Waimāero  
Fendalton-Waimairi-Harewood Community Board  
AGENDA

Notice of Meeting:
An ordinary meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board will be held on:

Date: Monday 1 April 2019  
Time: 4.30pm  
Venue: Ōrauwhata, Bishopdale Community Centre Hall  
13P Bishopdale Court, Bishopdale

Membership  
Chairperson: Sam MacDonald  
Deputy Chairperson: David Cartwright  
Members: Aaron Campbell, Linda Chen, Jamie Gough, Aaron Keown, Raf Manji, Shirish Paranjape, Bridget Williams

26 March 2019

Maryanne Lomax  
Manager Community Governance, Fendalton-Waimairi-Harewood  
941 6730  
maryanne.lomax@ccc.govt.nz  
www.ccc.govt.nz

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

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**Strategic Framework**

The Council’s Vision – Christchurch is a city of opportunity for all.
Open to new ideas, new people and new ways of doing things – a city where anything is possible.

<table>
<thead>
<tr>
<th>Whiria ngā whenu o ngā papa</th>
<th>Overarching Principle</th>
<th>Supporting Principles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honoa ki te maurua tāukiuki</td>
<td>Partnership - Our people are our taonga - to be treasured and encouraged. By working together we can create a city that uses their skill and talent, where we can all participate, and be valued.</td>
<td>Accountability, Affordability, Agility, Equity, Innovation, Collaboration, Prudent Financial Management, Stewardship, Wellbeing and resilience, Trust</td>
</tr>
</tbody>
</table>

**Community Outcomes**

What we want to achieve together as our city evolves

<table>
<thead>
<tr>
<th>Strong communities</th>
<th>Liveable city</th>
<th>Healthy environment</th>
<th>Prosperous economy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong sense of community</td>
<td>Vibrant and thriving central city, suburban and rural centres</td>
<td>Healthy waterways</td>
<td>Great place for people, business and investment</td>
</tr>
<tr>
<td>Active participation in civic life</td>
<td>A well connected and accessible city</td>
<td>High quality drinking water</td>
<td>An inclusive, equitable economy with broad-based prosperity for all</td>
</tr>
<tr>
<td>Safe and healthy communities</td>
<td>Sufficient supply of, and access to, a range of housing</td>
<td>Unique landscapes and indigenous biodiversity are valued</td>
<td>A productive, adaptive and resilient economic base</td>
</tr>
<tr>
<td>Celebration of our identity through arts, culture, heritage and sport</td>
<td>21st century garden city we are proud to live in</td>
<td>Sustainable use of resources</td>
<td>Modern and robust city infrastructure and community facilities</td>
</tr>
<tr>
<td>Valuing the voices of children and young people</td>
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</tbody>
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**Strategic Priorities**

Our focus for improvement over the next three years and beyond

<table>
<thead>
<tr>
<th>Enabling active citizenship and connected communities</th>
<th>Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century city</th>
</tr>
</thead>
<tbody>
<tr>
<td>Climate change leadership</td>
<td>Informed and proactive approaches to natural hazard risks</td>
</tr>
<tr>
<td></td>
<td>Increasing active, public and shared transport opportunities and use</td>
</tr>
<tr>
<td></td>
<td>Safe and sustainable water supply and improved waterways</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Part</th>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C 1</td>
<td>Apologies</td>
<td>4</td>
</tr>
<tr>
<td>B 2</td>
<td>Declarations of Interest</td>
<td>4</td>
</tr>
<tr>
<td>C 3</td>
<td>Confirmation of Previous Minutes</td>
<td>4</td>
</tr>
<tr>
<td>B 4</td>
<td>Public Forum</td>
<td>4</td>
</tr>
<tr>
<td>B 5</td>
<td>Deputations by Appointment</td>
<td>4</td>
</tr>
<tr>
<td>B 6</td>
<td>Presentation of Petitions</td>
<td>5</td>
</tr>
<tr>
<td>B 7</td>
<td>Correspondence</td>
<td>17</td>
</tr>
</tbody>
</table>

## STAFF REPORTS

<table>
<thead>
<tr>
<th>Part</th>
<th>Report</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C 8</td>
<td>Greers Road / Memorial Avenue Intersection - Proposed Traffic Management Improvements</td>
<td>21</td>
</tr>
<tr>
<td>BC 10</td>
<td>Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report - April 2019</td>
<td>61</td>
</tr>
<tr>
<td>B 11</td>
<td>Elected Members’ Information Exchange</td>
<td>94</td>
</tr>
</tbody>
</table>
1. **Apologies**
   
   At the close of the agenda no apologies had been received.

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

3. **Confirmation of Previous Minutes**
   
   That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on **Monday, 4 March 2019** be confirmed (refer page 6).

   That the minutes of the Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board held on Monday 4 March 2019, be confirmed (refer page 10).

4. **Public Forum**

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

5. **Deputations by Appointment**

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

   5.1 **Gordon Spite – Greers Road/Memorial Avenue Intersection- Proposed Traffic Management Improvements**
   
   Gordon Spite from the New Zealand Police, will address the Board regarding the Greers Road/Memorial Avenue Intersection- Proposed Traffic Management Improvements report. (Item 6 of this agenda refers.)

   5.2 **Edward Wright – Greers Road/Memorial Avenue Intersection- Proposed Traffic Management Improvements**
   
   Edward Wright, from Environment Canterbury, will address the Board regarding the Greers Road/Memorial Avenue Intersection- Proposed Traffic Management Improvements report. (Item 6 of this agenda refers.)

   5.3 **Charles Breurkes – Greers Road/Memorial Avenue Intersection – Proposed Traffic Management Improvements**
   
   Charles Breurkes will speak on behalf of Burnside High School Board of Trustees regarding the Greers Road/Memorial Avenue Intersection- Proposed Traffic Management Improvements report. (Item 6 of this agenda refers.)

   5.4 **Margaret Austin – Greers Road/Memorial Avenue Intersection – Proposed Traffic Management Improvements**
   
   Margaret Austin will address the Board regarding the Greers Road/Memorial Avenue Intersection – Proposed Traffic Management Improvements report. (Item 6 of this agenda refers.)
6. **Presentation of Petitions**

There were no petitions received at the time the agenda was prepared.
Waimāero
Fendalton-Waimairi-Harewood Community Board
OPEN MINUTES

Date: Monday 4 March 2019
Time: 4.32pm
Venue: Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton

Present
Chairperson Sam MacDonald
Deputy Chairperson David Cartwright
Members Aaron Campbell
Linda Chen
Jamie Gough
Aaron Keown
Raf Manji

4 March 2019

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
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maryanne.lomax@ccc.govt.nz
www.ccc.govt.nz

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The agenda was dealt with in the following order.

1. **Apologies**
   
   Part C
   Community Board Resolved FWHB/2019/00013
   
   That the apologies for absence received from Shirish Paranjape and Bridget Williams, be accepted.
   
   Sam MacDonald/David Cartwright
   
   Carried

2. **Declarations of Interest**
   
   Part B
   
   There were no declarations of interest recorded.

3. **Confirmation of Previous Minutes**
   
   Part C
   Community Board Resolved FWHB/2019/00014
   
   That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on Monday, 18 February 2019, be confirmed.
   
   Sam MacDonald/Linda Chen
   
   Carried

4. **Public Forum**
   
   Part B
   
   There were no public forum presentations.

5. **Deputations by Appointment**
   
   Part B
   
   There were no deputations by appointment.

6. **Presentation of Petitions**
   
   Part B
   
   There was no presentation of petitions.

7. **Correspondence**
   
   There was no correspondence presented to the meeting.
8. **George Bellew Road and Ron Guthrey Road - Proposed Roundabout**

Community Board Resolved FWHB/2019/00015 (Original Staff recommendation accepted without change)

**Part C**

The Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to:

1. Approve that the intersection of George Bellew Road and Ron Guthrey Road be controlled by a Roundabout.

2. Approve that the stopping of vehicles be prohibited at any time on the north side of George Bellew Road commencing at its intersection with Russley Road and extending in a westerly direction to its intersection with Ron Guthrey Road.

3. Approve that the stopping of vehicles be prohibited at any time on the north side of George Bellew Road commencing at its intersection with Ron Guthrey Road and extending in a westerly direction to its intersection with Grays Road.

4. Approve that the stopping of vehicles be prohibited at any time on the south side of George Bellew Road commencing at its intersection with Russley Road and extending in a westerly direction to its intersection with Ron Guthrey Road.

5. Approve that the stopping of vehicles be prohibited at any time on the south side of George Bellew Road commencing at its intersection with Ron Guthrey Road and extending in a westerly direction to its intersection with Grays Road.

6. Approve that the stopping of vehicles be prohibited at any time on the west side of Ron Guthrey Road commencing at its intersection with George Bellew Road and extending in a southerly direction for a distance of 163 metres.

7. Approve that the stopping of vehicles be prohibited at any time on the east side of Ron Guthrey Road commencing at its intersection with George Bellew Road and extending in a southerly direction for a distance of 163 metres.

8. Approve that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report, are revoked.

9. That these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

David Cartwright/Linda Chen  
*Carried*


Community Board Resolved FWHB/2019/00016 (Original Staff recommendation accepted without change)

**Part B**
The Waimāero/Fendalton-Waimairi-Harewood Community Board decided to:


2. Note that the Board’s Submissions Committee will meet to consider and prepare a submission on the Council’s Draft Annual Plan 2019-20.

Aaron Campbell/Aaron Keown Carried

10. Elected Members’ Information Exchange

Part B
Board members exchanged information on matters of interest including:

10.1 Hartley Avenue - railway bridge
10.2 Burnside Park - freedom campers

Meeting concluded at 4.41pm

CONFIRMED THIS 1ST DAY OF APRIL 2019

SAM MACDONALD
CHAIRPERSON
Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board
OPEN MINUTES

Date: Monday 4 March 2019
Time: 6pm
Venue: Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton

Present
Members
Waimāero/Fendalton-Waimairi-Harewood Community Board
Sam MacDonald (Chairperson)
David Cartwright
Aaron Campbell
Linda Chen
Jamie Gough
Aaron Keown
Raf Manji
Bridget Williams
Waipuna/Halswell-Hornby-Riccarton Community Board
Helen Broughton
Natalie Bryden
Catherine Chu
Ross McFarlane
Mike Mora

4 March 2019
Maryanne Lomax
Manager Community Governance Fendalton-Waimairi-Harewood
941 6730
maryanne.lomax@ccc.govt.nz

Matthew Pratt
Manager Community Governance Halswell-Hornby-Riccarton
941 5428
matthew.pratt@ccc.govt.nz

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Waimāero/Fendalton-Waimairi-Harewood Community Board
01 April 2019

Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board
04 March 2019

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

The agenda was dealt with in the following order.

Maryanne Lomax, Community Governance Manager, Fendalton-Waimairi-Harewood, opened the meeting and welcomed Board members and the public.

1. Apologies
Part C
Joint Boards’ Resolved JFWHH/2019/00003

That the apologies for absence received from Shirish Paranjape, Vicki Buck, Jimmy Chen, Anne Galloway and Debbie Mora, be accepted.

Natalie Bryden/David Cartwright Carried

2. Election of Meeting Chairperson
Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board resolve to:

1. Adopt by resolution, which system of voting it will use to elect a Chairperson and Deputy Chairperson, that is System A or System B.

2. Elect a Chairperson for this Joint Extraordinary Meeting.

Joint Boards’ Resolved JFWHH/2019/00004
Part C

The Waimāero/Fendalton-Waimairi-Harewood Community Board and the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

1. Adopt the System A method of voting for the election of a Chairperson.

Sam MacDonald/Mike Mora Carried
Joint Boards’ Resolved JFWHH/2019/00005

Sam Macdonald was nominated by David Cartwright, seconded by Helen Broughton.

There were no further nominations.
2. That Sam MacDonald be elected Chairperson of this Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and the Waipuna/Halswell-Hornby-Riccarton Community Board.

David Cartwright/Helen Broughton

Carried

3. Declarations of Interest
   Part B

   Mike Mora declared an interest in Item 6 of the agenda, being the Deputy Chairperson of the Riccarton Bush Trust.

4. Deputations by Appointment
   Part B

   4.1 Leigh and Janette Webber - Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys’ High School

   Leigh and Janette Webber addressed the Boards in general opposition to the recommendations in the Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys’ High School report. (Item 6 of these minutes refers.)

   Mr and Mrs Webber spoke of the need to retain on-street parking in Kahu Road, to provide parking for contractors, visitors to Riccarton House and those attending the weekend Farmer’s Market and other functions at Riccarton House, and for local residents.

   Leigh and Janette Webber indicated their support for Option 2 of the staff report.

   The Chairperson thanked Leigh and Janette Webber for their deputation.

   4.2 Craig Dunnett - Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys’ High School

   Craig Dunnett addressed the Boards on behalf of Christchurch Boys' High School, in support of the Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys’ High School report. (Item 6 of these minutes refers.)

   Mr Dunnett spoke of the school’s concerns for the safety of students and other cyclists using Kahu Road between Tui Street and the Council’s Cycleway, particularly at the end of the day when large numbers of students are coming out onto Kahu Road and of the school’s preference for Option 1 of the staff report.

   Following questions from Board members, the Chairperson thanked Craig Dunnett for his deputation.
Jamie Gough left the meeting at 6.25pm.

4.3 Campbell Taylor - Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys’ High School

Campbell Taylor addressed the Boards on behalf of a number of local residents regarding the Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys’ High School report. (Item 6 of these minutes refers.)

Mr Taylor spoke in opposition to the total loss of parking on the Christchurch Boys’ High School side of Kahu Road from the tennis courts to the bridge, the proposed P3 parking restriction on the south side of Kahu Road, and the installation of a chevron in the middle of the road if it was at the expense of parking, and in support of the proposed double bus stop on the north side of Kahu Road. The residents’ preference was for Option 2.

The Chairperson thanked Cameron Taylor for his deputation.

5. Correspondence

Part B

Further to the correspondence report, correspondence was tabled and read from Doctor Trevor Cook, local resident, supporting the expanded bus stopping zone on the northern side of Kahu Road and the no stopping lines at the entrance to Girvan Street.

Doctor Cook also provided information on potential risks particularly around parent drop off/pick up times and suggested the possibility of a dedicated drop off/pick up zone at the southern end of Tui Street.

Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards:

1. Receive the information in the correspondence report dated 4 March 2019.

Joint Boards’ Decided JFWHH/2019/00006

The Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards decided to:

1. Receive the information in the correspondence report dated 4 March 2019 and the tabled correspondence from Doctor Trevor Cook.

Sam MacDonald/Bridget Williams

Carried
6. Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys’ High School

In their deliberations the Boards’ considered the information provided in the deputations by Janette and Leigh Webber, Craig Dunnett and Campbell Taylor and the two items of correspondence. (Items 4 and 5 of these minutes refer.)

