Waikura
Linwood-Central-Heathcote Community Board
AGENDA

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

Date: Monday 1 April 2019
Time: 3pm
Venue: The Board Room, 180 Smith Street, Linwood

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

27 March 2019

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

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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.

Whiria ngā whenu o ngā papa
Honoa ki te mau rua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

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.

Supporting Principles

Accountability
Affordability
Agility
Equity
Innovation
Collaboration
Prudent Financial Management
Stewardship
Wellbeing and resilience
Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of community
Active participation in civic life
Safe and healthy communities
Celebration of our identity through arts, culture, heritage and sport
Valuing the voices of children and young people

Liveable city

Vibrant and thriving central city, suburban
and rural centres
A well connected and accessible city
Sufficient supply of, and access to, a range of
housing
21st century garden city we are proud to live in

Healthy environment

Healthy waterways
High quality drinking water
Unique landscapes and indigenous biodiversity are valued
Sustainable use of resources

Prosperous economy

Great place for people, business and investment
An inclusive, equitable economy with broad-based prosperity for all
A productive, adaptive and resilient economic base
Modern and robust city infrastructure and community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected communities
Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century city

Climate change leadership
Informed and proactive approaches to natural hazard risks
Increasing active, public and shared transport opportunities and use
Safe and sustainable water supply and improved waterways
### TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Part</th>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>1. Apologies</td>
<td>4</td>
</tr>
<tr>
<td>B</td>
<td>2. Declarations of Interest</td>
<td>4</td>
</tr>
<tr>
<td>C</td>
<td>3. Confirmation of Previous Minutes</td>
<td>4</td>
</tr>
<tr>
<td>B</td>
<td>4. Public Forum</td>
<td>4</td>
</tr>
<tr>
<td>B</td>
<td>5. Deputations by Appointment</td>
<td>4</td>
</tr>
<tr>
<td>B</td>
<td>6. Presentation of Petitions</td>
<td>4</td>
</tr>
<tr>
<td>C</td>
<td>7. Woodchester Avenue - Proposed No Stopping Restrictions</td>
<td>13</td>
</tr>
<tr>
<td>C</td>
<td>8. Nayland Street Bus Stop near Menzies Street</td>
<td>21</td>
</tr>
<tr>
<td>C</td>
<td>9. Hagley Park- Winter School Sports Bus Parking Requirements</td>
<td>43</td>
</tr>
<tr>
<td>C</td>
<td>10. Application to 2018/19 Youth Development Fund - Various</td>
<td>53</td>
</tr>
<tr>
<td>C</td>
<td>11. Waikura/Linwood-Central-Heathcote Community Board Area Report - April</td>
<td>57</td>
</tr>
<tr>
<td>B</td>
<td>12. Elected Members’ Information Exchange</td>
<td>89</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 Waikura/Linwood-Central-Heathcote Community Board meeting held on **Wednesday, 20 March 2019** be confirmed (refer page 5).

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

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 **Nayland Street Bus Stop near Menzies Street (Clause 7 refers)**  
      Dave Hicks, resident of Nayland Street, will speak to the Board regarding the Nayland Street Bus Stop.
   5.2 **Linwood Youth Festival Experience (LYFE)**  
      Tayla Reece, LYFE Coordinator, will speak on behalf of LYFE Festival organisers regarding the recent LYFE Festival held on Saturday 9 March 2019.

6. **Presentation of Petitions**  
   There were no petitions received at the time the agenda was prepared.
OPEN MINUTES

Date: Wednesday 20 March 2019
Time: 10am
Venue: The Board Room, 180 Smith Street, Linwood

Present
Chairperson: Sally Buck
Deputy Chairperson: Jake McLellan
Members: Alexandra Davids, Darrell Latham, Tim Lindley, Brenda Lowe-Johnson, Deon Swiggs

20 March 2019

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

The agenda was dealt with in the following order.

The meeting observed a minute silence in honour of the victims of the Al Noor mosque and the Linwood Majid Islamic Centre terrorist attack of Friday 15 March 2019.

1. Apologies
   Part C
   Community Board Resolved LCHB/2019/00029

   Community Board Decision

   That the apologies from Yani Johanson and Sara Templeton for absence, and Deon Swiggs and Brenda Lowe-Johnson for early departure be accepted.

   Jake McLellan/Darrell Latham  Carried

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

3. Confirmation of Previous Minutes
   Part C
   Community Board Resolved LCHB/2019/00030

   Community Board Decision

   That the minutes of the Waikura/Linwood-Central-Heathcote Community Board meeting held on Monday, 4 March 2019 be confirmed.

   Tim Lindley/Brenda Lowe-Johnson  Carried

4. Public Forum
   Part B
   There were no public forum presentations.
5. Deputations by Appointment

Part B

5.1 140 Main Road, Redcliffs – Name and Landscape Plan for New Park

Mr David Miller addressed the Board on behalf of Sumner Cricket Club, regarding the club’s submission on the name and landscape plan for the new park at 140 Main Road (former Redcliffs School). Mr Miller sought provision for a junior wicket during the summer season.

Following questions from Board members, the Chairperson thanked Mr Miller for his deputation.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved LCHB/2019/00031

Part B

That the Linwood-Central-Heathcote Community Board:

1. Receive the information in the correspondence report dated 20 March 2019.
2. That a letter be written to Ms M Kyle-Stevenson giving the staff advice that the Board had received.

Alexandra Davids/Brenda Lowe-Johnson  
Carried

Jake McLellan left the meeting at 10.14 am and returned at 10.17am.

8. Hereford Street at Arts Centre- Proposed Parking and Stopping Restrictions

Community Board Resolved LCHB/2019/00032 Original Staff Recommendations accepted without change.

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Revoke any previous resolutions pertaining to any parking and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
2. Approves that the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Rolleston Avenue and extending in an easterly direction for a distance of nine metres.
3. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved...
means of payment) on the north side of Hereford Street, commencing at a point nine meters east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 45 metres. This restriction is to apply Monday to Sunday, from 9am to 6pm.

4. Approves that the parking of vehicles be reserved for vehicles with an approved mobility parking permit, prominently displayed in the vehicle, in accordance with section 6.4 of the Land Transport-Road User Rule: 2004, on the north side of Hereford Street, commencing at a point 54 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of six metres. This restriction is to apply at any time.

5. Approves that the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 60 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of six metres.

6. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Hereford Street, commencing at a point 66 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 33 metres. This restriction is to apply at any time.

7. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the north side of Hereford Street, commencing at a point 99 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 50 metres. This restriction is to apply Monday to Sunday, from 9am to 6pm.

8. Approves that a Loading Zone (Goods Vehicles only) be created and be restricted to a maximum period of five minutes, on the north side of Hereford Street, commencing at a point 149 metres east of its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 17 metres.

9. Approves that the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 166 metres east of its intersection with Rolleston Avenue and extending in an easterly direction to its intersection with Montreal Street.

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

Deon Swiggs/Darrell Latham  

Carried

9. 22 Cholmondeley Avenue - Risingholme Community Centre - Deed of Lease
Community Board Resolved LCHB/2019/00033 Original Staff Recommendations accepted without change.

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:
1. Note that public advertising of the intention to grant a lease to Risingholme Community Centre Trust Incorporated has been carried out in accordance with the requirements of the Local Government Act.

2. Approve the granting of a lease to Risingholme Community Centre Trust Incorporated over those buildings referred to as Risingholme Community Centre located at Risingholme Park at 22 Cholmondeley Avenue as shown in the plan in Attachment A attached to the agenda for this meeting for a period up to 20 years (less one day) on terms and conditions as generally set out in the report on the proposal attached to the agenda for this meeting.

3. Authorise the Property Consultancy Manager to manage and conclude all issues and processes associated with this resolution.

Darrell Latham/Alexandra Davids

Carried

10. 9 Rolleston Avenue - Grant of Right to Convey Electricity Easement to Orion
Community Board Resolved LCHB/2019/00034 (Original Staff Recommendations accepted without change).

Part C
That the Waikura/Linwood-Central-Heathcote Community Board, acting in the capacity of the administering body, resolve to:

1. Recommend that the Chief Executive, acting as the Minister of Conservation’s delegate, consents to the granting of the easement to Christchurch City Council for the right to convey electricity as outlined in this report.

