Boxing Championships in St Petersburg, Russia in September 2015.
- 3.2. Makes a grant of \$300 from its 2015/16 Positive Youth Development Fund to Jenna Marie Martin-McKenzie towards the costs of attending the Girl Guides Great Bunya Gathering in Australia from 25 September to 3 October 2015.
- 3.3. Makes a grant of \$200 from its 2015/16 Positive Youth Development Fund to Saraya Rose Martin-McKenzie towards the costs of attending the Girl Guides Great Bunya Gathering in Australia from 25 September to 3 October 2015.

4. Applicant 1 - Kaelan Mackenzie Jenner Boyce

- 4.1. Kaelan Boyce is a 16 year old student from Mairehau and currently attends St Bedes College as a Year 12 pupil.
- 4.2. Kaelan is seeking financial support towards travelling to St Petersburg, Russia to participate in the AIBA Junior World Boxing Championships 2015.
- 4.3. Kaelan is one of two boxers from Christchurch selected to attend the Championships. The World Championships bring together the best boxers in the world who are aged 15 and 16 years old. The competition takes place from the 2 to 13 September and there is expected to be over 400 bouts.
- 4.4. Kaelan currently trains approximately 15 hours a week. This includes bouts as well as general gym and fitness workouts.

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- 4.5. In terms of personal development, this competition offers Kaelan the opportunity to compete at a world competition, experience the challenges of travel, a different culture whilst learning to perform away from home. Kaelan sees this competition as a stepping stone to his ultimate goal of competing at the Commonwealth Games and the Olympics.
- 4.6. Kaelan is undertaking a variety of fundraising activities to contribute towards the costs of this competition, including sausage sizzles, baking, raffles, and working in the school holidays.
- 4.7. The following table provides a breakdown of the costs involved for the tour:

EXPENSES	Cost (\$)
Airfares	3,100
Airport/Government/Security Taxes and Fees	300
Accommodation and Meals	2,440
Insurance	170
Total	\$6,010

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

5. Applicant 2 - Jenna Marie Martin-McKenzie

- 5.1. Jenna Martin-McKenzie is a 14 year old student from Northwood.
- 5.2. Jenna is seeking financial support towards participating in the Australian Girl Guide Jamboree, "The Great Bunya Gathering", being held at Lake Somerset, Queensland from 25 September to 3 October 2015.
- 5.3. Jenna is in Year 9 at Marian College. Jenna is currently a ranger at the Redwood Rangers and has been involved with Guiding since she was five years old. Jenna has assisted with the Northcote Brownies and hopes to be able to continue her leadership.
- 5.4. The purpose of the Jamboree is to experience a new culture while trying out new activities and making new friends. Fun takes shape in the form of many, many activities contained in six fun filled "Worlds" Splat; Splash; Squirm; Splinter; Squish and Swing. The worlds contain a diverse set of activities from aqua balls to archery, high ropes to scroll working, canoeing to circus skills, there is something for everyone.
- 5.5. Jenna is involved in a number of sporting and recreation activities in her wider community. This includes being involved in the Kiwi release programme in the Nina Valley, cross country running with Papanui Toc H, Hockey and dancing.
- 5.6. Jenna has been undertaking a variety of fundraising activities, including sausage sizzles and baby-sitting for friends.
- 5.7. The following table provides a breakdown of the costs involved for the Jamboree:

EXPENSES	Cost(\$)
Airfares	900
International event fee	1,170
Girl guiding NZ admin fee, scarf and badge	166
Medical form	44
Total	\$2,280

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

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6. Applicant 3 - Saraya Rose Martin-McKenzie

- 6.1. Saraya Martin-McKenzie is a 17 year old student from Northwood.
- 6.2. Saraya is seeking financial support towards participating in the Australian Girl Guide Jamboree, "The Great Bunya Gathering" being held at Lake Somerset, Queensland from 25 September to 3 October 2015.
- 6.3. Saraya is in Year 12 at Marian College. Saraya is currently a ranger at the Redwood Rangers and has been involved with Guiding since she was nine years old. Saraya has assisted with the Northcote Brownies and hopes to be able to continue her leadership. Saraya has completed her Queens Guide and is currently undertaking her gold level Duke of Edinburgh Award through the Joshua Foundation.
- 6.4. The purpose of the Jamboree is to experience a new culture while trying out new activities and making new friends. Fun takes shape in the form of many, many activities contained in six fun filled "Worlds" Splat; Splash; Squirm; Splinter; Squish and Swing. The worlds contain a diverse set of activities from aqua balls to archery, high ropes to scroll working, canoeing to circus skills there is something for everyone.
- 6.5. Saraya is involved in a number of sporting and recreation activities in her wider community. This includes dragon boating and dancing (ballet and jazz).
- 6.6. Saraya has been undertaking a variety of fundraising activities, including sausage sizzles and baby-sitting for friends.
- 6.7. The following table provides a breakdown of the costs involved for the Jamboree:

EXPENSES	Cost (\$)
Airfares	3,600
Accommodation	800
Local transport and meals	300
Competition entry fee	100
Coaching/mentoring fee	510
Total	\$5,310

- 6.8. This is the second time the applicant has applied for funding. She was granted \$300 from the 2012/13 Positive Youth Development Fund to attend the Australian Girl Guide Jamboree Fantastic 2013 in Tasmania.

17. COMMUNITY BOARD ADVISER'S UPDATE

16.1 CURRENT ISSUES

18. ELECTED MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to:

- provide a short brief to other members on activities that have been attended
- provide information in general that is beneficial to all members
- include key issues and information for communication to residents.

19. QUESTIONS UNDER STANDING ORDERS