Board members also asked questions of staff, including the possibility of widening the footpath on the north side of Kahu Road outside Christchurch Boy’s High School, to provide a shared pathway.

The Boards’ agreed that the aforementioned proposal be put forward to the Council for consideration when the secondary cycleways are determined.

The Boards’ indicated a preference for Option 2 of the staff report.

Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda staff report, are revoked.

2. Approve that the stopping of vehicles be prohibited at any time on the north side of Kahu Road commencing at its intersection with Tui Street and extending in an easterly direction for a distance of 13 metres.

3. Approve that the parking of vehicles be restricted to a maximum period of three (3) minutes (8.30am to 9.30am and 2pm to 4pm, School Days) on the north side of Kahu Road commencing at a point 13 metres east of its intersection with Tui Street and extending in an easterly direction for a distance of 23 metres.

4. Approve that the stopping of vehicles be prohibited at any time on the north side of Kahu Road commencing at a point 36 metres east its intersection with Tui Street and extending in an easterly direction for a distance of eight metres.

5. Approve that a bus stop be installed on the north side of Kahu Road commencing at a point 44 metres east of its intersection with Tui Street and extending in an easterly direction for a distance of 32 metres.

6. Approve that the stopping of vehicles be prohibited at any time on the north and north east side of Kahu Road commencing at a point 76 metres east its intersection with Tui Street and extending in an easterly direction for a distance of 152 metres.

7. Approve that the stopping of vehicles be prohibited at any time on the south side of Kahu Road commencing at its intersection with Girvan Street and extending in an easterly direction for a distance of 14 metres.

8. Approve that the parking of vehicles be restricted to a maximum period of three (3) minutes (8.30am to 9.30am and 2pm to 4pm, School Days) on the south side of Kahu Road commencing at a point 14 metres east of its intersection with Girvan Street and extending in an easterly direction for a distance of 44 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the east side of Girvan Street commencing at its intersection with Kahu Road and extending in a southerly direction for a distance of 14 metres.

10. Approve that the stopping of vehicles be prohibited at any time on the west side of Girvan Street commencing at its intersection with Kahu Road and extending in a southerly direction for a distance of 14 metres.

11. Approve that the resolutions in 1. to 10. above, take effect when the traffic control devices that evidence the restrictions described in the agenda staff report are in place.

12. Approve the line marking changes to the special vehicle lane (Cycle Lane) and the addition of a flush median outside 34 to 38 Kahu Road, as identified in Attachment A, TG133038, issue 1 of the agenda staff report.

Joint Boards’ Resolved JFHH/2019/00007

Part C

The Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda staff report, are revoked.

2. Approve Option 2, shown in the inset on Attachment A of the agenda report, as follows:
   a. Approve that the stopping of vehicles be prohibited at any time on the north side of Kahu Road commencing at its intersection with Tui Street and extending in an easterly direction for a distance of 13 metres.
   b. Approve that the parking of vehicles be restricted to a maximum period of three (3) minutes (8.30am to 9.30am and 2pm to 4pm, School Days) on the north side of Kahu Road commencing at a point 13 metres east of its intersection with Tui Street and extending in an easterly direction for a distance of 23 metres.
   c. Approve that the stopping of vehicles be prohibited at any time on the north side of Kahu Road commencing at a point 36 metres east its intersection with Tui Street and extending in an easterly direction for a distance of eight metres.
   d. Approve that a bus stop be installed on the north side of Kahu Road commencing at a point 44 metres east of its intersection with Tui Street and extending in an easterly direction for a distance of 32 metres.
   e. Approve that the stopping of vehicles be prohibited at any time on the east side of Girvan Street commencing at its intersection with Kahu Road and extending in a southerly direction for a distance of 14 metres.
   f. Approve that the stopping of vehicles be prohibited at any time on the west side of Girvan Street commencing at its intersection with Kahu Road and extending in a southerly direction for a distance of 14 metres.

3. Approve that the resolutions in 1. and 2. above, take effect when the traffic control devices that evidence the restrictions described in the agenda staff report, are in place.

Sam MacDonald/Helen Broughton  Carried
Meeting concluded at 6.50pm

CONFIRMED THIS 1ST DAY OF APRIL 2019

SAM MACDONALD
CHAIRPERSON
WAIMĀERO/FENDALTON-WAIMAIRI-HAREWOOD COMMUNITY BOARD

CONFIRMED THIS 26TH DAY OF MARCH 2019

MIKE MORA
CHAIRPERSON
WAIPUNA/HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD
7. Correspondence

Reference: 19/218148
Presenter(s): Margaret Henderson, Community Board Advisor, Fendalton-Waimairi-Harewood

1. Purpose of Report
Correspondence has been received from:

<table>
<thead>
<tr>
<th>Name</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlotte Vanhecke</td>
<td>Memorial Avenue/Greers Road Removal of Cycle Lane</td>
</tr>
<tr>
<td>John Ashcroft</td>
<td>Memorial Avenue/Greers Road Intersection</td>
</tr>
</tbody>
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2. Staff Recommendations
That the Fendalton-Waimairi-Harewood Community Board:
1. Receive the information in the correspondence report dated 01 April 2019

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Correspondence - Charloote Vanhecke - Memorial Avenue/Greers Road Intersection</td>
<td>18</td>
</tr>
<tr>
<td>B</td>
<td>Correspondence - John Ascroft - Memorial Avenue/Greers Road Intersection</td>
<td>19</td>
</tr>
</tbody>
</table>
26 February 2019

Chairperson
Fendalton-Waimairi-Harewood Community Board

I am quite shocked to hear about the plans to remove the cycle lane by Burnside high. I have 5 children who I refuse to cart around in my car, and myself I bike to work rain or shine.

I can assure you that a cycle lane is essential, even if it is not the most adequate one. I regularly have to take evasive action, get cut off by right turning motorists, get "squeezed" in, and sending my children to school on their bikes should not be a safety issue.

Please seriously reconsider the proposal to make it even less safe for cyclists and pedestrians on this busy road.

Regards,

Charlotte Vanhecke
27 February 2019

Chairperson,
Fendalton-Waimairi-Harewood Community Board

Dear Sam,

I’m writing to comment on the proposed changes at the Memorial/Greers intersection. Prioritising cars over pedestrians and cycles is almost always going to be the wrong answer.

In this case, council staff want to reduce the size of the footpath and remove a cycle lane in order to reduce (occasional) delays for cars. Given that this intersection has Burnside High School and Christ the King schools on its corners, this seems particularly obtuse.

I would love to see more children cycling to school and more walking, but speeding up traffic and removing footpaths and cycle lanes is not going to encourage this.

We would be better to remove right turn options and reduce speed to 50km/h on Memorial and 30km on the side roads.

Kind regards
John Ascroft
8. Greers Road / Memorial Avenue Intersection - Proposed Traffic Management Improvements

Reference: 19/197664
Presenter(s): Mo Kachfi - Senior Engineer Capital, Traffic Operations Team

1. Purpose of Report
   1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider options to improve congestion on Greers Road southbound at its intersection with Memorial Avenue. Refer to Attachment A and Attachment B.

2. Executive Summary
   2.1 Christchurch Transport Operations Centre (CTOC) identified Greers Road southbound between Clyde Road and Memorial Avenue as being congested during peak hours since 2016. Environment Canterbury has also identified this corridor as being problematic during peak hours resulting in a high level of queues and delays to the Orbiter bus service which is of a high frequency service of 10 minute intervals.

   2.2 Greers Road is a collector road with one traffic lane and a cycle lane in the southbound direction. The traffic lane becomes a shared left and a straight ahead lane as it approaches Memorial Avenue along with a short length of a right turn lane.

   2.3 The footpath fronting Christ the King Church and school measures 3.2 metres and the cycle lane measures around 1.5 metres. Surveys during peak hours and during school start and finish times show that both footpath and cycle lane are underutilised.

   2.4 The preferred option is shown in Attachments A and B. The proposal introduces a shared left turn lane for traffic and cyclists called a Sharrow lane. By doing so, the straight ahead traffic will now have its own lane, unimpeded by left turning traffic, thus reducing the level of congestion considerably.

3. Staff Recommendations
   That the Waimāero/Fendalton-Waimairi-Harewood Community Board:

   1. Resolve changes to the layout of the northern Greers Road approach to its intersection with Memorial Avenue in accordance drawing RD351802 Issue 1, dated 25/2/2019 and forming Attachment A of the agenda report. The key changes are:
      a. Revised kerb line for widened carriageway
      b. A shared left turn traffic lane and cycle lane with associated road marking changes
      c. Footpath width reduced from 3.2 metres to 2.2 metres.

   2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.

   3. Resolve that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
4. **Key Points**

4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan (2018 - 2028)](#).

4.2 The following feasible options have been considered:

- Option 1 – Introduce a shared left turn traffic lane combined with a cycle lane called a Sharrow Lane (preferred option)
- Option 2 - Do Nothing.

4.3 **Option Summary - Advantages and Disadvantages (Preferred Option)**

- The advantages of this option include:
  - Makes better use of the existing assets that are currently underutilised, i.e. the wide footpath fronting Christ the King and the cycle lane, by introducing the Sharrow Lane
  - Reduces the length of traffic queues and delays significantly
  - Significantly improves the Orbiter bus service journey time
  - Introduces more cycle hooks turns which will help cyclists to make turning movements
  - Introduces tactile pavers at all four corners of the intersection that would aid vision impaired road users.

- The disadvantages of this option include:
  - Cyclists using the existing cycle lane heading southbound will have to share the new Sharrow Lane with traffic turning left
  - The footpath fronting Christ the King will be one metre narrower.

5. **Context/Background**

**Issue**

5.1 Christchurch Transport Operations Centre (CTOC) identified Greers Road southbound between Clyde Road and Memorial Avenue as being congested during peak hours since 2016. Environment Canterbury has also identified this corridor as being problematic during peak hours resulting in a high level of queues and delays to the Orbiter bus service which is of a high frequency service of 10 minute intervals.

5.2 Greers Road is a collector road carrying approximately 9,000 vehicles in an average of twelve-hour weekday. Of the 9,000 vehicles, around half of that travels southbound. In addition to the general traffic, the Orbiter bus service uses Greers Road which sits on a core public transport network with a high frequency of 10 minutes.

5.3 In February 2017 CTOC carried out a study on Greers Road to determine the extent of the problem and to identify a potential solution that would help alleviate these problems. The study confirmed that travel time for general traffic and the Orbiter bus to clear the intersection during the morning peak spikes up to eight minutes, compared to free flow travel time before and after the school peak of around two to three minutes.

5.4 The study showed that by introducing the Sharrow Lane as outlined as the preferred option, the travel time savings could be as high as five minutes for each vehicle trip during the
morning and the evening peak hours as well as during the day where traffic does peak. In monetary value, this equates to about $1 million of time benefits per year.

**Strategic Alignment**

5.5 Council’s strategic priorities have been considered in formulating the recommendations in this report. Increasing active public and shared transport opportunities and use is relevant to the recommendations.

5.6 The recommendations in this report are also consistent with the anticipated outcomes of the Public Transport Service Plan in the Councils Long Term Plan (2018 - 2028), specifically:

- LoS 10.4.3 Improve the reliability of passenger transport journey time

**Decision Making Authority**

5.7 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.

5.8 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, and to construct/alter/remove facilities to control traffic.

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

**Assessment of Significance and Engagement**

5.10 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

5.11 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

5.12 The community engagement and consultation outlined in this report reflect the assessment.

**6. Options Analysis**

**Options Considered**

6.1 The following reasonably practicable options were considered and are assessed in this report:

- Option 1 - Introduce a shared left turn traffic lane combined with a cycle lane called a Sharrow Lane (preferred option)
- Option 2 - Do Nothing.

6.2 The following options were considered but ruled out:

- An option to remove the eastern signalised pedestrian crossing on Memorial Avenue thereby removing the conflict between traffic turning left from Greers Road and pedestrians was considered and previously trialled by CTOC. This option did provide some help in reducing journey time but not as much as the preferred option, however, it reduced the level of service for pedestrians crossing Memorial Avenue significantly.
- Another option was considered and that was to take time off Memorial Avenue and give it to Greers Road traffic. This option resulted in an increase of traffic queues and delays and an increase in journey times on Memorial Avenue which is a major arterial corridor and a bus route. Staff have delegated authority to make these changes to the traffic signal phasing.
A third option which involved taking cyclists off Greers Road southbound as they approach Memorial Avenue and let them share the wide footpath with pedestrians. This option did not produce as many benefits because it did not have adequate cycle facilities when it meets the intersection and it did not allow enough room on the road to create a separate traffic lane for left turning traffic.

**Options Descriptions**

6.1 **Option One: Preferred Option:** Introduce a shared left turn traffic lane combined with a cycle lane called a Sharrow Lane (preferred option).

6.1.1 **Option Description:** The proposals as shown in Attachments A and B show the introduction of a shared left turn lane for traffic and a cycle lane called a Sharrow lane. This lane is 3 metres wide, and can be achieved by reducing the width of the footpath by one metre and combining it with the existing cycle lane. By doing so, the straight ahead traffic will now have its own lane, unimpeded by left turning traffic, thus reducing the level of congestion considerably. The Sharrow Lane concept has been adopted nationally by NZTA and there are a number of these Sharrow Lanes in Christchurch and there will be more in the future. Examples can be seen on Bealey Avenue at Madras Street, Bealey Avenue/Durham Street North, Linwood Avenue at Hargood Street, and soon to be introduced on Riccarton Road at Straven Road.

6.1.2 Currently the 3.2 metre wide footpath fronting Christ the King church and school is used by about 70 pedestrians during schools start time and similar number at the finish time, compared to the 1.6 metre wide footpath fronting Burnside High which is used by about 250 pedestrians. There is therefore additional capacity that can be reallocated.

6.1.3 The cycle lane on Greers Road southbound is currently used by an average of around 10 cyclists during the morning and the evening peak hours, except during the schools finishing time where this number could rise up to around 25 for approximately 10 minutes and then drops down sharply.

6.1.4 Other improvements proposed are to introduce more cycle hook boxes to allow cyclists to be able to turn safely and to install tactile pavers at all four corners of the intersection to assist road users with vision impairment.

6.1.5 **Option Advantages**

- Improves journey times for general traffic on Greers Road southbound by saving about five minutes of each vehicle trip during peak hours.
- Improves travel time for the Orbiter bus by saving about five minutes for each bus trip during peak hours. This benefits the estimated total number of 320 passengers boarding and alighting the bus stop outside Jellie Park southbound in an average weekday.
- Improves facilities for road users with vision impairment and also adds more cycle hook turn boxes to aid cyclists making turns at the intersection.
- Overall allows the street layout on Greers Road southbound to be better utilised and therefore making it more efficient than currently is.

6.1.6 **Option Disadvantages**

- Whilst the footpath and the cycle lane are currently underutilised, the width of the footpath will be reduced by one metre and cyclists will share the Sharrow Lane with left turning traffic.
6.2 **Option Two: Do Nothing**

6.2.1 **Option Description:** to leave the current situation as it is.