2. Subject to the consent of the Minister of Conservation, approve the grant of an easement pursuant to Section 48 of the Reserves Act 1977 to:
   a. Orion - for the right to convey electricity over part of the Robert McDougall Art Gallery, 9 Rolleston Ave (Record of Title reference CB2A/544) shown on the plan attached to the agenda for this meeting, or such other area if this is only a minor amendment from the area shown on the plan.

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

Deon Swiggs/Brenda Lowe-Johnson

Carried

12. Elected Members’ Information Exchange

Part B
Elected Members shared the following information:

- The Board noted that a request has been made to remove a street tree from the corner of Moorhouse and Hagley Avenues. The request has been referred to staff through the customer service request system.

- The Board discussed the matter of a street seat in Nayland Street that was removed for repair and has not been returned.
The Richmond Hill residents recently held a neighbourhood gathering at Sanscrit Reserve which was very well attended. Another gathering is planned for later in the year.

The Board were advised that there has been an increase of “fly tipping” in Cross Street both on road berms and private property.

The MOA Neighbourhood Group held a barbeque in Moa Reserve recently, over 100 people attended which reflected the number of residents in the Inner City Area.

The Waltham Park Touch Rugby Tournament, which the Board contributed funding to, was successful. It was noted that the tournament was one of the outcomes of the Waltham Youth Research Project.

The Board were advised that there is a monthly Kaumatua Hui held at the Woolston Workingmens’ Club.

The Board acknowledged that a communication method needs to be developed to inform the homeless on serious events happening within the city. Many of the homeless did not know of 15 March 2019 terrorist attack.

Deon Swiggs left the meeting at 10.29 am.
Brenda Lowe-Johnston left the meeting at 10.31 am and returned at 10.32am.
Sally Buck left the meeting at 10.52 and returned at 10.53am
Brenda Lowe-Johnston left the meeting at 10.52am.

The Board adjourned at 11.08am and returned at 11.14am

7. Correspondence Continued

Board Comment
Additional Correspondence was tabled at the meeting by staff from the Redcliffs Menz Shed regarding Item 11 140 Main Road, Redcliffs – Name and Landscape Plan.

Community Board Resolved LCHB/2019/00035

Part B

That the Linwood-Central-Heathcote Community Board:

1. Received Correspondence from the Redcliffs Menz Shed regarding Item 11 140 Main Road, Redcliffs – Name and Landscape Plan.

2. Refer the Redcliffs Menz Shed to the Expressions of Interest process for the use of the Community Building.

Darrell Latham/Tim Lindley

Carried

Attachments

A Correspondence: Redcliffs Menz Shed regarding 140 Main Road, Redcliffs - Name and Landscape Plan for New Park
11. 140 Main Road, Redcliffs - Name and Landscape Plan for New Park

Board Comment

The Board took into consideration the deputation from Mr David Miller (Item 5.1 of these minutes refers) and the tabled correspondence from the Redcliffs Menz Shed (Item 7 of these minutes refers).

Currently the landscape plan does not provide vehicle access to the community building located in the southern part of the new park. The Board considered the potential of the Land Information New Zealand owned property in Raekura Place could provide such access to the new park. The Board request the Council to liaise with Land Information New Zealand regarding the potential of land in Raekura Place providing vehicle access to the community building in the southern part of the new park.

Staff Recommendations

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Recommend to the Council the adoption of the name Te Papa Kura Redcliffs Park for the new park on the site of the former Redcliffs School.

2. Approve the amended landscape plan (Attachment A) for the new park on the site of the former Redcliffs School.

3. With regards to the existing building located in the southern corner of the new park, instruct staff to progress an open Expressions of Interest process, followed by a closed Request for Proposals process, with results and final lease recommendation reported back to the Community Board for decision in due course.

Community Board Resolved LCHB/2019/00036

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

2. Approve the amended landscape plan (Attachment A) attached to the agenda for this meeting for the new park on the site of the former Redcliffs School, with the sports fields be marked as generic sports fields.

3. With regards to the existing building located in the southern corner of the new park, request that staff progress an open Expressions of Interest process, followed by a closed Request for Proposals process, with results and final lease recommendation reported back to the Community Board for decision in due course.

Tim Lindley/Darrell Latham Carried

Community Board Recommendation LCHB/2019/00037

Part A

That the Waikura/Linwood-Central-Heathcote Community Board recommend that the Council:

1. Adopt the name Te Papa Kura Redcliffs Park for the new park on the site of the former Redcliffs School.
2. To liaise with Land Information New Zealand regarding the potential of residential red zone” land in Raekura Place with the view of providing vehicle access to the community building in the southern part of the new park.

Tim Lindley/Darrell Latham

Carried

13 Resolution to Exclude the Public
Community Board Resolved LCHB/2019/00038

Part C

That at 11.33am the resolution to exclude the public set out on pages 62 to 63 of the agenda be adopted.

Jake McLellan/Alexandra Davids

Carried

The public were re-admitted to the meeting at 11.34am.

Meeting concluded at 11.34am.

CONFIRMED THIS 1st DAY OF APRIL 2019

SALLY BUCK
CHAIRPERSON
7. **Woodchester Avenue - Proposed No Stopping Restrictions**

**Reference:** 19/221874  
**Presenter(s):** Peter Rogers – Traffic Engineer

## 1. Purpose of Report

1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to approve No stopping restrictions on Woodchester Avenue as shown on [Attachment A](#).

## 2. Executive Summary

2.1 This report was staff generated in response to a request from a local resident who had concerns relating to road safety at this location.

2.2 These measures have been requested to:

- Ensure that pedestrians can have clear access to the Shirley Tennis Club and can use the provided footpath
- Cars can safely turn at the turning head unrestricted and the resident’s driveways are not blocked.

## 3. Staff Recommendations

That the Waikura/Linwood-Central-Heathcote Community Board:

1. That under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the turning head of Woodchester Avenue as shown by broken yellow lines on the attached drawing TG133719 issue 1 dated 06/03/2019

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. Approve 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 This 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 - Install No Stopping Restrictions (preferred option)
- Option 2 - Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.4 The advantages of this option include:

- Pedestrians can have clear access to the Shirley Tennis Club and can use the provided footpath.
- Vehicles (including service trucks) can safely turn at the turning head unrestricted.
• Residents by the turning head can have clear access to their properties.

4.5 The disadvantages of this option include:
• Displaces a small amount of parking to other locations.

5. Context/Background

Issue
5.1 Concerns have been identified/raised at the turning head of Woodchester Avenue. These relate to: parked vehicles obstructing the footpath and driveways, and; lack of space in the cul-de-sac head for vehicles to turn around as intended.

Strategic Alignment
5.2 Council’s strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.

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

Decision Making Authority
5.4 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.

5.5 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.

5.6 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
5.7 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

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

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

Context
5.10 A customer who lives adjacent to the turning head initiated the investigation.

5.11 The original council drawings of the street upgrade before the 2011 earthquakes showed yellow broken lines (No Stopping) on the turning head. Post the earthquakes, SCIRT carried out repair works which didn’t include the yellow broken line on the turning head.

5.12 Staff investigated and found the following;
• The street provides access for the residents as well as Shirley Tennis Club and Richmond Park at the turning head.
• Users of these facilities often block pedestrian access and residents’ driveways when parking on the turning head.

5.13 When cars are parked at the turning head, this limits space available for cars to make the turn at the end of the street.
5.14 Staff consider that providing the No Stopping restrictions will improve safety at this bend location.

6. Options Analysis

Options Considered

6.1 The following reasonably practicable options were considered and are assessed in this report:
   - Option 1 - Install No Stopping Restrictions (preferred option)
   - Option 2 - Do Nothing

6.2 No other options were considered

6.2 Option One: Preferred Option: Install No Stopping Restrictions

6.2.1 Option Description: Install No Stopping restrictions in accordance with Attachment A.

6.2.2 Option Advantages
   - Pedestrians can have clear access to the Shirley Tennis Club and can use the provided footpath.
   - Cars can safely turn at the turning head unrestricted.
   - Residents at the turning head can have clear access to their properties
   - Service trucks turning is improved.

6.2.3 Option Disadvantages
   - Displaces parking to other locations.

6.3 Option Two: Do Nothing

6.3.1 Option Description: Retain the existing unrestricted parking.

6.3.2 Option Advantages
   - Retains unrestricted parking spaces

6.3.3 Option Disadvantages
   - Does not resolve the safety concerns at this location

Analysis Criteria

6.4 Options have been assessed by their contribution to the following issues:
   - Parked vehicles obstructing the footpath and driveways
   - Lack of space for vehicles to turn around in the cul de sac head caused by on street parking close

7. Community Views and Preferences

7.1 Affected property owners and residents were advised of the recommended option by consultation letters on 18 February 2019 and the property owners and residents were given two weeks (1 March 2019) to reply.