6.2.2 **Option Advantages**
- Will leave the footpath width and the cycle lane unchanged.

6.2.3 **Option Disadvantages**
- Does not address the daily traffic congestion that occurs on Greers Road southbound during peak hours
- Does not help the Orbiter service to improve on its present journey time
- Does not allow for any improvements to the road users with mobility impairment.

**Analysis Criteria**

6.3 Options within this report have been assessed by their contribution to relieving congestion on Greers Road. Public transport is the highest priority mode for Greers Road under Council’s Network Management Plan.

**Options Considerations**

6.4 Road safety has been considered for both options. In terms of the Do Nothing option, there has been 13 reported crashes, four of which resulted in minor injuries, in a five-year period from 2014 to 2018 inclusive at the intersection of Memorial Avenue with Greers Road. None of these involved pedestrians. Two crashes involved cyclists. The first, on Memorial Avenue, where the cyclist heading east in the cycle lane was hit by a car turning left into Greers Road. The other crash happened on a Saturday when a car turning right failed to give-way to a cyclist heading south. Both cyclists suffered minor injuries.

6.5 A Road Safety Audit was completed for Option 1 (refer Attachment C). The Road Safety Audit outlines the risks identified and how they have been mitigated by the preferred option.

7. **Community Views and Preferences**

7.1 Affected property owners and residents were advised of the recommended option by delivering consultation material directly on 20 February 2019.

7.2 Email notification and letters were sent to key stakeholders, and absentee owners.

7.3 Consultation on the proposals has been running since 20 February 2019, and remains open until the end of March 2019.

7.4 A seminar with the Community Board was held on 4 March 2019, followed by a site meeting on 5 March 2019, with some representatives of the Community Board, the Police, and Environment Canterbury.

7.5 Telephone conversations took place with Burnside High School followed by a meeting with representatives of the school on 8 March 2019.

7.6 Information were exchanged with Christ the King School and a meeting with representatives of the school is scheduled for 12 March 2019.

7.7 At the time of writing this report, four submissions in total have been received. Three of the four submissions were against the removal of the cycle lane and/or the narrowing of the footpath. The fourth submission from Environment Canterbury was in favour of the proposals.

7.8 Any other submissions between the writing of the report and the end of March will be brought to the attention of the Community Board and will be considered.
8. Legal Implications

8.1 There is a legal context, issue or implication relevant to this decision.

8.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit.

9. Next Steps

9.1 Approval is required by the Community Board.

9.2 If approved, Traffic Operations intend to complete the project by the end of June 2019, however, this depends on whether Orion contractors will be available to carry out their cabling works when Christchurch City Council works are being carried out. If this is not possible, the Council will coordinate works to coincide together which may take place in the new financial year 2020.
### 10. Options Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Issue Specific Criteria</th>
<th>Financial Implications</th>
<th>Impact on Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Congestion relief</strong></td>
<td>Significant reduction</td>
<td></td>
<td>No impact</td>
</tr>
<tr>
<td><strong>Cost to Implement</strong></td>
<td>The pre-tender cost estimate for works is $280,000. The current budget in 2019 is $105,000, therefore, the remaining cost will have to be brought back from 2020 where sufficient funds is available.</td>
<td>$750 for consultation and the preparation of this report</td>
<td>No impact</td>
</tr>
<tr>
<td><strong>Maintenance/Ongoing</strong></td>
<td>Covered under the area maintenance contract and effect will be minimal to the overall asset.</td>
<td>$0</td>
<td>No impact</td>
</tr>
<tr>
<td><strong>Funding Source</strong></td>
<td>CPMS ID 50861 - Transport Corridor Optimisation Works. Traffic Operations.</td>
<td>Existing staff budgets</td>
<td>No impact</td>
</tr>
<tr>
<td><strong>Impact on Rates</strong></td>
<td>No impact</td>
<td></td>
<td>No impact</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Statutory Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Impact on Manua Whenua</strong></td>
<td>Option 1 – Sharrow Lane</td>
</tr>
<tr>
<td></td>
<td>No impact</td>
</tr>
</tbody>
</table>
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Attachement A- RD351802 Areal Plan Greers Road for community board</td>
<td>30</td>
</tr>
<tr>
<td>B</td>
<td>Attachment B,TS111202 Greers Rd report to community board</td>
<td>31</td>
</tr>
<tr>
<td>C</td>
<td>Scheme - Safety Audit - Report - Greers Memorial Intersection - Final signed copy - 2018_1126</td>
<td>32</td>
</tr>
</tbody>
</table>

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:
   (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
   (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

| Authors                      | Ryan Rolston - Team Leader Traffic Operations  
|                             | Mo Kachfi - Senior Engineer - Capital         |
| Approved By                 | Steffan Thomas - Manager Operations (Transport) |
|                             | Richard Osborne - Head of Transport           |
Christchurch City Council
Greers Road / Memorial Avenue Intersection Improvements Scheme Safety Audit

March 2019
Table of contents

1. Background ......................................................................................................................... 1
  1.1 Safety Audit Procedure .................................................................................................. 1
  1.2 The Safety Audit Team (SAT) ....................................................................................... 2
  1.3 Report Format .................................................................................................................. 2
  1.4 Scope of Audit .................................................................................................................. 3
  1.5 Documents Provided ....................................................................................................... 4
  1.6 Disclaimer ....................................................................................................................... 4
  1.7 Project Description ......................................................................................................... 4
  1.8 Items not considered ...................................................................................................... 4

2. Safety Audit Findings ........................................................................................................... 5
  2.1 General issues .................................................................................................................. 5
  2.2 Option 1 .......................................................................................................................... 9
  2.3 Option 2 .......................................................................................................................... 12

3. Audit Statement and Conclusion ....................................................................................... 16
  3.1 Scope and limitations ...................................................................................................... 17

Table index

Table 1 Concern Assessment Rating Matrix ........................................................................... 3
Table 2 Risk Categories ........................................................................................................... 3
Table 3 Summary of Issues .................................................................................................... 16
1. **Background**

1.1 **Safety Audit Procedure**

This report has been prepared in response to Christchurch City Council’s (CCC) request to carry out a Scheme Safety Audit for the proposed Greers Road / Memorial Avenue Intersection Improvements project.

A road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc.), carried out by an independent competent team who identify and document road safety concerns.

A road safety audit is intended to help deliver a safe road system and is not a review of compliance with standards.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client in order that the client can make a value judgement as to appropriate action(s) based on the risk guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

*To deliver completed projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.*

A road safety audit should desirably be undertaken at project milestones such as:

- Concept Stage (part of Business Case);
- Scheme or Preliminary Design Stage (part of Pre-Implementation);
- Detailed Design Stage (Pre-implementation / Implementation); and
- Pre-Opening / Post-Construction Stage (Implementation / Post-Implementation).

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

In accordance with the procedures set down in the “NZTA Road Safety Audit Procedures for Projects Guideline, (Interim Release May 2013)”, the audit report should be submitted to the client who will instruct the designer to respond. The designer should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.

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GHD | Report for Christchurch City Council - Greers Road / Memorial Avenue Intersection Improvements, /12502800/07 | 1
For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the designer, safety engineer and client for each issue documenting the designer response, client decision (and asset manager’s comments in the case where the client and asset manager are not one and the same) and action taken.

A copy of the report including the designer’s response to the client and the client’s decision on each recommendation shall be given to the road safety audit team leader as part of the important feedback loop. The road safety audit team leader will disseminate this to team members.

1.2 The Safety Audit Team (SAT)

The road safety audit was carried out in accordance with the “NZTA Road Safety Audit Procedures for Projects Guideline”, (Interim Release May 2013) and also reference made to its earlier document (dated 2004).

The assessment team was as follows:

- Jonno Fletcher, GHD Limited, Christchurch (Team leader);
- Jacques Steyn, GHD Limited, Christchurch (Team member); and
- Andrew Metge, GHD Limited, Wellington (Team member for traffic signals review).

A site inspection was undertaken on Tuesday, 16 October 2018 from 3 PM during wet weather. A night time audit was not undertaken.

1.3 Report Format

The potential road safety problems identified have been ranked as follows:

The expected crash frequency is qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed on the basis of factors such as expected speeds, type of collision, and type of vehicle involved.

Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, frequency and likely severity that may result from a particular concern.

The frequency and severity ratings are used together to develop a combined qualitative ranking for each safety issue using the Concern Assessment Rating Matrix in Table 1 below. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.
Table 1 Concern Assessment Rating Matrix

<table>
<thead>
<tr>
<th>Severity (likelihood of Death or Serious Injury Consequence)</th>
<th>Frequency (Probability of a Crash)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequent</td>
</tr>
<tr>
<td>Very Likely</td>
<td>Serious</td>
</tr>
<tr>
<td>Likely</td>
<td>Serious</td>
</tr>
<tr>
<td>Unlikely</td>
<td>Significant</td>
</tr>
<tr>
<td>Very Unlikely</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each concern category is given in Table 2 below.

Table 2 Risk Categories

<table>
<thead>
<tr>
<th>Concern</th>
<th>Suggest Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serious</td>
<td>A major safety concern that must be addressed and requires changes to avoid serious safety consequence</td>
</tr>
<tr>
<td>Significant</td>
<td>Significant concern that should be addressed and requires changes to avoid serious safety consequences</td>
</tr>
<tr>
<td>Moderate</td>
<td>Moderate concern that should be addressed to improve safety</td>
</tr>
<tr>
<td>Minor</td>
<td>Minor concern that should be addressed where practical to improve safety</td>
</tr>
</tbody>
</table>

In addition to the ranked safety issues it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the safety audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the auditors.

1.4 Scope of Audit

This audit is a Scheme Safety Audit, focusing on the Greers Road / Memorial Avenue Intersection Improvements project.

The SAT is aware of the scheme nature of the design and acknowledges that some of the project details and design will be developed in further phases.
1.5 Documents Provided

The Safety Audit Team (SAT) has been provided with the following documents for this audit:

- 1_Greers Memorial Option 1 three lanes A4 500
- 2_Greers Memorial Option 2 two lanes A4 500
- 3_CTOC Memorial Greers Memo
- 4_Option 1 RD3518S2-TOUR COACH
- 5_354 Greers Road - Memorial Avenue Traffic Signals Option 1 - ts111202 - Issue 2018-10-04
- 6_354 Greers Road - Memorial Avenue Traffic Signals Option 2 - ts111203 - Issue 2018-10-04
- 7_Orber bus timetable

1.6 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the specified road and its environs, and the opinions of the SAT. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe and no warranty is implied that all safety issues have been identified in this report. Safety audits do not constitute a design review or an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific technical advice on matters raised and not rely solely on the report.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisations.

1.7 Project Description

The project is part of the Greers Road / Memorial Avenue Intersection Improvements project and includes two options to improve the efficiency and safety of the intersection. Both options include new traffic signal poles, including detector loops, and associated line marking improvements.

Option 1 has three lanes on Greers Road on the north-eastern approach to the intersection, with a shared vehicle lane in the left lane. It includes some kerb and channel alterations and sharrow line marking in the shared vehicle lane.

Option 2 has two lanes on Greers Road on the north-eastern approach to the intersection, with a shared path for pedestrians and cyclists. It includes minor kerb and line marking alterations associated with the shared path.

1.8 Items not considered

The auditors note the following information was not provided and therefore was not able to be audited. This includes, but is not limited to:

- Cross sections and long sections;
- Lighting design; and
- Services, including drainage details.
2. Safety Audit Findings

2.1 General issues

2.1.1 Street lighting details – Moderate

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Occasional</th>
<th>Severity Rating</th>
<th>Likely</th>
</tr>
</thead>
</table>

Street lighting details have not been provided for the project. As there are changes to the road width and locations of the pedestrian facilities, these critical conflict points will need to be well lit during dark conditions. The SAT acknowledge this will be undertaken at subsequent design stages.

**Designers Response**

Confirm that street lighting levels are appropriate for the pedestrian environment and proposed changes to on-road facilities

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Response.

**Clients Response**

Agree no need for a lighting assessment for option 1. Option 2 is no longer applicable.

**Action Completed**

No further action required.

2.1.2 Tactile pavers – Moderate

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Infrequent</th>
<th>Severity Rating</th>
<th>Likely</th>
</tr>
</thead>
</table>

The SAT note the tactile pavers are missing at the southern and western corners of the intersection. This reduces the prominence of the crossing and may result in visually impaired users not fully identifying the crossing.

**Designers Response**

Consider installing tactile pavers at all crossing locations

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Response.

**Clients Response**

Client agreed to install tactile paver on all crossings

**Action Completed**

Install tactile paver on all crossing locations.

2.1.3 Cyclist holding areas – Moderate

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Occasional</th>
<th>Severity Rating</th>
<th>Likely</th>
</tr>
</thead>
</table>

While on site, the SAT noted there is an existing cyclist facility (advanced box ahead of the limit line) at the western corner of the intersection. The scheme plans show this being retained, but there is a proposed cyclist hook turn box on the eastern corner. The two treatments are inconsistent and may cause some confusion. Additionally the scheme plans do not show hook turn boxes on the northern and southern corners of the intersection. These should be provided to allow cyclists a safer turning option.
It is also noted, the size of the proposed hook turn boxes is not given. It is important to consider this in regards to the demand as cyclists may ultimately wait within the through lane if there is not enough space within the designated area, creating a conflict with motor vehicles.

### Recommendations

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Designer to provide further details of hook turn box dimensions and what existing hook turn markings are to be retained or removed</td>
</tr>
<tr>
<td>2.</td>
<td>Consider installing hook turn boxes on all approaches</td>
</tr>
</tbody>
</table>

### Designers Response

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Hook turn boxes to be 2.5m x 3.0m and the SW corner hook turn box to be retained.</td>
</tr>
<tr>
<td>2.</td>
<td>Agree however outside the scope of the project.</td>
</tr>
</tbody>
</table>

### Auditors Comment

No further comment

### Safety Engineer

Agree with Designer Responses.

### Clients Response

Agree with the designer and the safety engineer

### Action Completed

No further action required.

#### 2.1.4 Kerb upstand – Minor

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Rating</td>
<td>Occasional</td>
</tr>
<tr>
<td>Severity Rating</td>
<td>Unlikely</td>
</tr>
</tbody>
</table>

While on site the SAT noted the kerb cut downs at the intersection crossing points are continuous around each corner. This is a result of the existing pedestrian crossings being wider and the cut down being aligned with the line marking. As the proposed safety improvements include moving / narrowing the pedestrian crossing, it is more desirable to have a 1 m section of full height kerb between each crossing cut down.
Recommendations: Consider kerb height between pedestrian crossing points.

Designers Response: Agree that full height kerb between the crossing points is desirable. This will be included in the final design and documentation.

Auditors Comment: No further comment

Safety Engineer: Agree with Designer Response.

Clients Response: Agree to that where it is feasible to do so

Action Completed: Install full height kerb between the crossing points where it is feasible in the final design.

2.1.5 Cyclist hook turn loops – Comment

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>N/A</th>
<th>Severity Rating</th>
<th>N/A</th>
</tr>
</thead>
</table>

The SAT noted the existing cyclist holding bay at the south west corner of the intersection has loops installed. In the scheme plans it is unclear whether these are to be removed or retained. In addition, it is unclear if the proposed cycle hook turns will have loops installed.
**Recommendations**

Designer to provide further details regarding the provision for loops for cycle hook turns.

**Designers Response**

The hook turn box on the SW corner will be retained. The new hook turn box would have a detector loop installed.

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Response.

**Clients Response**

Agree

**Action Completed**

Retained hook turn box on the southwest corner. Install detector loop at the new hook turn box.

---

### 2.1.6 Cycle lane surfacing colour – Comment

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>N/A</th>
<th>Severity Rating</th>
<th>N/A</th>
</tr>
</thead>
</table>

The SAT note the existing cycle lanes have red surfacing whereas the proposed cycle facilities have green surfacing. This may lead to some confusion, especially at the transition points.

**Recommendations**

Consider resurfacing existing red cycle lanes with green surfacing

**Designers Response**

Agree that it would be desirable.

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Response.

**Clients Response**

Existing red surfacing is a subject for maintenance team to deal with when existing surface is due for resurface

**Action Completed**

No further action required.

---

### 2.1.7 Existing line marking– Comment

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>N/A</th>
<th>Severity Rating</th>
<th>N/A</th>
</tr>
</thead>
</table>

While on site, the SAT noted there is existing line marking as part of the old shared path on the south east approach of Memorial Avenue. The cycle symbols have been removed for which the reasons are unclear. It is unclear on the plans provided whether this is to be removed or retained with the adjacent on-road cycle lane.
2.1.8 Signage – Comment

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Severity Rating</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

The SAT note the signs are not shown on the scheme plans. It is acknowledged this may be addressed at a later stage in the project. However, the point is raised as these are a key safety aspects of the scheme, especially due to the addition of shared facilities.

**Recommendations**

Include signs on plans

**Designers Response**

Agree. Final signage requirements will determined and included in the construction plans.

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Response.

**Clients Response**

Agreed

**Action Completed**

Signage will be added as required

2.2 Option 1

2.2.1 Shared vehicle lane cyclist conflicts – Moderate

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Occasional</th>
<th>Severity Rating</th>
<th>Likely</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The proposed option includes a shared vehicle lane with sharrows and green surfacing. This treatment may be unfamiliar and unclear with road users and may result in left-turning vehicles
not taking the lane, conflicting with cyclists when turning left. Additionally, this may result in cyclists using the footpath to avoid a conflict and bypass the turning queue, causing a conflict with pedestrians.

In addition, the markings may result in left turners making this movement from the through lane or southbound traffic on Greers Road heading straight through, attempting this from the left lane with the sharrow markings.

Finally, the sharrow markings are inconsistent with markings on other legs of the intersection.

Recommendations

1. Consider treatments to clarify the intention of the left-lane being a shared vehicle lane
2. Consider separating cyclists from left-turning traffic
3. Provide a consistent treatment / message for cyclists on all legs of the intersection

Designers Response

1. Sharrow arrangement is similar to that on Bealey Avenue eastbound left turn into Madras Street.
2. Footpath width is only 2.2m. This could be congested if cyclists taken off road and put on to path.
3. Alteration of all legs of the intersection is outside the current project scope.

Auditors Comment

No further comment

Safety Engineer

Agree with Designer Responses.

Clients Response

Discussed with designer 26/11/2018. Designer will try to improve on the sharrow lane arrangements where possible by introducing a left turn arrow and add appropriate signs/s

Action Completed

Design has been amended

2.2.2 Right turn filter across two lanes – Moderate

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Occasional</th>
<th>Severity Rating</th>
<th>Likely</th>
</tr>
</thead>
</table>

The proposed option provides for an additional lane on Greers Road. The additional lane separates through and left turn movements increasing the approach capacity on Greers Road. Depending on vehicle volumes there is a risk that the gaps in traffic for right turn movements will be reduced, reducing the opportunity for right turning traffic to filter and increasing the risk of right turn against straight through conflicts.
### Recommendations

1. Review right turn versus through and left turn volumes to consider implications on gap opportunities.

### Designers Response

The separate through and left turn southbound lanes will make the traffic movements easier to read for the north bound right turn traffic compared to the existing combined lane. The through and left turn lanes should clear that leg of the intersection more quickly giving the right turns a good gap to make the right turn movement. The north bound right turn movement has a lane available in Memorial Avenue to turn into as left turns out of Greers Road continue in their own lane.

### Auditors Comment

No further comment

### Safety Engineer

Agree with Designer Response.

### Clients Response

Agree with designer and safety engineer

### Action Completed

No further action

### 2.2.3 Lane widths – Moderate

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Occasional</th>
<th>Severity Rating</th>
<th>Likely</th>
</tr>
</thead>
</table>

The proposed scheme includes three narrow lanes on the north-eastern approach to the intersection. There is a risk of vehicles travelling straight (middle lane) tracking into the left lane as they shy away from vehicles turning right (right lane). The inverse might also occur as larger vehicles such as buses tracking into the middle lane as they make the left turn. This may result in a conflict with other road users, particularly cyclists. Additionally, the approach to the intersection may end up operating effectively as two lanes, as this is a popular bus route.
2.2.4 Footpath width – Minor

The proposed relocation of the kerb at the eastern corner of the intersection may result in a reduction in footpath width. It is unclear if there is sufficient width for the amount of pedestrians using the facility, especially at peak times (school hours), to pass safely.

Recommendations

1. Confirm footpath width is appropriate

Designers Response

The kerb alignment has been designed to accommodate the tracking of left turning vehicles while maximising footpath space.

Auditors Comment

No further comment

Safety Engineer

Agree with Designer Response.

Clients Response

Agree with designer and safety engineer

Action Completed

No further action

2.3 Option 2

2.3.1 Wide Left Turn Lane – Moderate

This option includes removing the on-road cycle lane adjacent to the left turn / straight lane on Greers Road and creating a 5.0 m wide left turn / straight lane. Cyclists are provided a transition to a shared off-road path (see Audit point 2.3.4).
The wide lane may still result in left turning vehicles partially blocking through movements on Greers Road, straying into the right turning lane and increasing conflicts.

Furthermore, cyclists who don’t see or use the off-road ramp facility will be at increased risk as left turning drivers will not be expecting a cyclist in this space. It will also be inconsistent with other legs at this intersection.

**Recommendations**

1. Consider position of vehicle(s) undertaking left turn movements in the wide lane
2. Cyclists to be provided additional warning of the movement to an off-road path or retain on-road cycle lane

**Designers Response**

1. Concern acknowledged. The width constraint has arisen due to the design being contained within the existing road reserve.  
2. The shared facility will be marked accordingly.

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Responses.

**Clients Response**

Option 2 is no longer applicable

**Action Completed**

### 2.3.2 Shared crossing – Moderate

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Common</th>
<th>Severity Rating</th>
<th>Unlikely</th>
</tr>
</thead>
</table>

The plans show a shared crossing facility on the south-eastern leg of Memorial Avenue. This may result in conflict between pedestrian and cyclists using the shared crossing as there is no separation.

**Recommendations**

Consider line marking treatments and coloured tactile pavers to separate cyclists and pedestrians using the shared crossing

**Designers Response**

Client requirement not to mark up as cycle crossing / pedestrian crossing with tactile pavers.

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Response.

**Clients Response**

Option 2 is no longer applicable

**Action Completed**

---

GHD | Report for Christchurch City Council - Greers Road / Memorial Avenue Intersection Improvements, /12502800/07
2.3.3  **Shared path exit – Moderate**

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Common</th>
<th>Severity Rating</th>
<th>Unlikely</th>
</tr>
</thead>
</table>

The SAT note there is reduced provision for cyclists turning left onto Memorial Avenue from Greers Road at the intersection when using the shared path. The footpath southeast of the intersection is marked with shared path symbols, however, it is narrow with the inclusion of a grass verge and unsuitable for a shared path. This may lead to conflict with pedestrians on the footpath.

Additionally, there is no provision for cyclists re-entering the on-road facility on Memorial Avenue (exiting the shared path). The movement would be unprotected and may result in a conflict with a vehicle travelling in the left lane of Memorial Avenue as vehicles are positioning for the downstream merge.

![Diagram](image)

**Recommendations**

| 1. Consider widening shared path |
| 2. Consider installing a kerb cut down and line making for cyclists exiting the shared path onto Memorial Avenue |

**Designers Response**

| 1. Will be considered at detailed design stage. |
| 2. Agree and will incorporate cutdown / cycle entry on to Memorial Avenue (eastbound). |

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Responses.

**Clients Response**

Option 2 is no longer applicable

**Action Completed**

---

2.3.4  **Shared path entry – Minor**

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>Common</th>
<th>Severity Rating</th>
<th>Very Unlikely</th>
</tr>
</thead>
</table>

---

14 | GHD | Report for Christchurch City Council - Greers Road / Memorial Avenue Intersection Improvements, /12502800/07
The entry to the shared path on Greers Road appears to cross an existing driveway. It also starts near the end of an indented parking facility, which includes a kerb and channel. This may result in a conflict with vehicles exiting the driveway and discourage cyclists using the shared path facility, especially if a vehicle is parked in advance of the entry. The access to the shared path should be visible on approach and easy to access for cyclists leaving the on-road facility.

**Recommendations**

Consider relocating entrance to shared path facility away from driveway and parking bay

**Designers Response**

Location considered as most suitable although conflicts are noted. Driveway in question has very little use as it is an access for hearses or delivery vehicles at front of Church.

**Auditors Comment**

No further comment

**Safety Engineer**

Agree with Designer Response.

**Clients Response**

Option 2 is no longer applicable

**Action Completed**


2.3.5 **No stopping line marking – Comment**

<table>
<thead>
<tr>
<th>Frequency Rating</th>
<th>N/A</th>
<th>Severity Rating</th>
<th>N/A</th>
</tr>
</thead>
</table>

The scheme plans show no-stopping on all approaches to the intersection except the north-eastern approach. It is unclear why this was omitted, but it should be included to stop vehicles blocking the left-turn lane. The SAT acknowledge this may be a drafting error.
3. **Audit Statement and Conclusion**

We certify that we have used the available plans, and have examined the specified roads and their environment, to identify features of the project we have been asked to look at that could be changed, removed or modified in order to improve safety. The problems identified have been noted in this report.

A Scheme Safety Audit for the Greers Road / Memorial Avenue Intersection Improvements has been undertaken and 17 issues were identified and are summarised in Table 3 below.

**Table 3 Summary of Issues**

<table>
<thead>
<tr>
<th></th>
<th>Serious</th>
<th>Significant</th>
<th>Moderate</th>
<th>Minor</th>
<th>Comment</th>
<th>Total</th>
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<td>0</td>
<td>3</td>
<td>1</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Option 1</td>
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<td>0</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>4</td>
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<tr>
<td>Option 2</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

Signed: Issued on PDF.............................. Dated: 31 October 2018  
Jonno Fletcher, GHD Limited

Signed: Issued on PDF.............................. Dated: 31 October 2018  
Jacques Steyn, GHD Limited

Signed: Issued on PDF.............................. Dated: 31 October 2018  
Andrew Metge, GHD Limited

**Designer:** Chris Nordstrom......Position: Senior Roading Designer, CCC Technical Services and Design, Transport.................
Signature...........................................Date: 13 November 2018.................

**Auditors Comment:**
Signed: ............................................ Dated:
Signed: ............................................ Dated:
Safety Engineer: Name…Bruce Conaghan
Position…CCC Transport Technical Services and Design Team Leader

Signature… Date…20 November 2018

Project Manager/ Client: Name…Mo Kachfi
Position…Client/PM

Signature… Date…26/11/2018

Action Completed: Name…Mo Kachfi Position…Client/PM

Signature… Date…27/11/2018

Project Manager to distribute audit report incorporating decision to designer, Safety Audit Team Leader, Safety Engineer and project file. Date:……………………

3.1 Scope and limitations

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GHD
Level 3
138 Victoria Street, Christchurch, 8011
T: 64 3 378 0900  F:  E: chcmail@ghd.com

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\ghdnet\ghd\NZ\Christchurch\Projects\51\12502800\07 Greers Rd Memorial Rd Scheme Audit\Memorial Avenue Greers Road_Scheme Safety Audit_Rev0.docx

Document Status

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<th>Author</th>
<th>Reviewer</th>
<th>Approved for Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Name</td>
<td>Signature</td>
<td>Name</td>
</tr>
<tr>
<td>0</td>
<td>J Steyn</td>
<td>J Fletcher</td>
<td>Issued on PDF</td>
</tr>
<tr>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

Reference: 19/155894
Presenter(s): Lisa Gregory, Community Recreation Advisor

1. Purpose and Origin of Report

   Purpose of Report
   1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider 3 applications received for funding from its 2018-19 Youth Development Fund.
   1.2 There is currently a balance of $10,250 remaining in this fund.

   Origin of Report
   1.3 This report is staff generated as a result of an application being received.

2. Significance

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

3. Staff Recommendations

   That the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to:

   1. Approve a grant of $600 ($300 each) from its 2018-19 Youth Development Fund to the Christchurch Football Club Inc towards the costs of Ngakau O Taupoki Nixon and Charlie Woodbridge competing at the Kids World Rugby Festival in Yokohama, Japan, from 17 to 23 April 2019.
   2. Approve a grant of $100 to Billie Nuku from its 2018-19 Youth Development Fund towards costs to compete at the Under 15 National Maori Netball Tournament in Invercargill from 19 to 21 April 2019.
   3. Approve a grant of $100 to Neve Nuku from its 2018-19 Youth Development Fund towards costs to compete at the Under 13 National Maori Netball Tournament in Invercargill from 19 to 21 April 2019.

4. Applicant 1 – Christchurch Football Club

   4.1 The Christchurch Football Club's Under 12 team have been selected to represent New Zealand at the 'Kids World Rugby Festival' in Yokohama from 17 to 23 April 2019.
   4.2 Two of the 13 players from the team, Ngakau Nixon and Charlie Woodbridge both aged 12, reside in the Fendalton-Waimairi-Harewood ward.
   4.3 Teams from nine different countries will be competing at the festival and include Japan, Scotland, Ireland, Australia, Tonga, Samoa and the USA.
4.4 Nagakau also has a number of other interests including surf lifesaving, athletics, judo and chess and is a member of his local church’s youth group. Nagakau regularly supports his clubs by actively contributing with fund raising events and working bees.