7.2 Two property owners replied all in favour of the proposed plan. Of the two that did not reply one of them was the resident who initiated the investigations.

7.3 The Team Leader Parking Compliance supports the preferred option.
7.4 The do nothing option is inconsistent with community requests to improve visibility at the intersection.

7.5 No resident or property owner was against this proposal.

8. Legal Implications

8.1 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, and the recommendations are consistent with the policy and legislative framework outlined in sections 4.5-4.7.

9. Next Steps

9.1 Approval is required by the Waikura/Linwood-Central-Heathcote Community Board

9.2 If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.
## 10. Options Matrix

<table>
<thead>
<tr>
<th><strong>Issue Specific Criteria</strong></th>
<th><strong>Option 1 - Install No Stopping Restrictions</strong></th>
<th><strong>Option 2 – Do Nothing</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>Criteria</strong></td>
<td></td>
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<tr>
<td>Obstruction to footpath and driveways</td>
<td>Significant Improvement</td>
<td>No impact</td>
</tr>
<tr>
<td>Turning space at the cul de sac head</td>
<td>Significant Improvement</td>
<td>No impact</td>
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<td><strong>Financial Implications</strong></td>
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<td></td>
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<tr>
<td>Cost to Implement</td>
<td>$76 for the installation of traffic controls, plus $750 for consultation and the preparation of this report</td>
<td>$750 for consultation and the preparation of this report</td>
</tr>
<tr>
<td>Maintenance/Ongoing</td>
<td>Covered under the area maintenance contract and effect will be minimal to the overall asset.</td>
<td>$0</td>
</tr>
<tr>
<td>Funding Source</td>
<td>Traffic Operations Budget.</td>
<td>Existing staff budgets</td>
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<tr>
<td>Impact on Rates</td>
<td>No impact</td>
<td>No impact</td>
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<tr>
<td>Accessibility Impacts</td>
<td>Improves accessibility by clearing the footpath of parked vehicles</td>
<td>No impact</td>
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<table>
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<tr>
<th><strong>Statutory Criteria</strong></th>
<th><strong>Option 1 - Install No Stopping Restrictions</strong></th>
<th><strong>Option 2 – Do Nothing</strong></th>
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<tbody>
<tr>
<td>Impact on Manua Whenua</td>
<td>No impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>Alignment to Council Plans &amp; Policies</td>
<td>This option is consistent with Council’s Plans and Policies.</td>
<td>This option is inconsistent with Council’s Infrastructure Design Standard.</td>
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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

<table>
<thead>
<tr>
<th>Authors</th>
<th>Privinn Mwene - Traffic Engineer</th>
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<td>Peter Rodgers - Passenger Transport Engineer</td>
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<tr>
<th>Approved By</th>
<th>Ryan Rolston - Team Leader Traffic Operations</th>
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<td>Steffan Thomas - Manager Operations (Transport)</td>
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<td>Richard Osborne - Head of Transport</td>
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8. Nayland Street Bus Stop near Menzies Street

Reference: 18/1286839
Presenter(s): Peter Rodgers, Traffic Engineer

1. Purpose and Origin of Report

Purpose of Report
1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to consider for approval the relocation of the bus stop on Nayland Street near Menzies Street.

Origin of Report
1.2 This report is being provided to fulfil Linwood-Central-Heathcote Community Board resolution LCHB/2018/00170:

1.2.1 Lay the report for the relocation of the bus stop outside of 109 Nayland Street on the table until staff have investigated relocation of the bus stop to outside 105 Nayland Street.

2. Significance

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

2.1.1 The level of significance was determined by assessment of the magnitude of the problem and the number of properties affected by the preferred option.

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

3. Staff Recommendations

That the Waikura/Linwood-Central-Heathcote Community Board approve Option 1, as per Attachment A:

1. Approve that all parking and stopping restrictions on the northeast side of Nayland Street, commencing at its intersection with Menzies Street and extending in a northwesterly direction for a distance of 43 metres be revoked.

2. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Nayland Street, commencing at its intersection with Menzies Street and extending in a northwesterly direction for a distance of 21 metres.

3. Approve that a marked bus stop be installed on the northeast side of Nayland Street, commencing at a point 21 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of 14 metres.

4. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Nayland Street, commencing at a point 35 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of eight metres.

5. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

If the Waikura/Linwood-Central-Heathcote Community Board declines to approve Option 1, that the Waikura/Linwood-Central-Heathcote Community Board approve Option 2, as per Attachment B:
6. Approve that all parking and stopping restrictions on the northeast side of Nayland Street, commencing at a point 47 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of 26 metres be revoked.

7. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Nayland Street, commencing at a point 47 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of four metres.

8. Approve that a marked bus stop be installed on the northeast side of Nayland Street, commencing at a point 51 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of 14 metres.

9. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Nayland Street, commencing at a point 65 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of eight metres.

10. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

4.1 The recommendations in this report are consistent with the anticipated outcomes of the Public Transport Infrastructure Service Plan in the Councils Long Term Plan (2018 - 2028)

4.2 The following feasible options have been considered:

- Option 1 - Relocate the existing bus stop to 107/109 Nayland Street (preferred option)
- Option 2 - Relocate the existing bus stop to 105 Nayland Street
- Option 3 - Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Mitigates the issue of privacy that the bus stop creates for the residents of 109 Nayland Street, where the property is built up to the road boundary.
- Lower capital cost than Option 2.

4.3.2 The disadvantages of this option include:

- Reallocation of one parking space outside 107 Nayland Street.

5. Context/Background

Background

5.1 On 14 November 2018, a report (Attachment C) was presented to the Waikura/Linwood-Central-Heathcote Community Board. The Community Board resolved to

- Lay the report for the relocation of the bus stop outside of 109 Nayland Street on the table until staff have investigated relocation of the bus stop to outside 105 Nayland Street.

5.2 Staff have investigated and found that a bus stop outside 105 Nayland Street is a feasible location for a bus stop. Part of a redundant vehicle crossing will need to be raised to a standard kerb height in order to ensure the bus stop platform is in accordance with the Christchurch City Bus Stop Guidelines, which will incur an additional cost.

5.3 As stated in section 5.9 of the bus stop relocation report dated 14 November 2018 (refer to Attachment C), this bus stop is near the end of the Purple Line bus route and is primarily a drop-off bus stop for passengers returning home. Approximately 10 passengers per day board a bus
from the bus stop located on the opposite side of the road. It can be inferred that a similar number are dropped off at this bus stop on their return journey. This bus stop is primarily serviced by the Purple Line, which runs on a 15 minute frequency, but only stops when requested by a passenger. This bus stop is also used by school bus routes, which operate to limited service timetables for school children only.
6. Option 1 – Relocate Bus Stop to 107/109 Nayland (preferred)

Option Description
6.1 Relocate the bus stop as per Attachment A.
6.2 This change:
   - Mitigates the issue of privacy that the bus stop has on 109 Nayland Street.
   - Retains an accessible bus stop in accordance with the Christchurch City Bus Stop Guidelines.
   - Maintains sight lines from the Menzies Street intersection.
   - Reallocates one on-street car parking space outside 107 Nayland Street.
6.3 It is noted that the potential for the bus stop to cause privacy issues for 109 Nayland Street is higher than would typically be experienced by a residential property due to the building being constructed on the property boundary.
6.4 It is also noted that there is currently space for two on-street car parking spaces between the driveway of 107 Nayland Street and the bus stop. The new approved driveway location for 109 Nayland Street will result in the loss of one of these parking spaces.

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

Impact on Mana Whenua
6.6 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences
6.7 In March 2018, affected property owners and residents were consulted with to seek their feedback on a proposed bus stop relocation option. The bus stop relocation option raised during the March 2018 consultation is reflected in the Option 1 of this report, also shown in Attachment A.
6.8 Initially the property owners of 107 and 109 Nayland Street were but opposed to the bus stop relocation proposed by staff. However, in October 2018 the property owner of 109 Nayland Street updated their submission to support the bus stop relocation option presented by staff, as they have taken steps to installing parking on their property.
6.9 The submissions received during the first round of consultation are included on Attachment D.
6.10 During the Community Board meeting of 14 November 2018, the properties owners of 107 and 109 Nayland Street both made deputations to the Community Board. During the deputation, the property owner of 107 Nayland Street indicated to the Community Board that the bus stop could be relocated to 105 Nayland Street. After the deputation of the property owner of 109 Nayland Street, when asked by the Community Board about the possibility of relocating the bus stop to 105 Nayland Street, the property owner of 109 Nayland Street agreed that this would be a good location for the bus stop for them.
6.11 Following the Community Board meeting, staff investigated relocating the bus stop to outside 105 Nayland Street, and a second round of Consultation began and feedback was sought from affected property owners and residents on both options that are referred to as Option 1 and Option 2 in this report.
6.12 Three responses were received. One submission was received in support of Option 1, from the owner of 103 Nayland Street. Two submissions were received in support of Option 2, these two submissions came from the property owners of 107 and 109 Nayland Street. No feedback was received from the owner of the property located directly adjacent to the proposed bus stop location of 105 Nayland Street.

6.13 All submissions received from the second round of consultation are summarised in Attachment E.

Alignment with Council Plans and Policies
6.14 This option is consistent with Council’s Plans and Policies.

Financial Implications
6.15 Cost of Implementation - $1,500 for the physical works associated with this project, plus $2,500 for consultation, communication and the preparation of this report and the previous report.

6.16 Funding source – Public Transport Budgets.

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

Legal Implications
6.18 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.

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

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

6.21 The bus stop is in accordance with the Christchurch City Bus Stop Guidelines (2009).

Risks and Mitigations 6.22 Not applicable.

Implementation
6.23 Implementation dependencies - Community Board approval.

6.24 Implementation timeframe - Approximately two months once the contractor receives the request.

Option Summary - Advantages and Disadvantages
6.25 The advantages of this option include:

- Mitigates the issue of privacy that the bus stop creates for the residents of 109 Nayland Street, where the property is built up to the road boundary.

6.26 The disadvantages of this option include:

- Reallocation of one parking space outside 107 Nayland Street. Staff note that the increase in width to the driveway at 109 Nayland Street would consequently reallocate one on-street parking space, irrespective if the bus stop is relocated to as per Option 1 or Option 2.

7. Option 2 – Relocate Bus Stop to 105 Nayland Street

Option Description
7.1 Relocate the bus stop as per Attachment B.

7.2 This change:
Item 8

- Mitigates the issue of privacy that the bus stop has on 109 Nayland Street.
- Retains an accessible bus stop in accordance with the Christchurch City Bus Stop Guidelines, but at a greater cost than Option 1.
- Maintains safe sight lines from the Menzies Street intersection.
- Removes two on-street car parking spaces outside 105 Nayland Street
- Creates one on-street car parking space outside 109 Nayland Street

7.3 It is noted that the potential for the bus stop to cause privacy issues for 109 Nayland Street is higher than would typically be experienced by a residential property due to the building being constructed on the property boundary.

7.4 It is also noted that there is currently space for two on-street car parking spaces between the driveway of 107 Nayland Street and the bus stop. The new approved driveway location for 109 Nayland Street will result in the loss of one of these parking spaces.

7.5 Part of the redundant vehicle crossing beside 105 Nayland Street will need to have the kerb and footpath raised in order to ensure an accessible bus stop platform, which results in an additional cost to Council for this option.

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

Impact on Mana Whenua
7.7 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences
7.8 Refer to section 6, community views and preferences

Alignment with Council Plans and Policies
7.9 This option is consistent with Council’s Plans and Policies.

Financial Implications
7.10 Cost of Implementation - $4,000 for the physical works associated with this project, plus $2,500 for consultation, communication and the preparation of this report and the previous report.

7.11 Funding source – Public Transport Budgets.

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

Legal Implications
7.13 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.

7.14 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.

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

7.16 The bus stop is in accordance with the Christchurch City Bus Stop Guidelines (2009).
Risks and Mitigations

Implementation

7.18 Implementation dependencies - Community Board approval.

7.19 Implementation timeframe - Approximately two months from the time the contractor receives the request.

Option Summary - Advantages and Disadvantages

7.20 The advantages of this option include:

- Mitigates the issue of privacy that the bus stop creates for the residents of 109 Nayland Street, where the property is built up to the road boundary.
- Creation of one on-street parking space outside 109 Nayland Street.

7.21 The disadvantages of this option include:

- Removal of two on-street parking spaces outside 105 Nayland Street.
- The cost to relocate the bus stop to Option 2 is more expensive than Option 1, as more work would be required to ensure the bus stop platform is in accordance with the Christchurch City Bus Stop Guidelines.

8. Option 3 - Do Nothing

Option Description

8.1 Retain existing bus stop location.

8.2 This change:

- Does not mitigates the issue of privacy that the bus stop creates for the residents of 109 Nayland Street.
- Retains an accessible bus stop in accordance with the Christchurch City Bus Stop Guidelines.
- Retains safe sight lines from the Menzies Street intersection.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

8.5 This option is inconsistent with the residents’ request to mitigate the issue of privacy that the bus stop creates for the residents of 109 Nayland Street. Refer to section 6, community views and preferences.

Alignment with Council Plans and Policies

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

Financial Implications

8.7 Cost of Implementation - $2,500 for consultation, communication and the preparation of this report.

8.8 Maintenance / Ongoing Costs – not applicable as it is an existing bus stop.

8.9 Funding source – Existing staff budgets.
Legal Implications
8.10 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations
8.11 Not applicable.

Implementation
8.12 Implementation dependencies - Not applicable.
8.13 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages
8.14 The advantages of this option include:
   • Has no impact on-street car parking.
   • Maintains the status quo for the people who use the bus stop.
8.15 The disadvantages of this option include:
   • It does not mitigate the issue of privacy that the bus stop creates for the residents of 109 Nayland Street.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Option 1: Proposed Bus Stop Relocation Nayland Street,107-109 Nayland Street</td>
<td>30</td>
</tr>
<tr>
<td>B</td>
<td>Option 2: Proposed Bus Stop Relocation Nayland Street, 105 Nayland Street</td>
<td>31</td>
</tr>
<tr>
<td>D</td>
<td>Consultation submissions (first round of consultation) - March 2018</td>
<td>41</td>
</tr>
<tr>
<td>E</td>
<td>Consultation submissions (second round of consultation) - December 2018</td>
<td>42</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 | Peter Rodgers - Passenger Transport Engineer  
|         | Brenda O'Donoghue - Passenger Transport Engineer |
| Approved By | Ryan Rolston - Team Leader Traffic Operations  
|           | Steffan Thomas - Manager Operations (Transport) |
Proposed Bus Stop Relocation
Nayland Street near Menzies Street
Plan for Board Approval (Option 1)
Proposed Bus Stop Relocation

Nayland Street near Menzies Street

Consultation Plan (Option 2)
10. Bus Stop Relocation, 109 Nayland Street

Reference: 18/1053554
Presenter(s): Peter Rodgers, Graduate Transport Engineer

1. Purpose and Origin of Report

Purpose of Report
1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to consider options for the placement of an existing bus stop at 109 Nayland Street.

Origin of Report
1.2 This report is staff generated in response to requests from the residents of 109 Nayland Street to relocate the bus stop to mitigate privacy issues.

2. Significance

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

2.1.1 The level of significance was determined by assessment of the magnitude of the problem and the number of properties affected by the preferred option.

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

3. Staff Recommendations

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approve that all parking and stopping restrictions on the northeast side of Nayland Street, commencing at its intersection with Menzies Street and extending in a northwesterly direction for a distance of 43 metres be revoked.

2. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Nayland Street, commencing at its intersection with Menzies Street and extending in a northwesterly direction for a distance of 21 metres.

3. Approve that a marked bus stop be installed on the northeast side of Nayland Street, commencing at a point 21 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of 14 metres.

4. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Nayland Street, commencing at a point 35 metres northwest of its intersection with Menzies Street and extending in a northwesterly direction for a distance of eight metres.

5. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

4.1 The recommendations in this report are consistent with the anticipated outcomes of the Public Transport Infrastructure Service Plan in the Councils Long Term Plan (2018 - 2028)

4.2 The following feasible options have been considered:

- Option 1 – Relocate the existing bus stop (preferred option).
Option 2 - Do Nothing.

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Mitigates the issue of privacy that the bus stop creates for the residents of 109 Nayland Street, where the property is built up to the road boundary.

4.3.2 The disadvantages of this option include:

- Removal of two on-street parking spaces.