4.5 Charlie also enjoys being actively involved in other activities such as fishing, body boarding and touch rugby.

4.6 Both Nagakau and Charlie consider that this trip provides a great opportunity with a fair amount responsibilities as they will be representing New Zealand, Canterbury and their club. The team are excited about meeting players from different cultures who will also be involved in the tournament.

4.7 Nagakau and Charlie have been busy fundraising through raffles, sausage sizzles and car washes and will continue to fundraise until they go away.

4.8 The following is the cost for the trip.

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airfares</td>
<td>2770</td>
</tr>
<tr>
<td>Travel Insurance</td>
<td>100</td>
</tr>
<tr>
<td>Food</td>
<td>200</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,070</strong></td>
</tr>
</tbody>
</table>

4.9 This is the first time the applicant has applied for funding from the Community Board.

5. Applicant 2 and 3 – Bille Nuku and Neve Nuku

5.1 Both Bille aged 13 and Neve Nuku aged 12 are students residing in Bishopdale. They have been selected in the South Island Maori Netball teams to compete at the National Maori Netball Tournament in Invercargill from 19 to 21 April 2019.

5.2 Billie will be playing in the Under 15 team and Neve in the Under 13 team. The teams will also have three training camps prior to the tournament.

5.3 Billie has just started at Papanui High and plays for the Kereru Netball Club. She also plays basketball, touch rugby and will be starting volleyball this year at school.

5.4 Billie also loves music and the arts and she plays the guitar, bass and also sings. She is involved in school productions and is a member of the band at her local youth group.

5.5 Neve attends Breens Intermediate where she plays netball, touch rugby and enjoys athletics. She also loves music and the arts and is currently learning the piano and taking singing lessons. Neve also plays in the band at her local youth group.

5.6 Both girls are hoping to learn a lot from the tournament and gain confidence playing at a higher level.

5.7 The following is the cost for the trip.

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel</td>
<td>80</td>
</tr>
<tr>
<td>Training Camp</td>
<td>150</td>
</tr>
<tr>
<td>Tournament Cost</td>
<td>300</td>
</tr>
<tr>
<td><strong>Total for Billie</strong></td>
<td><strong>$530</strong></td>
</tr>
<tr>
<td>Uniform</td>
<td>50</td>
</tr>
<tr>
<td><strong>Total for Neve</strong></td>
<td><strong>$580</strong></td>
</tr>
</tbody>
</table>
5.8 This is the first time that Neve has applied for funding from the Community Board. Billie applied to the Community Board for funding for the same tournament in 2017-18.

Attachments
There are no attachments for this report.

Confirmation of Statutory Compliance

<table>
<thead>
<tr>
<th>Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) This report contains:</td>
</tr>
<tr>
<td>(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and</td>
</tr>
<tr>
<td>(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.</td>
</tr>
<tr>
<td>(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.</td>
</tr>
</tbody>
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Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Lisa Gregory - Community Recreation Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood</td>
</tr>
</tbody>
</table>
10. Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report - April 2019

Reference: 19/259391
Presenter(s): Maryanne Lomax, Community Governance Manager

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

2. Staff Recommendations
   That the Waimāero/Fendalton-Waimairi-Harewood Community Board:
   3. Consider the establishment of an Emergency Response Fund as a result of the events on 15 March 2019 and allocate $5,000 from their 2018-19 Discretionary Response Fund towards local projects and initiatives that promote the five essential elements of response and recovery.

3. Community Board Activities and Forward Planning
   3.1 Memos/Information/Advice to the Board
      3.1.1 The Board continues to receive strategic, technical and procedural advice mainly through an ongoing programme of Board seminars and/or workshops
      3.1.2 Sefton Street – Heavy Vehicle Parking
         Staff have investigated the issues raised by Ali Kerr regarding heavy vehicles parking in Sefton Street and have provided the attached response. (Refer Attachment A)
      3.1.3 Roydvale Avenue – Parking Issues
         Staff have investigated the issues raised with the Board by Mr Wilkes regarding parking issues in Roydvale Avenue and have provided the attached response. (Refer Attachment B)
   3.2 Board area Consultations/Engagement/Submission opportunities
      3.2.1 Alcohol Licensing
         • Marist Western Suburbs Rugby League Club, 43A Leacroft Street Bishopdale – club licence renewal
         • Omario Wine Park, 30 Watsons Road Harewood – off-licence winery – cellar door
         • Abalone Thai Restaurant, 23 Bishopdale Court Bishopdale – on-licence renewal
3.3 **Annual Plan and Long Term Plan matters**

3.3.1 The Council’s Draft Annual Plan 2019-2020 is open for consultation and feedback from 1 March to 1 April 2019. The Draft Annual Plan covers financial year two of the Long Term Plan, namely 1 July 2019 to 30 June 2020.

3.3.2 The Board’s Submissions Committee was convened on Monday, 18 March 2019 to consider and prepare a submission, on behalf of the Board, to the Christchurch City Council on its Draft Annual Plan 2019-2020.

The Board is asked to receive for record purposes the Fendalton-Waimairi-Harewood Community Board Submission on the Christchurch City Council’s Draft Annual Plan 2019-2020 (refer Attachment C).

3.3.3 **Roto Kohatu Reserve Improvements**

Two new toilet blocks are proposed for the most frequently used areas of Roto Kohatu Reserve along with an upgrade of the parking area and driveway at the reserve.

An opportunity for residents and stakeholders to provide feedback on the proposed improvements at Roto Kohatu Reserve is available between 15 March 2019 and 1 April 2019 through the Have Your Say section of the Council’s website on the following link: [https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/229](https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/229)

A report on the proposal is expected to be presented to the Board in May/June 2019 for its recommendation to the Council.

3.3.4 **Harewood Road Bus Stop Relocation near Gardiners Road**

Due to changes made to the number 28 bus route, which travels via Harewood Road and Gardiners Road, an interim bus stop was placed beside 385 Harewood Road. The interim bus stop allows buses to drop off and pick up customers before turning right into Gardiners Road, a movement that could not be safely undertaken from the location of the previous bus stop, which is located closer to Gardiners Road.

The Council has also been alerted to an issue with the bus stop on the opposite side of the road. The bus stop beside 412 Harewood Road is located across a pedestrian crossing facility, which is not an appropriate location for a bus stop.

It is now proposed that a permanent change be made to the location of both bus stops. Each bus stop has two proposed location options to choose from. The attached plan shows the proposed bus stop locations (refer Attachment D).

Consultation is open from Thursday, 21 March until Friday, 5 April 2019.

3.4 **Board Reporting**

3.4.1 Board members are invited through the issued weekly meetings schedule, to forward to local staff, any items they would like highlighted for inclusion in the Board’s monthly Newsletter, Newsline releases and the monthly report to the Council.

4. **Community Board Plan – Update against Outcomes**

4.1 A summary is provided of the measures against the Outcomes and Priorities contained in the Community Board Plan 2017-19, as at March 2019 (refer to Attachment E).
5. Council Projects in the Board Area

5.1 Strengthening Communities Fund Projects

5.1.1 The 2019-20 Strengthening Communities Fund opened for applications on 4 March 2019 and will close at midnight on Tuesday 9 April 2019.

5.1.2 At the Council meeting on 28 February 2019, the Council resolved to:

> Apportion $3,153,311 from the Strengthening Communities Fund to Community Boards for ongoing allocation based on a formula that is weighted 60% population, 40% equity and has a rural community adjustment for the Banks Peninsula Community Board (that maintains the Banks Peninsula per-person allocation at $23 per annum); for the financial year 2019/2020.

5.1.3 As a result of the above resolution, the Waimāero/Fendalton-Waimairi-Harewood Community Board will have a total of $431,445 to allocate to their 2019-20 Strengthening Communities Fund and the establishment of their 2019-20 Discretionary Response Fund.

5.2 Community Facilities (updates and future plans)

5.2.1 Fendalton Service Centre and Library

Work has begun at the Fendalton Library and Service Centre with contractors now on site.

During the closure, a Library bus will stop at the Fendalton Library and Service Centre carpark three times a week. The Service Centre has been temporarily located at Shop 6, Fendalton Village Mall and Community Governance staff have been relocated to the Avice Hill Arts and Crafts Centre at 395 Memorial Avenue.
5.3 Infrastructure projects underway

5.3.1 Infrastructure projects underway

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Road Work: Grahams Rd from Avonhead Road to Waimairi Road</td>
<td>31 May 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: Slip Lane - Rear parking area of Wairakei Shops from Springbank Street to Greers Road</td>
<td>10 April 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: Hawthornden Road</td>
<td>30 May 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: Leacroft street water</td>
<td>30 May 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: 135 Claridges Road, Casebrook</td>
<td>31 May 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: Guildford Street/Wayside Avenue, Burnside</td>
<td>29 June 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: Groynes Park Site Access</td>
<td>31 July 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: Russley Road and surrounding area</td>
<td>31 July 2019</td>
</tr>
<tr>
<td>Scheduled Road Work: Johns Road from +100 metres north of Sawyers Arms Rd to +400 pass Clearview Avenue</td>
<td>31 July 2019</td>
</tr>
</tbody>
</table>

5.3.2 Jeffreys Reserve Suction Tank

Upgrading of Wellhead 6 to remove chlorination by end May 2019 - The design work is now 95 percent complete and the intent is to award the contract by early April 2019. A copy of the construction plan will be provided to Board members by the end March 2019. It is expected that construction work will be completed by the end of May 2019 and chlorination will then be removed from the pump station.

Jeffreys Suction Tank - The Preliminary Design is 85 percent complete. Over the past few months, designers have been engaged in additional site investigation works, design of suction tank internals dimensions, access and maintenance issues. The tank height is still four metres (with cladding sloping to 4.5 metres) above ground.

It is intended to present the Preliminary Design to the Board by early to mid-April 2019, before commencement on the Detail Design.

5.2.3 Capital Delivery Community Update – February 2019

The Capital Delivery Community update for February 2019 is provided in Attachment F.

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

6.1 Establishment of the Waimāero/Fendalton-Waimairi-Harewood Emergency Response Fund

6.1.1 The Community Governance Team staff are requesting that the Community Board considers the establishment of a local Emergency Response Fund to support immediate and emerging needs, following the tragic events of 15 March 2019.

6.1.2 The purpose of this fund would be to support and catalyse initiatives such as connectedness events and other projects that promote the five essential elements of response and recovery.
The five essential elements are:

- Promote Safety
- Promote Calm
- Promote Connectedness
- Promote Self-efficacy
- Promote Hope

6.1.3 Staff propose that:

a) Up to $5,000 is made available for this fund from the Board’s 2018-19 Discretionary Response Fund. There is currently a balance of $24,250 remaining in this fund.

b) Delegated authority is given to a minimum of three Waimāero/Fendalton-Waimairi-Harewood Community Board members to consider and make decisions (via email) on proposals received which align to the fund’s purpose and approve grants up to a maximum of $1,000 per application.

Note: The majority vote of members replying (by email) within two working days shall form the basis of the decision.

c) The criteria will be an initiative/project that promotes one of the five essential elements of promoting safety, calm, connectedness, self-efficacy and/or hope.

6.2 **Community Pride Garden Awards 2019**

The presentation of these awards will be held on Wednesday 27 March 2019 at the Russley Golf Club and Function Centre, starting at 4.30pm. At this stage we have 114 certificates to present, as well as a Certificate of Appreciation to Rangi Ruru Preschool and 5 trophies. Steve Bush from Trees for Canterbury and Ron Andrew from the Christchurch Beautifying Association will both speak for five minutes.

7. **Updates from Other Units**

7.1 **Parks Update**

7.1.1 **General items**

High rainfall at the start of the year changed to long hot, dry day conditions in February and early March. Parks programmed extra mowing to address the rapid growth which during February changed to extreme fire risk conditions. Resources where allocated to informal turf areas to mitigate fire risk.

Water conservation is implemented throughout the city which also impacted on parks with most urban irrigation systems shut down. Sports parks reduced to minimal water apart from the sand carpet fields as in Avonhead Park and Tullet Park.

Gardening Crews have begun there annual parks clean–up. Firm and dry conditions allow easy access with vehicles and equipment.

7.1.2 **Sports Parks**

March is the beginning of winter sports field set out and line marking ready for 1st April for club matches to begin.

The winter sport renovation programme is now underway which involves work on under sowing, weed control, deep compaction relief and topdressing to remediate turf damage. I have attached the assessment report for more detail below.

Our urban rangers have been busy setting up activities with community volunteers for the up and coming planting season.
7.1.3 **Capital works**

Sisions park hard surface renewal is within the programme currently seeking prices for work envisaged completion in April period.

7.1.4 **Current Maintenance Programme:**

Scheduled Parks Maintenance Programme for April:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Frequency per month</th>
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<tbody>
<tr>
<td>Ornamental mowing</td>
<td>2</td>
</tr>
<tr>
<td>Informal mowing</td>
<td>1</td>
</tr>
<tr>
<td>Amenity mowing</td>
<td>2</td>
</tr>
<tr>
<td>Ornamental garden maintenance</td>
<td>2</td>
</tr>
<tr>
<td>Winter sport field mowing</td>
<td>5</td>
</tr>
<tr>
<td>Winter sport cricket block maintenance</td>
<td>2</td>
</tr>
<tr>
<td>Winter sport line marking</td>
<td>3</td>
</tr>
<tr>
<td>Chemical weed control</td>
<td>1</td>
</tr>
<tr>
<td>Bin Emptying</td>
<td>As required</td>
</tr>
<tr>
<td>Play and Fitness Equipment Check</td>
<td>1</td>
</tr>
<tr>
<td>Drinking Fountain Clean</td>
<td>4</td>
</tr>
</tbody>
</table>
7.1.5  Northern area quality at 88 percent at March period

8.  Community Board Funding Update

8.1  A status update on the Board’s 2018-19 funding is shown in Attachment G.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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<tbody>
<tr>
<td>A</td>
<td>Sefton Street - Heavy Vehicle Parking</td>
<td>69</td>
</tr>
<tr>
<td>B</td>
<td>Roydvale Avenue - Parking Issues</td>
<td>70</td>
</tr>
<tr>
<td>C</td>
<td>Fendalton-Waimairi-Harewood Community Board - Submission - Christchurch City Council’s Draft Annual Plan 2019-2020</td>
<td>71</td>
</tr>
<tr>
<td>D</td>
<td>Proposed Harewood Road Bus Stops near Gardiners Road</td>
<td>73</td>
</tr>
<tr>
<td>E</td>
<td>Fendalton-Waimairi-Harewood Community Board Plan 2017-19 Monitoring - April 2019</td>
<td>74</td>
</tr>
<tr>
<td>F</td>
<td>Additional Capital Projects Update - February 2019</td>
<td>90</td>
</tr>
<tr>
<td>G</td>
<td>Community Board 2018-19 Funding Update - April 2019</td>
<td>92</td>
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</tbody>
</table>
## Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Authors</th>
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<tbody>
<tr>
<td>Bronze Frost - Support Officer</td>
<td>Bronwyn Frost - Support Officer</td>
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<tr>
<td>Margaret Henderson - Community Board Advisor</td>
<td>Margaret Henderson - Community Board Advisor</td>
</tr>
<tr>
<td>Lisa Gregory - Community Recreation Advisor</td>
<td>Lisa Gregory - Community Recreation Advisor</td>
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<tr>
<td>Approved By</td>
<td>Approved By</td>
</tr>
<tr>
<td>Matthew McLintock - Manager Community Governance Team</td>
<td>Matthew McLintock - Manager Community Governance Team</td>
</tr>
<tr>
<td>John Filsell - Head of Community Support, Governance and Partnerships</td>
<td>John Filsell - Head of Community Support, Governance and Partnerships</td>
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</tbody>
</table>
Sefton Street – Heavy Vehicle Parking

While the parking of the log truck in Sefton Street is inappropriate with the use of a residential street, it is not illegal or dangerous. Sefton Street is an 11 metre wide residential street and, even if the truck were parked one metre from a vehicle entrance, because the road is so wide there is sufficient room for a vehicle to pull out to see past the truck. There is also sufficient room for vehicles travelling in opposite directions to pass the parked truck should a car be parked on the opposite side of the road. The same would apply where a Tour bus is parked in Sefton Street.