5. Context/Background

5.1 Prior to 2007, the bus stop was located adjacent to the fence / garden area of 109 Nayland Street (refer to Photo 1). The bus stop was marked with a 17 metre box.

![Photo 1](image-url): Bus stop beside 107/109 Nayland Street, circa 2009 (image courtesy of Google Earth)

5.2 107 Nayland Street was redeveloped in 2009 and the vehicle entrance changed from the east side of the property to the west side. This reduced the distance between the bus stop box and the nearest driveway from about eight to four metres (refer to Photo 2), essentially removing a car parking space.
5.3 The bus stop was relocated in 2016 to address safety issues raised by the community, refer to Photo 3. Vehicles parked outside 109 Nayland Street reduced the sight distance for traffic exiting Menzies Street. The bus stop was moved closer to the intersection of Nayland Street with Menzies Street in order to improve safety, while remaining parking neutral. The bus stop could be located closer to the intersection as it is not a busy bus stop, meaning for the majority of the day the bus stop is empty, allowing for good sight distances for drivers exiting Menzies Street.

Photo 3: Bus stop beside 107/109 Nayland Street, circa 2018 (image courtesy of Google Earth)

5.4 At the time of consultation for this change, the property owner of 109 Nayland Street was not living in the property.

5.5 In December 2017, Council was contacted with a request from the residents of 109 Nayland Street to relocate the bus stop due to issues associated with on-street parking and privacy.
5.6 To address the privacy issue, staff proposed moving the bus stop back to its pre-2016 position, but adhering to the Christchurch City Bus Stop Guidelines, in shown in Attachment A. The relocation of the bus stop would mean the removal of the two on-street car parking spaces closest to 107 Nayland Street. To ensure the original safety issue of sight distance continued to be addressed, staff proposed replacing the space between the relocated bus stop and the intersection Nayland Street with Menzies Street with ‘no stopping’ parking restrictions.

5.7 Consultation occurred in March 2018 and two submissions were received, both were in opposition to the proposal. Given the lack of support, staff investigated other possibilities and discussed these with the Community Board at a seminar on 5 May 2018. Other options were not considered workable and it was advised not to change the bus stop.

5.8 Council staff were later contacted by the residents at 109 Nayland Street. They are taking steps to mitigate the parking issues by providing off-street parking, and wished to change their submission from opposition of the proposal to support in order to mitigate the issue of privacy.

5.9 The bus stop is not a busy bus stop, patronage numbers indicate on average, 0.1 passengers per weekday board the bus at this stop. Patronage at the paired bus stop on the opposite side of the road is about 10 passengers per day. Bus patronage data in Christchurch is collected when passengers board the bus. It can be assumed that about the same number of passengers who board a bus on the opposite side of the road, disembark at the bus stop in question, i.e. about 10 passengers disembark the bus at this bus stop.

5.10 The proposed relocation of the bus stop back to its pre-2016 position will result in a removal of two on-street parking spaces. Within a 100 metres radius of the Menzies Street / Nayland Street intersection, there are 54 properties with frontages onto Nayland Street or Menzies Street, and there is room for about 69 standard sized cars to legally park, after accounting for driveways, bus stops, and existing no stopping restrictions. All properties within this 100m radius have some off-street parking, except for two, one of which is 109 Nayland Street, where the residents are taking steps to introduce off-street parking at the property.
6. Option 1 – Relocate Bus Stop (preferred)

Option Description
6.1 Relocate the bus stop as per Attachment A.
6.2 This change:
   - Mitigates the issue of privacy that the bus stop has on 109 Nayland Street.
   - Retains an accessible bus stop in accordance with the Christchurch City Bus Stop Guidelines.
   - Maintains sight lines from the Menzies Street intersection.
   - Removes two on-street car parking spaces.

6.3 It is noted that the potential for the bus stop to cause privacy issues for 109 Nayland Street is higher than would typically be experienced by a residential property due to the building being constructed on the property boundary.

Significance
6.4 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuredly affected by the option.

Impact on Mana Whenua
6.5 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences
6.6 Affected property owners and residents were advised of the recommended option by letter drop in March 2018. The submissions received are summarised on Attachment B.
6.7 Feedback received from both affected properties was opposed to the removal of parking.
6.8 Feedback from the owner of 109 Nayland Street has now changed. Previously, parking was the primary issue and privacy a secondary issue. The residents of this property have taken steps to mitigate the parking issues and are now in support of the option.
6.9 Feedback from the owner of 107 Nayland Street has not changed and is still opposed to the removal of parking.

Alignment with Council Plans and Policies
6.10 This option is consistent with Council’s Plans and Policies.

Financial Implications
6.11 Cost of Implementation - $1,600 for the installation of the traffic controls and line marking associated with this project, plus $1,500 for consultation, communication and the preparation of this report.
6.12 Funding source - Traffic Operations Budget.
6.13 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications
6.14 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.
6.15 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.

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

6.17 The bus stop is in accordance with the Christchurch City Bus Stop Guidelines (2009).

Risks and Mitigations

6.18 Not applicable.

Implementation

6.19 Implementation dependencies - Community Board approval.

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

Option Summary - Advantages and Disadvantages

6.21 The advantages of this option include:

- Mitigates the issue of privacy that the bus stop creates for the residents of 109 Nayland Street, where the property is built up to the road boundary.

6.22 The disadvantages of this option include:

- Removal of two on-street parking spaces.

7. **Option 2 - Do Nothing**

Option Description

7.1 Retain existing bus stop location.

7.2 This change:

- Does not mitigate the issue of privacy that the bus stop creates for the residents of 109 Nayland Street.
- Retains an accessible bus stop in accordance with the Christchurch City Bus Stop Guidelines.
- Retains the improved sight lines from the Menzies Street intersection.
- Retains two on-street car parking spaces.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

7.5 This option is inconsistent with the residents' request to mitigate the issue of privacy that the bus stop creates for the residents of 109 Nayland Street.

7.6 This option is supported by the residents of 109 Nayland Street, but not the residents of 107 Nayland Street.

Alignment with Council Plans and Policies

7.7 This option is consistent with Council’s Plans and Policies.
Waikura/Linwood-Central-Heathcote Community Board
14 November 2018

Financial Implications
7.8 Cost of Implementation - $1,500 for consultation, communication and the preparation of this report
7.9 Maintenance / Ongoing Costs – not applicable as it is an existing bus stop.
7.10 Funding source – Existing staff budgets.

Legal Implications
7.11 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations
7.12 Not applicable.

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

Option Summary - Advantages and Disadvantages
7.15 The advantages of this option include:
   - Has no impact on-street car parking.
7.16 The disadvantages of this option include:
   - It does not mitigate the issue of privacy that the bus stop creates for the residents of 109 Nayland Street.

Attachments

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<thead>
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<th>Title</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Proposed Bus Stop Relocation Plan for Board Approval - Nayland Street near Menzies Street</td>
</tr>
<tr>
<td>B</td>
<td>Consultation submissions</td>
</tr>
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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

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<tr>
<td>Peter Rodgers - Passenger Transport Engineer</td>
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<td>Brenda O'Donoghue - Passenger Transport Engineer</td>
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<tr>
<td>Ryan Rolston - Team Leader Traffic Operations</td>
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<tr>
<td>Steffan Thomas - Manager Operations (Transport)</td>
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Nayland Street near Menzies Street Proposed Bus Stop Relocation
Plan for Board Approval

Item No.: 10
Proposed Bus Stop Relocation: Nayland St near Manzeles St  
Consultation: Comments

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<td>X</td>
<td></td>
<td>We live a 4th floor apartment where we are proposing to take away our carpark at the front of our house. We say you are relocating it back to its original site. At this time the park outside our apartment was still there. You cannot take away 2 parks as if you remove there is a shortage of spaces with the level of the car park / garden plots etc. We moved to this house in 2010 where we had a park and that is how we want it to stay. Our security is taken up with a work vehicle with expensive tools in our personal car is on the street outside our property. We had the bus stop should remain the way it is and have one car park as there is plenty of room for the bus to swing in with the car park staying. Anyway this bus stop is not a very busy one!</td>
</tr>
<tr>
<td>2</td>
<td>Debbie Hicsi</td>
<td>X</td>
<td></td>
<td>Recommended date for receiving this proposal is 17/10/2018. If we could be added to the list of supporters of this move it would be appreciated. My son and wife have just bought the property and have been very frustrated by the bus stop noise interfering with their privacy. They have been advised to contact the council with the view to making a formal complaint. The property is a 3 bedroom apartment within the bus stop area.</td>
</tr>
</tbody>
</table>

[Received 31/10/2018]

I am writing to support the proposal to relocate the Manzeles St/Nayland St Bus Stop to its historical location as per the consultation plan outlined on the photograph attached below.

First and foremost, this proposed relocation will eliminate the issues of privacy that we currently have with this bus stop as it is right outside our front door which opens directly onto Nayland Street. Our home, unlike every other house along Nayland St, is not increased in size once the carpark (as it has been located since 2010) but also both our main living and bedroom areas have opening windows look out directly on it. It's to say there are 2 bedroom windows above it. We can actually see the driver, and also the passengers as they get on or off the bus, and they can easily see us. We are not at all comfortable with this in terms of personal privacy. Please see the photo below which shows the house and bus stop prior to its relocation in 2010. It clearly shows the close proximity of the front door and windows to the pavement and to where the bus stops as it is now.

Secondly, although we are aware that by supporting the proposal for relocating this bus stop to its former site that we will lose our on street parking, this is not an issue for us as we have worked hard to alleviate this potential issue with two underground garages which will help relocate and mitigate any potential problems. Firstly, we have borrowed money from the bank and are installing an I'm timber at the end of our garden which will easily accommodate another two vehicles. Secondly, we have also signed a leaseback agreement with the landlord to remove our house to allow us to add a back door entrance with access off Manzeles Street, which will enable us to park and also easily access the house from there. There is always plenty of parking on Manzeles street. So as you can see parking will not be an issue.

Lastly we also wish to state that in our opinion, we do not think this relocation should be any way inconvenienced by our other neighbouring homes in terms of any potential parking issues... Our nearest neighbours, at 4th floor apartment, have a double garage plus off street parking on their large driveway. Plus there is always plenty of alternative parking nearby along Nayland Street day and night - our section of Nayland Street is not that busy. In addition, all the houses along Nayland Street have off street parking, except ours, and we have plans in action to rectify this as previously stated. So again parking for us and for others should not be an issue if the proposed relocation goes ahead - which we fully support.
### Proposed Bus Stop Relocation: Nayland St near Menzies St

#### Consultation: Comments

<table>
<thead>
<tr>
<th>Submission No.</th>
<th>Submitter's Name</th>
<th>Submitter's Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Eoin &amp; Sue Riley</td>
<td>X</td>
</tr>
</tbody>
</table>

**[Original submission on 4/4/2019]**

We live at [address supplied] where you are proposing to take away our carpark out the front of our house. You say you are relocating it back to its 2016 site. At this time the park outside [address supplied] was still there. You cannot take away 1 parks as if you notice there is a shortage of carparks with the layout of the corner / garden plots etc. We moved to this house in 2015 where we had a park and that is how we want it to stay. Our driveway is taken up with a work van with expensive tools in it & our personal car is on the street outside our property. We feel the bus stop should remain the way it is and leave one car park as there is plenty of room for the bus to swing in with the car park staging. Anyway this bus stop is not a very busy one!

**[Additional information supplied on 11/10/2019]**

I would like to add, you have to be aware the owners of [address supplied] purchased this house knowing there was a bus stop right outside, as we did purchasing our house knowing we had a carpark for our extra car being able to be parked out our front. For us to lose our carpark, it would mean would we be parking several houses away, as all the home owners use their outside frontage to park their cars, overnight etc, and we all know that we do not park in someone else’s park. I am sure the same are many, many people who do not like having a bus stop outside their place but that is just the way life goes. The owners should not of purchased this property if it was going to be an issue for them.

| 2              | Debbie Hecks   | X                    |

**[Received 2/10/2019]**

I am writing to support the proposal to relocate the Menzies St/Nayland St Bus Stop to its historical placement as per the Consultation Plan outlined on the photograph attached below.

First and foremost this proposed relocation will resolve the issues of privacy that we currently have with the bus stop as it is right outside our front door which opens directly on to Nayland Street. Our home, unlike every other house along Nayland St, is not recessed as it was once a Dairy/Cure. Not only does our front door open directly on to this bus stop (as it has been located since 2016) but also both our main living and kitchen/dining areas have opening windows look out directly on to it, plus there are 2 bedroom windows above it. This can actually see the driver, and also the passengers as they get out of the bus and they can easily see us. We are not at all comfortable with this in terms of personal privacy. Please see the photo below which shows the house and bus stop prior to its relocation in 2016; it clearly shows the close proximity of the front door and windows to the pavement and where the bus stop is as it is now.

Secondly, although we are aware that by supporting the proposal for relocating this bus stop to its former site that we will lose our on street parking - this is not an issue for us as we have worked hard to alleviate this potential house with two lanes, both of which will help resolve and mitigate any potential of parking. Firstly, we have borrowed money from the bank are installing an 11m driveway at the end of our garden which will easily accommodate at least one vehicle. Secondly, we have also had council permission to remove our house to allow us to add in a back door entrance with access off Menzies Street, which will enable us to park and also easily access the house from there. There is always plenty of parking on Menzies Street. So as you can see parking will not be an issue.

Lastly we also wish to state that in our opinions, we do not think this relocation should in any way inconvenience any other neighbouring homes in terms of any potential parking issues. Our nearest neighbours, at [address supplied], have a double garage plus off street parking on their large driveway. Plus there is always plenty of alternative parking nearby along Nayland Street day and night - our section of Nayland Street is not that busy. In addition, all the houses along Nayland Street near us have off street parking, except ours, and we have plans in action to rectify this as previously stated. So again parking for us and for others should not be an issue if the proposed relocation goes ahead - which we fully support.
## Proposed Bus Stop Relocation: Nayland St near Menzies St

<table>
<thead>
<tr>
<th>Suggestion no.</th>
<th>Submitter name</th>
<th>Support Option 1</th>
<th>Support Option 2</th>
<th>Do not support either option</th>
<th>Submitters comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Evan &amp; Sue Richard</td>
<td>X</td>
<td></td>
<td></td>
<td>We definitely support location B (105 Nayland Street). I am happy with it. My house frontage is the explanation for the support. If this does not take place, then I support the bus stop remaining where it is. It has not been a problem all the time. It has been there. Neighbours could put in place signs for the few people who get off at that stop from being able to see in their eyebrows windows in, blinds or one way glass, etc. At the last meeting they said they didn't mind the stop being there but it was just that people could see in &amp; they wanted to be able to walk around in their dressing gowns. Losing previous parking for that reason is dubious.</td>
</tr>
<tr>
<td>2</td>
<td>Debbie &amp; Dave Hicks</td>
<td>X</td>
<td></td>
<td></td>
<td>Location B is our preferred option as it best resolves the issues of privacy and safety that are our key concerns with the bus stop as it currently is. This option of Location B is alongside a garage and is not beside a place of residence and therefore should be no issues regarding privacy. It also provides a better spread of car parking options along Nayland Street for all concerned parties whilst still optimising safety.</td>
</tr>
<tr>
<td>3</td>
<td>O R Gimson</td>
<td>X</td>
<td></td>
<td></td>
<td>Option B would compromise parking on the street outside my house (103 Nayland St). I leave one of my cars permanently parked on the street. I also load up my trailer in the region of the proposed bus stop.</td>
</tr>
</tbody>
</table>
9. **Hagley Park- Winter School Sports Bus Parking Requirements**

**Reference:** 19/235313  
**Presenter(s):** Michael Thomson Transport Engineer

### 1. Purpose of Report

1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to approve new and revised bus parking on Deans Avenue and Harper Avenue, associated with winter school sports at the park.

### 2. Executive Summary

2.1 Winter Sports for school children at Hagley Park is an ongoing activity each year.

2.2 Children are transported to/from the park by bus, and a drop off/pick-up area is required for safe transport of the children.

2.3 In addition, bus companies are requesting a layby close by where buses can wait, to be called for pick-up of children.

### 3. Staff Recommendations

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves that any previous resolutions pertaining to parking and stopping restrictions made on the east side of Deans Avenue, commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 404 metres, be revoked.

2. Approves that any previous resolutions pertaining to parking and stopping restrictions made on the south eastern side of Harper Avenue, commencing at its intersection with Park Terrace and extending in a south westerly direction for a distance of 417 metres, be revoked.