Staff found no evidence of heavy vehicles taking a short cut through Sefton Street. With no ability to turn right from Johns Road onto the Western Bypass, in all scenarios but one, using Sefton Street would take longer. Where Sefton Street could be used as a short cut by heavy vehicles is if the subdivider’s contractor in the new North West Belfast Subdivision, located on the north side of Johns Road, was carting metal from the south east. Most of the roads in this subdivision, however have been built and the quarries are located in the west.

It appears that the vehicles in the photographs supplied by Ms Kerr either belong to people in Sefton Street or belonged to friends of residents in the street who were staying overnight or longer.

There are two types of heavy vehicle restrictions that can be used by the Council: through movement restriction and parking of heavy vehicles in residential streets restriction. Through movement restrictions are used to prevent heavy vehicles taking a shortcut through residential streets or using a section of damaged road etc. This type of restriction, when applied to a residential street, does not prevent the road being used by heavy vehicles to deliver goods and services in the street or the entry of heavy vehicles who’s owners live in the street, or the parking of these permitted heavy vehicles on the street.

The parking of heavy vehicles in residential streets, although included in the Christchurch Traffic and Parking Bylaw, has never been enacted or imposed on any street within Christchurch.

Staff advice would to be to deal with the individual matters as they arise.
Roydvale Parking Issues

“Free all-day parking around Roydvale Avenue is in high demand, generated by employees working in the area. The closer you get to the Wairakei Road end of Roydvale Avenue, the higher the demand.

Traffic volumes along Roydvale Avenue have also increased since the turn movement restrictions were imposed at the intersection of Russley Road and Wairakei Road. However, high demand for kerbside parking in this area extends from Memorial Avenue across to Wairakei Road, including Sheffield Crescent and on sports days at Nunweek Park it extends into adjoining residential areas as well.

The installation of parking ticks in one area and not in others creates inconsistency and sets a precedent, therefore an operational policy was created that recommends that parking ticks should only be installed on arterial roads where there are existing parking restrictions and an enforcement history of non-compliance with the one metre rule for entrance ways.

Roydvale Avenue is designated as a Collector Road and there are no time-limited parking restrictions in the area where the parking limit lines have been requested.

Staff advice would be not to mark parking limit lines along Roydvale Avenue.”
1. INTRODUCTION

The Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Christchurch City Council’s Draft Annual Plan 2019-2020. The Board does wish to be heard in support of its submission.

2. COMMENTS

2.1 Rates Increase and Annual General Charge

The Board acknowledges the difficulties the Council has in meeting the needs of a city still requiring a significant amount of earthquake related repairs and appreciates the work that has gone into reducing the proposed rates increase to below five percent. It does however, note that the rate increase reduction is due, in the main, to higher than anticipated rating growth.

The Board continues to advocate for rate rises to be kept as low as possible with the Council focusing on the maintenance and provision of core Council services infrastructure and facilities before embarking on the building and installation of new facilities.

The Board fully supports the proposed increase in the Annual General Charge, and would encourage the Council to include increases to this charge as part of any future rates increases.

2.2 Capital Programme

The Board supports the proposals in the Annual General Plan to prioritise work to improve our roads, maintain our parks and riverbanks; maintain and renew water supply and stormwater infrastructure. The Board continues to recommend that the Council ensure core business is its priority.

The Board is mindful of the ongoing operational costs in supporting Council facilities and strongly recommends that budgeted funds would be better used to support facilities already in existence. It is noted that the cost of repairs to Yaldhurst Hall have been included in the draft Annual Plan 2019-2020 however, the Board considers that, although this hall does have some heritage value, the money would be better spent on a community facility with wider patronage.

The Board is disappointed that no provision has been made in the Annual Plan for the possible installation of traffic lights at the Breens Road/Harewood Road/Gardiners Road intersection. Community consultation will soon be undertaken on safety improvements at the intersection with one of the options the installation of traffic signals. The Board has previously recommended that the...
funding allocated in the Long Term Plan from 2024 on towards the Wings to Wheels cycle way project (from Greers to Woolridge and Woolridge to Johns), be scaled down to allow for Traffic lights at the Breeaens/Harewood/Gardiners intersection, should that be the community’s preference.

The Board also recommends that the Council prioritise funds for the regeneration of Bishopdale Village Mall, particularly with regards to new or refurbished public toilets that can be access 24/7. Toilets are located in the Bishopdale library during its open hours, but there is a lack of public toilets for outside those times.

The Board is fully supportive of the work the Council has undertaken to ensure our water supply is safe and secure and continues to support this work as priority in the 2019-20 Annual Plan. The Board would also support the Council seeking capability from Central Government to impose a charge on commercial Water Bottling plants and that the funds generated to be used to improve water quality across the city.

Sam MacDonald
Chairperson
FENDALTON-WAIMAIRI-HAREWOOD COMMUNITY BOARD
26 March 2019
<table>
<thead>
<tr>
<th>Board Priorities</th>
<th>Success Measures</th>
<th>Progress</th>
</tr>
</thead>
</table>
| Strong Communities                                   | At least 50 community projects or initiatives will receive Community Board funding and project advice where required. At least 40% of Community Board funding will be targeted at projects that support and develop young people in the Fendalton-Waimairi-Harewood area. | 21 September 2017  
At their meeting on 11 September 2017, the Community Board approved funding to 44 community organisations through their 2017/18 Strengthening Communities Fund. 47% of the projects funded were targeted towards children and youth.  
31 October 2017  
In the past month, the Board has funded two community groups through their Discretionary Response Fund and 15 young people through their Youth Development Fund.  
30 November 2017  
In the past month, the Board has funded three community groups through their Discretionary Response Fund and four young people through their Youth Development Fund.  
29 January 2018  
During December 2017, the Board provided funding to 17 young people through their Youth Development Fund.  
23 March 2018  
During February and March 2018, the Board provided funding to one community organisation through its Discretionary Response Fund and funding to eight young people through their Youth Development Fund.  
18 June 2018  
Over the past three months, the Board provided funding to five community organisations through their Discretionary Response Fund and 16 young people through their Youth Development Fund.  
14 September 2018  
Over the past three months, the Board provided funding to three community organisations through their Discretionary Response Fund and 14 young people through their Youth Development Fund. |
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<tr>
<th>Board Priorities</th>
<th>Success Measures</th>
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<tbody>
<tr>
<td><em>Strong Communities cont...</em></td>
<td></td>
<td>The Board also allocated their 2018-19 Strengthening Communities Fund totalling $267,381 to 47 local community organisations.</td>
</tr>
</tbody>
</table>
| 2. Support a range of services that support at-risk young people and their families, particularly in the Bryndwr community. | Work in partnership with Bryndwr community organisations to provide a wrap-around service for vulnerable young people in their community. | 21 September 2017 
The Community Board has provided three year funding to St Aidan’s Church in Bryndwr to deliver a range of services to young people in the Bryndwr community. This funding includes the employment of two youth workers to work alongside local youth to provide mentoring and support, along with developing local young leaders. The funding also includes the employment of two 24/7 Youth Workers at Cobham Intermediate School. |
| | | 18 June 2018 
The Board recently approved funding from their Discretionary Response Fund to Te Ora Hou Otautahi towards a project targeting at risk young people and their whanau in the Burnside/Bryndwr areas. |
| | | 8 January 2019 
On 5 December 2018 an informal BBQ was held at St Aidan’s in Bryndwr with local young leaders and representatives from various organisations and schools working with young people in Bryndwr. This provided an opportunity for workers from Te Ora Hou to talk about the work they are doing and meet other ‘key players’. Further get-togethers will be held in the new year to look at ways of working together. |
<table>
<thead>
<tr>
<th>Board Priorities</th>
<th>Success Measures</th>
<th>Progress</th>
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| *Youth initiatives cont...* | | 19 March 2019  
Staff continue to work with Te Ora Hou on the Whanau Resiliency Project. A number of vulnerable young people and their families are receiving support. They are currently working with other local agencies to map out the range of services being provided to those families. Te Ora Hou will be coming to the Community Board in May to give an update on their work. |
| 3. Investigate the options for expansion of the Avonhead Cemetery. | ✓ Advice will have been received by Council staff regarding the feasibility of the expansion of the Avonhead Cemetery. If deemed to be feasible, the Board will advocate for this to be included in the Council’s Long Term Plan. | 30 November 2017  
Staff have been requested to provide a memo to the Board on the feasibility of the cemetery expansion.  
29 January 2018  
Council staff have carried out the investigation, but due to a number of factors including the land being above unconfined aquifers, the expansion of the cemetery into the adjacent land, is not considered viable.  
14 September 2018  
In August, the Board held a seminar with Council staff regarding a number of issues regarding the Avonhead Park Cemetery.  
This included:  
- possible name change to Avonhead Memorial Cemetery  
- headstones/plaques in the lawn area of the cemetery  
- beautification of the front entrance to the cemetery  
- improved road signage to the cemetery  
The Board have requested staff to provide a report back to the Board by its 10 December 2018 meeting on options and costs related to changing the façade on the Avonhead Park Cemetery and for consulting on a name change for the cemetery to either Avonhead Memorial Cemetery or Avonhead Park Memorial Cemetery and to look into any appropriate signage as a result of the name change.  
The Board further requested that staff also provide information back to the Board regarding the possible installation of headstones in the lawn section of Avonhead Park Cemetery. |
<table>
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<tr>
<th>Board Priorities</th>
<th>Success Measures</th>
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<tbody>
<tr>
<td>Avonhead Cemetery cont...</td>
<td>8 January 2019 At their meeting on 10 December 2018, the Board received a report from staff responding to the issues raised by the Board (see above) and also deputations and correspondence on the issue. The Board considered the information provided in the deputation from Anthony Wright and in the correspondence received from Monica Renwick and the Avonhead Community Group and Friends of Avonhead Cemetery. Board members acknowledged Monica Renwick for raising the headstone issue at the Avonhead Park Cemetery but noted that in accordance with the current Cemeteries Handbook, the internment requirements for the lawn section of the Avonhead Park Cemetery will remain unchanged. The Board expressed concerns over a decline in the maintenance of the Avonhead Park Cemetery and for this to be raised with the Council through the Annual Plan process. The Board also decided to recommend to the Council that it consult on a possible name change for Avonhead Park Cemetery to become Avonhead Memorial Cemetery. 19 March 2019 At the Council meeting on 14 February 2019, the Council resolved to: &quot;Consult on a change of name from Avonhead Park Cemetery to Avonhead Memorial Cemetery.&quot; (CNCL/2019/00029) Council Engagement staff are currently working with the local Community Governance Team on this consultation process.</td>
<td></td>
</tr>
<tr>
<td>4. Utilisation of the Mona Vale Gatehouse for the purpose of an Artist in Residence programme.</td>
<td>➢ An Artist in Residence programme will be in place by January 2018. 21 September 2017 Staff will be having a seminar with the Board on 2 October 2017 to update the Board on progress. 31 October 2017 Seminar was held with the Board. Staff are investigating further options.</td>
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<tr>
<td>Board Priorities</td>
<td>Success Measures</td>
<td>Progress</td>
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<tr>
<td>Mona Vale Gatehouse cont...</td>
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29 January 2018
Field Theory, the production company for the ‘Kiri and Lou’ television series, has entered into a rolling 3x3 month residential tenancy of the Mona Vale Gate House. All the artists are animators who are coming to Christchurch directly from their latest project working on the upcoming Wes Anderson feature film “Isle of Dogs”.

14 September 2018
On 6 August, staff provided the Board with an update on the artists currently in residence at the Gatehouse. The tenancy is due to end in November 2018 and Council staff are currently investigating opportunities for new artist placements for 2019.

8 January 2019
Current artists are still in residence until the end of February 2019. The asset now sits under the Director - Botanic Gardens & Garden Parks, who is working with staff to look at future usage. Local staff have requested that the Board be included in these discussions.