3. Approves that the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 71 metres.

4. Approves that the stopping of vehicles be prohibited between the hours of 11:00pm and 5:00 am on the following day, on the east side of Deans Avenue commencing at a point 71 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 110 metres. This restriction is to apply on any day.

5. Approves that the parking of vehicles be restricted to Buses only and be further restricted to a maximum period of 10 minutes on the east side of Deans Avenue commencing at a point 71 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 110 metres. This restriction is to apply between the hours of 12:00pm and 3:00 pm, on Tuesdays, Thursdays and Fridays, for the months of May, June, July and August each year.

6. Approves that the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 181 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 10 metres.

7. Approves that the parking of vehicles be restricted to Buses only and be further restricted to a maximum period of 10 minutes on the east side of Deans Avenue commencing at a point 191 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction
for a distance of 182 metres. This restriction is to apply between the hours of 12:00pm and 3:00 pm, on Tuesdays, Thursdays and Fridays, for the months of May, June, July and August each year.

8. Approves that the parking of vehicles be restricted to 60 degree angle parking on the east side of Deans Avenue commencing at a point 191 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 182 metres. This restriction on angle parking applies at all times except at times when any parking is prohibited and except for between the hours of 12:00pm and 3:00 pm, on Tuesdays, Thursdays and Fridays, for the months of May, June, July and August, every year.

9. Approves that the stopping of vehicles be prohibited between the hours of 11:00pm and 5:00 am on the following day, on the east side of Deans Avenue commencing at a point 191 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 182 metres. This restriction is to apply on any day.

10. Approves that the parking of vehicles be reserved for vehicles with an approved mobility person’s parking permit, prominently displayed in the vehicle, in accordance with section 6.4 of the Land Transport-Road User Rule: 2004, on the east side of Deans Avenue, commencing at a point 373 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 7.5 metres. This restriction is to apply at any time, and be further restricted to 60 degree angle parking.

11. Approves that a motorcycle stand be created on the east side of Deans Avenue, commencing at a point 380.5 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of six metres. This restriction is to apply at any time.

12. Approves that the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 386.5 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 17.5 metres.

13. Approves that the stopping of vehicles be prohibited at any time on the south eastern side of Harper Avenue commencing at its intersection with Park Terrace and extending in a south westerly direction for a distance of 58 metres.

14. Approves that the stopping of vehicles be prohibited between the hours of 11:00pm and 5:00 am on the following day, on the south eastern side of Harper Avenue commencing at a point 58 metres southwest of its intersection with Park Terrace, and extending in a south westerly direction for a distance of 340 metres. This restriction is to apply on any day.

15. Approves that the parking of vehicles be restricted to Buses only on the south eastern side of Harper Avenue commencing at a point 198 metres southwest of its intersection with Park Terrace and extending in a south westerly direction for a distance of 200 metres. This restriction is to apply between the hours of 12:00pm and 3:00 pm, on Tuesdays, Thursdays and Fridays, for the months of May, June, July and August each year.

16. Approves that the stopping of vehicles be prohibited at any time on the south eastern side of Harper Avenue commencing at a point 398 metres southwest of its intersection with Park Terrace and extending in a south westerly direction for a distance of 19 metres.

17. Approves 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 This 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 - Install Winter Bus parking and reconfirm adjacent parking /stopping restrictions.
- Option 2 - Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Meets the needs for the associated transport requirements for winter sports at Hagley Park.

4.3.2 The disadvantages of this option include:

- None identified.

5. **Context/Background**

**Issue**

5.1 Every year, winter school sports occurs on the afternoons of Tuesday, Thursday and Friday, throughout the months of May to August. School children are brought to the park on buses, operated by various bus companies in Canterbury.

5.2 The drop off /pick-up area is on the park side of Deans Avenue, between the recently installed cycle /pedestrian signalised crossing, and the Moorhouse Avenue intersection, Refer Attachment A.

5.3 Some years ago, the Hagley /Ferrymead Community Board approved part time bus parking. Since that time a combination of additional demand and a need to modify adjacent parking restrictions, has led to this report.

5.4 The modification of adjacent parking restrictions applies to a motorcycle stand and two mobility parks. It is recommended that these apply at any time. The benefit of this is that motorcyclists or persons with a mobility issue, will benefit from the facilities, outside the standard 8:00 am to 6:00 pm times. In addition, these restrictions applying at any time, means that parking /stopping activities at night by anti-social road users, will be prohibited.

5.5 Other parking or stopping restrictions within the area concerned, can be reconfirmed as part of this report.

5.6 In addition to Deans Avenue, Bus Companies are requesting a reserved area on Harper Avenue, to wait to be called to Deans Avenue to pick up children. Refer Attachment B. It was initially requested that kerbside closer to the Fendalton road be used. On investigation, it was found that this area would conflict with the park’s cherry trees, which line the frontage near Fendalton Road. As a result, the roadside between the pedestrian /cycle signals and the Bealey / Carlton Mill /Harper /Park Terrace intersection is now proposed for bus parking.

**Strategic Alignment**

5.7 Council’s strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
5.8 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved parking that meets the demands at certain times.

5.9 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the Council's Long Term Plan (2018 - 2028).

**Decision Making Authority**

5.10 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.

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

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

**Assessment of Significance and Engagement**

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

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

5.15 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 - Install modified and reconfirm parking and stopping restrictions
- Option 2 - Do Nothing

6.2 No other options were considered.

**Options Descriptions**

6.1 **Option One: Preferred Option:** Install modified winter sports bus parking, mobility parks and motorcycle stand. Reconfirm adjacent parking and stopping restrictions.

6.1.1 **Option Description:** Install No Stopping and parking restrictions as detailed in the above description and in accordance with Attachment A.

6.1.2 **Option Advantages**

- Meets the parking needs of various Hagley Park users at times of high parking demand.

6.1.3 **Option Disadvantages**

- None identified

6.2 **Option Two: Do Nothing**

6.2.1 **Option Description:** Do not change parking and stopping restrictions.

6.2.2 **Option Advantages**

- None identified
6.2.3 **Option Disadvantages**
- Does not meet the parking needs of various Hagley Park users at times of high parking demand.

7. **Community Views and Preferences**
   7.1 Every year, prior to the commencement of Winter Sports, all parked vehicles and all local businesses (whose employees may park in the vicinity of the Deans Avenue area) are notified by personal visits and/or by information fliers.
   7.2 This parking management is requested by Sport Canterbury, on behalf of all participating children, who are transported to/from the park by bus.
   7.3 The Team Leader Parking Compliance supports the preferred option.
   7.4 The Parking Compliance team will create a separate information flier, to distribute to vehicles parked along Harper Avenue, prior to the commencement in May each year.

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, and the recommendations are consistent with the policy and legislative framework outlined in sections 4.5-4.7.

9. **Next Steps**
   9.1 Approval is required by the Community Board
   9.2 If approved, the recommendations will be implemented approximately three weeks after the contractor receives the request.
### 10. Options Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1 - Install Parking and No Stopping Restrictions</th>
<th>Option 2 – Do Nothing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cost to Implement</strong></td>
<td>$500 for the installation of traffic controls, plus $750 for consultation and the preparation of this report</td>
<td>$750 for consultation and the preparation of this report</td>
</tr>
<tr>
<td><strong>Maintenance/Ongoing</strong></td>
<td>Covered under the area maintenance contract</td>
<td>Covered under the area maintenance contract</td>
</tr>
<tr>
<td><strong>Funding Source</strong></td>
<td>Traffic Operations Budget and staff time</td>
<td>Staff time</td>
</tr>
<tr>
<td><strong>Impact on Rates</strong></td>
<td>No impact</td>
<td>No impact</td>
</tr>
<tr>
<td><strong>Social &amp; Community Impacts</strong></td>
<td>Better supports transport for school sport</td>
<td>No impact</td>
</tr>
<tr>
<td><strong>Accessibility Impacts</strong></td>
<td>Better supports transport for school sport</td>
<td>No impact</td>
</tr>
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</table>
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Attachment A to Linwood Central Heathcote community Board on 01 april 2019</td>
<td>50</td>
</tr>
<tr>
<td>B</td>
<td>Attachment B to Linwood central Heathcote Community Board on 01 April 2019</td>
<td>51</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

<table>
<thead>
<tr>
<th>Author</th>
<th>Michael Thomson - Transport Engineer</th>
</tr>
</thead>
</table>
| Approved By                 | Ryan Rolston - Team Leader Traffic Operations  
                             | Steffan Thomas - Manager Operations (Transport)  
                             | Richard Osborne - Head of Transport |
Waikura/Linwood-Central-Heathcote Community Board
01 April 2019

Harper Ave
Proposed Parking and Stopping Restrictions
For Board Approval

Original Plan Size: A4
ISSUE_1 18/03/2019
TG133735 MJR
10. Application to 2018/19 Youth Development Fund - Various
Reference: 19/269789
Presenter(s): Diana Saxton, Community Recreation Advisor

1. Purpose of Report
1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to consider an application(s) received for funding from its 2018/19 Youth Development Fund.
1.2 This report is to assist the Board to consider an application(s) of funding from Christchurch Football Club U12.
1.3 There is currently a balance of $2,200 remaining in this fund.