<table>
<thead>
<tr>
<th>Liveable City</th>
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<tbody>
<tr>
<td>1. Work alongside Council traffic engineers to develop solutions to assist with the reduction in traffic congestion.</td>
<td>21 September 2017</td>
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<tr>
<td>➢ All traffic congestion issues brought to the Board’s attention are investigated and responded to in a timely manner. There will be a decrease in the number of complaints received regarding traffic in the Fendalton-Waimairi-Harewood area.</td>
<td>Local resident expressed concern regarding the speed of heavy trucks along Sawyers Arms Road which is causing constant shaking of properties. Council Traffic Engineer has met with the resident on site and has identified a number of actions to be taken. Resident happy with the outcome and staff will continue to monitor this area as required. Local resident in Tonbridge Street, Merivale, expressed concern regarding a number of issues including parking, traffic and campervans. Council Traffic Engineer has met with the resident on site and noticed that the majority of P120 signs are missing from the street. A request has been sent through to have these reinstated. Resident was given advice about some of the other issues and is happy with the outcome. Staff will continue to monitor.</td>
</tr>
<tr>
<td>31 October 2017</td>
<td>Staff are continuing to respond to traffic issues as they arise. Tonbridge Street plan is currently out for feedback from effected residents. Feedback closes 5 November 2017.</td>
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<tr>
<td>Board Priorities</td>
<td>Success Measures</td>
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<tr>
<td><em>Traffic issues cont...</em></td>
<td>University Parking Plan Review (Area 1) is also out for community feedback. Feedback closes 10 November 2017.</td>
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<td></td>
<td>30 November 2017</td>
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<td>Approved installation of Pedestrian Safety Refuge at Gardiners Road.</td>
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<td>Approved installation of pedestrian refuge, stopping and parking restrictions and a bus stop in Cavendish Road (outside Somerset Retirement Village site).</td>
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<td>Approved short-term parking restrictions including two disability parks outside Bishopdale Library and Community Centre.</td>
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<td>23 March 2018</td>
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<td>Approved P120 on the north-west side of Holly Road commencing at a point 44 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 12 metres.</td>
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<tr>
<td></td>
<td>The Board received a deputation from Hamish Martin, a resident from Coldstream Court, regarding safety issues at the exit of the Coldstream Walkway into Coldstream Court and provided an alternative barrier placement design that would still give access for all walkway users but slow those exiting the walkway into Coldstream Court. The Board requested staff to investigate the design option provided by Mr Martin and present it to local residents prior to installing the bollards and signage in Coldstream Court, and that the Board be advised of the progress.</td>
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<td>At its 26 February 2018 meeting the Board received correspondence raising safety concerns for children crossing the road to Cotswold School and asking for an upgrade of the current signage. While investigating the above signage, staff audited the existing Cotswold School Zebra crossing and considered that the current sight lines are inadequate. A report will be prepared asking the Board to extend these.</td>
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<td>18 June 2018</td>
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<td>At its 12 March 2018 meeting the Board resolved to approve that the parking of vehicles be restricted to 120 minutes on the north west side of Holly Road commencing at a point 44 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 12 metres.</td>
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<tr>
<td>Board Priorities</td>
<td>Success Measures</td>
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<tr>
<td>Traffic issues cont...</td>
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<tr>
<td>Traffic issues cont...</td>
<td>At the Board meeting on 20 August 2018, the Board received a staff report regarding the Glandovey Road/Idris Road Intersection Investigation, including the findings of the independent reports from Abley Transportation Consultants and Quality Transport Planning. At a joint meeting of the Fendalton-Waimairi-Harewood and Halswell-Hornby-Riccarton Community Boards on 10 September 2018, the Boards received deputations and a staff report regarding proposed changes to parking on Kahu Road at Christchurch Boys High School. The outcome of the meeting can be found here <a href="http://christchurch.infocouncil.biz/Open/2018/09/JFWHH_20180910_MIN_2925_AT.PDF">http://christchurch.infocouncil.biz/Open/2018/09/JFWHH_20180910_MIN_2925_AT.PDF</a>.</td>
</tr>
<tr>
<td></td>
<td>8 January 2019</td>
</tr>
<tr>
<td></td>
<td>At the Board meeting on 15 October 2018, the Board received a staff report regarding safety improvements at the Woolridge Road/Wairakei Road intersection. The Board also received three deputations from affected parties. The Board resolved that the report (Woolridge Road - Proposed No Stopping Restrictions and Flush Median) lie on the table and that staff be requested to investigate a possible solution which could incorporate key safety enhancements along with the retention of some on-street parking and/or time restricted parking. Following the meeting, staff and some Board members met on site to look at alternative options. Unfortunately due to legal requirements, suggested alternative options could not go forward. At their meeting on 26 November 2018 the Board approved the original staff recommendations. At the Board meeting on 15 October 2018, the Board received a report regarding the proposed installation of a Signalised Pedestrian Crossing on Papanui Road by St Andrews College. The Board recommended as a Part A to Council that a three metre wide pedestrian crossing controlled by traffic signals, be installed on Papanui Road located at a point 10 metres north of its intersection with Chapter Street. This was approved by Council. At the Board meeting on 10 December 2018, the Board approved No Stopping Restrictions on Normans Road/Hartley Avenue, Rugby Street and Springbank Street.</td>
</tr>
</tbody>
</table>

HPRM: 17/1039126
## Board Priorities

<table>
<thead>
<tr>
<th>Traffic issues cont...</th>
<th>19 March 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>At the Board meeting on 4 February 2019, the Board approved the installation of School Bus parking and 30 minute parking on Normans Road.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. Installation of traffic lights at the Harewood/Breens Road intersection.</th>
<th>21 September 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Traffic lights at the Harewood/Breens Road intersection are included in the Council's Long Term Plan and the Board will continue to advocate for this project to be considered a priority.</td>
<td>The Board has signalled to Council that they will be including this project in their requests for the Long Term Plan.</td>
</tr>
<tr>
<td>18 June 2018</td>
<td>In its submission to the Council's Long Term Plan 2018-28, the Board stated the following:</td>
</tr>
<tr>
<td>The Board is very disappointed that the intersection of Breens Road/Harewood Road/Gardiners Road is not included in the proposed capital works programme. Safety issues at this intersection are regularly raised with Board members and it was one of the Board’s top priorities for the 2018 Annual Plan. It continues to be one of the Board’s top priorities for the 2018-28 Long Term Plan.</td>
<td></td>
</tr>
<tr>
<td>The Board recommends that the proposed Crofton Road/Sawyers Arms traffic lights be deferred in favour of traffic lights at the Breens Road/Harewood Road/Gardiners Road intersection.</td>
<td>14 September 2018</td>
</tr>
<tr>
<td>On 7 September 2018, the Board held a seminar with Council staff regarding the Harewood Road Corridor Study and the Breens/Harewood/Gardiners Intersection. A full staff report outlining options and the 'next steps' will be presented to the Board at their meeting on 17 September 2018.</td>
<td></td>
</tr>
<tr>
<td>8 January 2019</td>
<td>At their meeting on 17 September 2018, the Board received a report from staff regarding options for the intersection and recommend that Options 1 and 2 are taken to the community for consultation as both fit within the available budget, address the current accidents and maintain the network efficiency along Harewood Road.</td>
</tr>
</tbody>
</table>
### Board Priorities

<table>
<thead>
<tr>
<th>Harewood/Breens cont...</th>
<th>Success Measures</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Staff also noted that if Option 3 or 3a is proposed for consultation that the report is referred to Council, as per the Council’s Long Term Plan resolution. The Board resolved that Options 2A and 3, are taken to the community for consultation and that Option 3 is amended to make the left lane as shown in the agenda report, a ‘straight through and left turning’ lane with a review of this configuration to be carried out in conjunction with the construction of the Wings to Wheels Major Cycle Route. The Board resolution went to Council as a Part A on 4 October 2018 and the Council resolved: That Options 2A and 3, are taken to the community for consultation, presenting option 2A as the preferred option in the consultation materials. That Option 3 is amended to make the left lane as shown in the agenda report, a ‘straight through and left turning’ lane with a review of this configuration to be carried out in conjunction with the construction of the Wings to Wheels Major Cycle Route. That the outcome of the consultation be reported from the Community Board as a recommendation to the Infrastructure, Transport and Environment Committee for final recommendation to Council. That the consultation document be approved by the Chair and Deputy Chair of the Fendalton-Waimairi-Harewood Community Board and the Chair and Deputy Chair of Infrastructure, Transport and Environment Committee.</td>
</tr>
</tbody>
</table>

3. Look to create more dog parks of the addition of fenced-off 'dog friendly' areas in local parks.  
   - At least two parks in the Fendalton-Waimairi-Harewood area have 'dog friendly' spaces established.  
   - **23 March 2018**  
     On 26 February 2018, the Board received a petition which was referred to relevant staff for a response, regarding the viability, including costs, of using the leftover land from the construction of the Western Belfast Bypass, to enlarge the current Groynes dog park area.

4. Continue to advocate for improved bus routes throughout the Community Board area, in particular Bishopdale.  
   - Ensure that Environment Canterbury recognise the Community Board as a key stakeholder in terms of their transport network planning in the Fendalton-Waimairi-Harewood area.  
   - **23 March 2018**  
     Elected members supported the Council’s draft Submission to ECan’s Long Term Plan and Regional Transport Plan.
### Board Priorities

| Bus routes cont... |

### Success Measures

- Re-establish and promote the Jelie Park cycling incentive scheme and work with Council staff to explore options to expand the initiative to other Council facilities.

### Progress

8 January 2019

At their meeting on 26 November 2018 the Board considered a staff report requesting approval for a number of bus stops. The approved all request except the installation of a second bus stop on Gardiners Road, near Sawyers Arms Road. The Board requested staff to review this location and report back to the Board in six months.

On 26 November 2018, the Board had a seminar with Council staff and Environment Canterbury staff to alert the Community Board to an impending change in the route followed by the Orbiter bus line in the vicinity of the University of Canterbury.

30 November 2017

There has been a short delay in starting up the scheme due to the marketing material not being finished. The scheme will be extended to compensate for this delay. The scheme is also now running over the summer at Graham Condon and Pioneer recreation centres.

8 January 2019

A memo is being prepared for the Board following a review of the scheme. In summary:

The uptake of the trial does not suggest that there is a demand for a permanent incentive programme at Jelie Park at this time.

19 March 2019

At their meeting on 4 February 2019, the Board received a Memo from staff regarding the scheme. Staff recommendation going forward was that the Recreation and Sport Unit continue to provide bike locks at all Recreation and Sport Centres; and that the Bike Incentive Programme be rolled out to all centres during Cycle Awareness month which is held annually in February to promote awareness of cycling.

While appreciating that the uptake for the Bike Incentive Programme at Jelie Park was small, the Board expressed a desire for an incentive that encouraged users of the facility to cycle to it rather than travel by car.
**Healthy Environment**

1. Improve water quality in the Community Board area and ensure water quality monitoring is being undertaken.
   - The Board will work in partnership with Environment Canterbury to improve water quality and ensure regular monitoring is being undertaken and reported back on.
   - **23 March 2018**
     The Board received a deputation from Bill Swallow and Bill Carroll of the Network of the Illam Stream (NOTIS). They highlighted concerns regarding the ongoing issue of intermittent water flows from the Ryans Road water race and a ‘water sapping’ hole in the stream bed at the Colina Street culvert that left the river bed dry between Colina Street and the University.
   - **18 June 2018**
     The Board has now been advised that the hole in the stream bed (as mentioned above) has now been repaired.
   - **8 January 2019**
     Further leaking issues have arisen at the Colina Street site. Council arranged contractors to undertake some repairs but there are still ongoing issues. Staff, Board members and members of NOTIS had a meeting on site to talk through the issues and look at possible further work to be undertaken.

2. Waimairi Stream water-bore and Jeffreys Reserve pump station replacement.
   - The Waimairi Stream water-bore and Jeffreys Reserve pump station will be replaced.
   - **21 September 2017**
     The Board had a seminar with staff regarding the Jeffreys Reserve pump station on 7 August 2017. Project due to be completed by June 2018. Staff will be notifying local residents and park users. A detailed plan will be presented to the Board over the coming weeks.
   - **31 October 2017**
     Feedback from local residents is currently being analysed. A report for final approval will be coming back to the Board.
   - **23 March 2018**
     Council staff have worked through the community feedback on the Jeffreys Reserve Suction Tank and after further comprehensive investigation, there will now be another opportunity to comment on the location and design of an alternative proposal within the Jeffreys Reserve.
### Board Priorities

<table>
<thead>
<tr>
<th>Jeffreys pump station cont...</th>
<th>Success Measures</th>
<th>Progress</th>
</tr>
</thead>
</table>
|                              | 18 June 2018  
Information received through the consultation on the alternative site option for the Jeffreys Pump Station replacement suction tank has now been considered by staff. A report is expected to be presented to the Board in August 2018. | 14 September 2018  
At their meeting on 20 August 2018, the Board received deputations and a staff report regarding the replacement of the Jeffreys Pump Station suction tank. The Board resolved to approve site option 2 (location of current pump). The Board also requested staff to prepare detailed engineering drawings of the suction tank and associated infrastructure; and to work with the owners of 53 Waiwetu Street on the planting plan at the southern boundary between the pump station compound and 53 Waiwetu Street. |

#### 8 January 2019
- Designers are now progressing with the design work expected to be completed by April / May 2019
- Plan to have a "Project Information Presentation" in end Feb/early March 2019 when around 70% of design is completed. This Presentation will cover design and constructability issues.
- Construction work is likely to be phased.
- Stage 1 - likely to start in early April 2019 to raise one wellhead and pipes work. This work will remove current chlorination.
- Stage 2 - main works, likely to start in May/June 2019, currently estimated to take 8 to 10 months.

| 3. Installation of exercise equipment in local parks. | The Board will work with the Council’s Recreation Planners to identify a suitable park location and install exercise equipment. | 21 September 2017  
The installation of exercise equipment at Burnside Park is now completed, with an official opening on 30th September 2017. The equipment is part of a four stage Fitness Trail and includes a sit-up bench, push up bars, stairs, vertical ladder, chin-up bar, shoulder wheel, cross trainer and more. |
<table>
<thead>
<tr>
<th>Board Priorities</th>
<th>Success Measures</th>
<th>Progress</th>
</tr>
</thead>
</table>
| 4. Work in partnership with the local community to undertake projects and initiatives to support the quality and enhancement of local waterways, including clean-up of Otukaikino Stream (Clearwater). | In partnership with Environment Canterbury, at least two community 'stream clean-up' events will be held in the Fendalton-Waimairi-Harewood area. | 23 March 2018  
Staff are currently investigating the possibility of a joint project between Council and the Student Volunteer Army to undertake a clean-up of the 'Take a Kid Fishing' space at the Groynes.  
14 September 2018  
Stakeholder groups Christchurch City Council, Fish and Game, and the Kids Fishing Charitable Trust met in July to review the Council’s commissioned report outlining the extent and control recommendations of the invasive aquatic weed Lagrosiphon major at the Groynes Reserve.  
The report highlighted the chemical Endothal as the only option to eradicate Lagrosiphon as well as having no negative impacts on native aquatic flora and fauna. All parties agreed that this was the best option but also identified the need to physically remove weed from the lakes for the Take a Kid Fishing event in October.  
This work was carried out between the 14 and 17 August 2018 and signage advising that people and dogs keep out of the Groynes fishing lakes and the Otukaikino Stream, remained in place through until 23 August 2018.  
The Take a Kid Fishing event went ahead as planned. |

<table>
<thead>
<tr>
<th>Prosperous Economy</th>
<th></th>
<th></th>
</tr>
</thead>
</table>
| 1. Work in partnership with Council, Development Christchurch Ltd and local businesses to undertake regeneration activities at Bishopdale Mall. | At least three projects will be developed to assist with the regeneration of Bishopdale Mall. These may include:  
- new public toilets included in the Council’s Long Term Plan  
- development of the old library and community centre site  
- scoping exercise for a 'Master Plan' for Bishopdale Mall | 21 September 2017  
Council staff and DCL have recently met with the Bishopdale Centre Association to progress this project.  
31 October 2017  
Staff are currently working on a letter to the Chief Executive to formally request approval for DCL and appropriate Council staff to undertake work on this project.  
29 January 2018  
The Board has received a letter from the Chief Executive (attached as correspondence to the 29 January 2018). Permission has been given for Council staff and DCL to work on the regeneration of the mall area. |
<table>
<thead>
<tr>
<th>Board Priorities</th>
<th>Success Measures</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Bishopdale Mall cont...</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

23 March 2018
The Board held a seminar with staff from the Council’s Urban Regeneration Team and DCL to receive an update on the project. The team have been working with the local Business Association and will soon be engaging with other key community stakeholders.

18 June 2018
Local Community Governance staff have been supporting Development Christchurch Ltd (DCL) to gather community feedback from mall users. Focus groups have been held with local community organisations.

14 September 2018
DCL attended the Bishopdale Centre Association AGM on 25 July 2018 and gave an update. They are planning to hold a Bishopdale Design By Enquiry workshop in October 2018.

8 January 2019
The Board held a seminar with Council staff and DCL staff on the recent activity of the Bishopdale Village Revitalisation project. The update included:
- the findings from a recent enquiry-by-design workshop held with key community and business stakeholders.
- a draft spatial plan developed in response to findings from both the enquiry-by-design workshop and background investigation of issues.
- exploring and discussing options and tools for achieving revitalisation in the area through a framework for regeneration of: support, enable, and transform; with short, medium and long term actions required.

At their meeting on 26 November 2018, the Board tagged $10,000 from their Discretionary Response Fund towards regeneration activities including the development of the old library and community centre site. Staff will be meeting with interested parties, including the Bishopdale Menzshed to develop some plans for the site in the new year.

2. Host ‘community conversations’ with local small business operators to hear their issues/concerns.

- Three ‘community conversations’ will be held with the local business community.

31 October 2017
Staff have created a list of small retail businesses throughout the Board area. Currently working on a survey to these businesses to ascertain interest in participating in a ‘community conversation’.

HPRM: 17/1039126
<table>
<thead>
<tr>
<th>Board Priorities</th>
<th>Success Measures</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Work with Council staff to ensure social enterprises are included in the</td>
<td>➢ Social enterprises are included in the Council’s procurement procedures.</td>
<td>31 October 2017</td>
</tr>
<tr>
<td>Council’s procurement procedures.</td>
<td></td>
<td>Staff are in discussions with the Procurement Team to further this priority.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14 September 2018</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Council's Procurement Policy has been updated to specifically include social</td>
</tr>
<tr>
<td></td>
<td></td>
<td>procurement and acknowledging local social enterprises.</td>
</tr>
<tr>
<td>4. Work in partnership with local Business Associations to investigate a possible</td>
<td>➢ Meetings will be held with local business associations to explore the ‘Buy Local’</td>
<td>No progress to date.</td>
</tr>
<tr>
<td>‘Buy Local’ campaign.</td>
<td>campaign concept.</td>
<td></td>
</tr>
</tbody>
</table>

HPRM: 17/1039126
Fendalton-Waimairi-Harewood Community Board

February 2019

Significant Council Project in the Board Area

Infrastructure projects underway

Project: Annandale Park - Play Space Renewal
Project Phase: Initiate / Investigation and Scheme Design

Staff are currently investigating options to renew the Play Space at Annandale Park. This will be reported to the Community Board to determine appropriate next steps.

Project: Bishopdale Park Skate Park Renewal
Project Phase: Plan / Investigation and Scheme Design

To upgrade the existing skate facility to meet current needs of the users. Engagement of designer underway with concepts and consultation mid 2019.

Project: Fendalton HVAC & Library Building Component Renewal
Project Phase: Plan / Programme Planning (concept)

HVAC plant has been ordered by the main contractor. The Contractor will start on site on 11 March 2019.

Project: Groynes/ Roto Kohatu/ Otukaikino Development
Project Phase: Execute / Investigation and Scheme Design

Development of Roto Kohatu Reserve and the Groynes Res including toilet facilities, tracks, planting, access and car parking. Financial year FY 2019 is working on concept designs for two toilet blocks and car parking. Construction programmed for second half of 2019.

Project: Jellie Park Recreation and Sports Centre - EQ Repair Project
Project Phase: Execute / Construction

Works have started to upgrade the reception foyer/café/change rooms and toilets. This includes some demolition works, floor/wall preparation works, cracks injection etc. The temporary change rooms’ facilities have been completed and opened to the public.
Project: Kapuatohe Cottage  
Project Phase: Concept / Tender for Construction

This project has recently come off hold following the Heritage EOI process.

Project: Kapuatohe Dwelling  
Project Phase: Concept / Investigation and Scheme Design

This project has recently come off hold following the Heritage Expression Of Interest process.

Project: Mona Vale Bathhouse  
Project Phase: Concept / Tender for Construction

The Project is currently on hold as part of the Heritage Expression of interest process.

Project: Regency Reserve and Norrie Park Play Space Renewal  
Project Phase: Initiate

Project still in initiate phase - no funding until FY20.

Project: Roto Kohatu Reserve (ex landfill site)  
Project Phase: Execute / Project Handover

Roto Kohatu is the reserve combining the two ex shingle pit lakes gifted to the city and the old Waimari land fill site. The site has had significant development to date.

An upgrade of the existing entrance and security gates was completed in November 2017, the defects liability period will end in December 2018 and then the project will be closed.
<table>
<thead>
<tr>
<th>updated as at</th>
<th>Project/Service/Description/Group</th>
<th>Allocation 2018-19</th>
<th>Board Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>19.3.19</td>
<td>Fendalton/Waimairi Discretionary Response Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Budget 2018-19</td>
<td>$ 81,564</td>
<td></td>
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<tr>
<td></td>
<td>Carried Over from 2017-18</td>
<td>$ 36,920</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Returned Funds from SCF 2018-19</td>
<td>$ 3,300</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total for 2018/19 Financial Year</td>
<td>$ 121,784</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Allocations made</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Youth Development Fund - Opening Balance allocation</td>
<td>$ 10,000</td>
<td>3.9.18</td>
</tr>
<tr>
<td></td>
<td>Gordon Scout Group <em>(New Zealand Venturer Jamboree)</em></td>
<td>$ 1,050</td>
<td>3.9.18</td>
</tr>
<tr>
<td></td>
<td>Dominic Wilson <em>(Commonwealth Heads of Government meeting)</em></td>
<td>$ 100</td>
<td>3.9.18</td>
</tr>
<tr>
<td></td>
<td>Mathew Lolesio <em>(AIMS Games)</em></td>
<td>$ 150</td>
<td>3.9.18</td>
</tr>
<tr>
<td></td>
<td>Holly Wrat-Groeneweg <em>(Amsterdam International Quadrangular Girls Sevens Tournament)</em></td>
<td>$ 500</td>
<td>3.9.18</td>
</tr>
<tr>
<td></td>
<td>Nicole Taylor <em>(NZ Rhythmic Gymnastics Nationals)</em></td>
<td>$ 200</td>
<td>3.9.18</td>
</tr>
<tr>
<td></td>
<td>Luke Stevens <em>(NZ Gymnastics - Tauranga)</em></td>
<td>$ 200</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Cole Stevens <em>(NZ Gymnastics - Tauranga)</em></td>
<td>$ 200</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Sian Stevent <em>(NZ Gymnastics - Tauranga)</em></td>
<td>$ 200</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Emily Sidaway <em>(NZ Gymnastics - Tauranga)</em></td>
<td>$ 200</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Tahlia Conrad-Hinga <em>(UN Youth NZ Global Development Tour)</em></td>
<td>$ 500</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Issac Mine <em>(World Indoor Cricket Championships - Christchurch)</em></td>
<td>$ 500</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Ferrymead Bays Soccer Club <em>(South Island Football Tournament - Dunedin)</em></td>
<td>$ 50</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Ashton Drayton-Thackwell <em>(Craig Foster International Cup Futsal Tournament - Gold Coast)</em></td>
<td>$ 250</td>
<td>17.9.18</td>
</tr>
<tr>
<td></td>
<td>Miyu Wadamoto <em>(Glen Iris International Rhythmic Gymnastics - Melbourne)</em></td>
<td>$ 350</td>
<td>1.10.18</td>
</tr>
<tr>
<td></td>
<td>Maisie Leigh Cropley <em>(Rebisco Volleyball League National Finals - Philippines)</em></td>
<td>$ 500</td>
<td>15.10.18</td>
</tr>
<tr>
<td></td>
<td>Caleb Riley Cottom <em>(National Age Group Football Tournament - Wellington)</em></td>
<td>$ 200</td>
<td>12.11.18</td>
</tr>
<tr>
<td></td>
<td>Cali Wharite Thompson <em>(National Schools Touch finals - Auckland)</em></td>
<td>$ 200</td>
<td>12.11.18</td>
</tr>
<tr>
<td></td>
<td>Jayda Stewart <em>(YDF - Dallas International U19 Football Tournament)</em></td>
<td>$ 350</td>
<td>4.2.19</td>
</tr>
<tr>
<td></td>
<td>Eliena Firth <em>(YDF - Dallas International U19 Football Tournament)</em></td>
<td>$ 350</td>
<td>4.2.19</td>
</tr>
<tr>
<td></td>
<td>Cameron Sidaway <em>(YDF - Australian Scout Jamboree)</em></td>
<td>$ 300</td>
<td>4.2.19</td>
</tr>
<tr>
<td></td>
<td>Team Lhotshampa <em>(YDF - Tenzing Hillary Cup Football Tournament)</em></td>
<td>$ 200</td>
<td>4.2.19</td>
</tr>
<tr>
<td></td>
<td>Top-up from DRF</td>
<td>-10,000</td>
<td>4.2.19</td>
</tr>
<tr>
<td></td>
<td>Beth Donaldson <em>(Netfest 6-a-side Netball Tournament)</em></td>
<td>$ 100</td>
<td>16.2.19</td>
</tr>
<tr>
<td></td>
<td><strong>Youth Development Fund Balance - Available for allocation</strong></td>
<td>$ 10,250</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Discretionary Response Fund - Total Allocation</strong></td>
<td>$ 111,784</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tamsyn Campbell <em>(YDF - Cadet Fencing Competition)</em></td>
<td>$ 200</td>
<td>2.7.18</td>
</tr>
<tr>
<td></td>
<td>Jaymee Chen <em>(YDF - World Scholars Cup Global Round)</em></td>
<td>$ 200</td>
<td>6.8.18</td>
</tr>
<tr>
<td></td>
<td>Xavier Dickason <em>(YDF - World Scholars Cup Global Round)</em></td>
<td>$ 200</td>
<td>6.8.18</td>
</tr>
<tr>
<td></td>
<td>Alan Fu <em>(YDF - World Scholars Cup Global Round)</em></td>
<td>$ 200</td>
<td>6.8.18</td>
</tr>
<tr>
<td>Description</td>
<td>Amount</td>
<td>Date</td>
<td></td>
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<tr>
<td>-----------------------------------------------------------------------------</td>
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<td></td>
</tr>
<tr>
<td>Liam James (YDF - Fencing Junior Commonwealth Games 2018)</td>
<td>$ 500</td>
<td>6.8.18</td>
<td></td>
</tr>
<tr>
<td>Isla Martin-McKenzie (YDF - Australian Girl Guide Jambooree 2018)</td>
<td>$ 300</td>
<td>6.8.18</td>
<td></td>
</tr>
<tr>
<td>St Thomas of Canterbury College (YDF - Secondary Schools Rugby League Tournament)</td>
<td>$ 75</td>
<td>6.8.18</td>
<td></td>
</tr>
<tr>
<td>Kate Vanderpyl (YDF - Trip to Africa and Japan)</td>
<td>$ 500</td>
<td>6.8.18</td>
<td></td>
</tr>
<tr>
<td>Villa Maria College (YDF - Big Sing Competition 2018)</td>
<td>$ 975</td>
<td>6.8.18</td>
<td></td>
</tr>
<tr>
<td>Papanui Softball Club (Repair of Safety Nets)</td>
<td>$ 1,000</td>
<td>3.9.18</td>
<td></td>
</tr>
<tr>
<td>Fendalton-Waimairi-Harewood Community Board (Culture Galore 2019)</td>
<td>$ 12,000</td>
<td>3.9.18</td>
<td></td>
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<tr>
<td>Fendalton-Waimairi-Harewood Community Board (Celebrate Bishopdale 2018)</td>
<td>$ 8,000</td>
<td>3.9.18</td>
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<tr>
<td>Fendalton-Waimairi-Harewood Community Board (Neighbourhood Week 2018)</td>
<td>$ 4,000</td>
<td>3.9.18</td>
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</tr>
<tr>
<td>Fendalton-Waimairi-Harewood Community Board (Garden Pride Awards 2019)</td>
<td>$ 3,500</td>
<td>3.9.18</td>
<td></td>
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<tr>
<td>Fendalton-Waimairi-Harewood Community Board (Youth Events and Activities)</td>
<td>$ 6,000</td>
<td>3.9.18</td>
<td></td>
</tr>
<tr>
<td>Fendalton-Waimairi-Harewood Community Board (Community Liaison Meetings)</td>
<td>$ 1,200</td>
<td>3.9.18</td>
<td></td>
</tr>
<tr>
<td>St Marks Retired People's Fellowship (Outings and Activities)</td>
<td>$ 1,000</td>
<td>3.9.18</td>
<td></td>
</tr>
<tr>
<td>St Barnabas Anglican Church (Shade sails for playground area)</td>
<td>$ 2,500</td>
<td>15.10.18</td>
<td></td>
</tr>
<tr>
<td>Yaldhurst Tennis Club (upgrade community tennis courts)</td>
<td>$ 7,000.00</td>
<td>29.10.18</td>
<td></td>
</tr>
<tr>
<td>Canterbury Westland Kindergarten Assn (Kidsfirst) (Avonhead Cemetery and Park Clean-up)</td>
<td>$ 1,592.00</td>
<td>12.11.18</td>
<td></td>
</tr>
<tr>
<td>Fendalton-Waimairi-Harewood Community Governance Team (Bishopdale Village Regeneration)</td>
<td>$ 10,000</td>
<td>26.11.18</td>
<td></td>
</tr>
<tr>
<td>Fendalton Park Croquet (Sewer Drainage Replacement Fendalton Park)</td>
<td>$ 4,500</td>
<td>4.2.19</td>
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</tr>
<tr>
<td>Bishopdale Menzshed (Dust Extraction and Collection System)</td>
<td>$ 5,000</td>
<td>4.2.19</td>
<td></td>
</tr>
<tr>
<td>YDF Top-up</td>
<td>$ 10,000</td>
<td>4.2.19</td>
<td></td>
</tr>
<tr>
<td>Burnside Park Rugby Football Club (Sewer Drainage Relining at Burnside Park)</td>
<td>$ 6,792</td>
<td>18.2.19</td>
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</tr>
</tbody>
</table>

**Discretionary Response Fund Balance**

<table>
<thead>
<tr>
<th>Amount</th>
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<tbody>
<tr>
<td>$ 24,250</td>
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</table>

**TOTAL: Fendalton/Waimairi Discretionary Response Fund (including YDF) Unallocated**

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 34,500</td>
</tr>
</tbody>
</table>
11. Elected Members’ Information Exchange

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