2. Staff Recommendations
That the Waikura/Linwood-Central-Heathcote Community Board resolve to:
1. Approve a grant of $600 from its 2018/19 Youth Development Fund to Christchurch Football Club U12 towards Pollyana Palamao and Jack O’Rourke attending the Kids World Rugby Festival in Japan from 19 to 22 April 2019.
2. Approve a grant of $500 from its 2018/19 Youth Development Fund to Marion College towards Mailena Fasi Fidow attending the Five Schools Educational and Cultural Exchange in Japan from 13 to 27 April 2019.

3. Key Points

Strategic Alignment
3.1 Investing in our youth to develop leadership, cultural competence and success in their chosen field builds the capacity of our city’s youth, our future adults. In doing so we increase the likelihood of these youths contributing to developing a vibrant, prosperous and sustainable 21st century city; one of the council’s six Strategic Priorities. The recommendations contained in this report are based on this principle.

Decision Making Authority
3.2 Determine the allocation of the Discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).
3.3 Allocations must be consistent with any policies, standards or criteria adopted by the Council
3.4 The Fund does not cover:
   - Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
   - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement
3.5 The decision(s) in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.
3.6 The level of significance was determined by the number of people affected and/or with an interest.

3.7 Due to the assessment of low significance, no further community engagement and consultation is required.

4. Applicant 1 – Christchurch Football Club U12 (Pollyana Palamo and Jack O’Rourke)

4.1 Age: Pollyana Palamo is a 12 year old resident of Linwood and Jack O’Rourke is an 11 year old resident of Mount Pleasant.

4.2 School: Pollyana attends Hillview Christian School and Jack attends Mt Pleasant Primary School.

4.3 Activity: Pollyana and Jack are part of a team of 13 players attending the Kids World Rugby Festival for children in Yokohoma, Japan from 19 to 22 April. The Christchurch Football Club U12 team is taking part in this festival having won the U11/10 Grade at NZ Festival Queenstown 2017/18 along with being runners up in the Canterbury Metro U11 section 1 and having an unbeaten run in the Canterbury Metro U10 section 1 grade in 2017. The tournament will take place at the Yokohama International Stadium that is also the site of the Rugby World Cup semis and finals. Countries participating in the tournament include Japan, Scotland, Ireland, Australia, New Zealand, Samoa, Tonga, USA and England. The tournament acts as a Rugby World Cup 2019 promotion event and celebrates junior sport with an expected attendance of approximately 10,000 people. Both children are looking forward to this opportunity to represent New Zealand, learn about other cultures by meeting players from other countries and being in Japan at the stadium holding the Rugby World Cup. In addition to playing rugby Pollyana is keen on athletics and Jack enjoys cricket.

4.4 Event seeking support for: Christchurch Football Club are seeking funds to cover the costs of each player’s return airfare to Japan for this trip. The players are also involved in fundraising activities including raffles, car wash, traffic control, sausage sizzles and sponsorships.

4.5 The following table provides a breakdown of the costs for each player to go on this trip.

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Return airfares per person</td>
<td>2,615</td>
</tr>
<tr>
<td>Insurance per person</td>
<td>100</td>
</tr>
<tr>
<td>Food per person</td>
<td>200</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,915</strong></td>
</tr>
</tbody>
</table>

5. Applicant 2 – Mailena Fasi Fidow; Five Schools Educational and Cultural Exchange

5.1 Age: 16 years old, year 12 student

5.2 School: Mailena is from Phillipstown and attends Marian College

5.3 Activity: The Five Schools Educational and Cultural Exchange is an initiative that has been going for 25 years. It involves two schools for Christchurch (Marion and Shirley Boys High) and one each from Australia, China and Japan. Each year the schools visit one of the countries involved and share experiences and initiatives around conservation, sustainability and ecology. Last year the school visited Christchurch and looked specifically at the sustainability issues facing the Otākaro-Avon River.
5.4 Mailena is very involved in sport and cultural activities. She plays for the school in touch, athletics, netball and volleyball and is also involved in the Pacifica and Kapa haka groups.

5.5 The total cost for the Five Schools Educational and Cultural Exchange trip for Mailena is $2,500. The amount recommended is $500.00 which will go towards paying for the airfares.

Attachments
There are no attachments to this report.

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

Signatories
| Authors                  | Bruce Coleman - Community Development Advisor |
|                         | Diana Saxton - Community Recreation Advisor   |
| Approved By             | Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote |
11. Waikura/Linwood-Central-Heathcote Community Board Area Report - April 2019

Reference: 19/222113
Presenter(s): Arohanui Grace, 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 Waikura/Linwood-Central-Heathcote Community Board:


   2. Request staff to work with Avebury House Community Trust to negotiate conditions of use that allow full use of the facilities for community and fundraising events while protecting the heritage values of the facility.

   3. Note the Board submission to the Council’s Draft Annual Plan 2019/20.

   4. Consider items for inclusion for the Board Report to the Council’s 11 April 2019 meeting.

   5. Consider items for inclusion in the Board April 2019 Newsletter.

3. **Community Board Activities and Forward Planning**

   3.1 **Memos/Information/Advice to the Board**

   3.1.1 **Coastal Pathway – Water Fountain Future Needs** – at the Board’s 19 September 2018 meeting the Board:

   Request staff to discuss with the Christchurch Coastal Pathway Trust about water fountains along the Coastal Pathway and what the future needs might be and report back to the Board.

   Staff Advice by way of a Memorandum is attached. *(Attachment A)*

   3.1.2 **Coastal Pathway – Shared Path Speed Limits** - at the Board’s 3 December 2018 meeting the Board:

   Request staff advice on how the shared pathway is working and whether there is a need for speed limits or other measures to be implemented to manage potential conflicts.

   Staff Advice by way of a Memorandum is attached. *(Attachment B)*

   3.1.3 **Te Ara a Rongo – Gloucester/Worcester Park** – at the Board’s 20 February 2019 meeting the Board:

   Request staff advice on the possible placement of a recycle/rubbish bin, a drinking fountain and the cost of putting lighting along the walkway for Te Ara a Rongo – Gloucester/Worcester Park.
3.1.4 Ōpāwa Volunteer Library Project – a memorandum advising of that the contract for the Ōpāwa Volunteer Library Project has been awarded to Watts & Hughes and that some trees that were in extreme poor condition were removed is attached. (Attachment D)

3.2 Board area Consultations/Engagement/Submission opportunities

3.2.1 The following consultations are open to the community within the Community Board Area:

<table>
<thead>
<tr>
<th>Consultation</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Plan Change 1 – Woolston Risk Management Area</td>
<td>20 March to 17 April 2019</td>
</tr>
<tr>
<td>Christchurch Northern Corridor Traffic Mitigation</td>
<td>13 March to 15 April 2019</td>
</tr>
<tr>
<td>Summit Road Speed Limit Review</td>
<td>11 March to 8 April 2019</td>
</tr>
<tr>
<td>Council Draft Annual Plan 2019/20</td>
<td>1 March to 1 April 2019</td>
</tr>
</tbody>
</table>

3.3 Board Reporting

3.3.1 The Linwood-Central-Heathcote Community Board Submission to the 2019/2020 Annual Plan has been completed and is attached. (Attachment E)

3.3.2 Members are invited to suggest items for inclusion in the Board Newsletter.

3.3.3 Members are invited to suggest items for inclusion in the Board Report to the Council.

4. Significant Council Projects in the Board Area

4.1 Strengthening Community Fund Projects

4.1.1 Big Chill - Planning is underway with local groups and organisations for the Big Chill at Linwood Park as a feature event for Kids Fest and the Winter Blast an event for seniors held at Woolston Club.

4.1.2 Water Fountain at Waltham Park - The installation of a water fountain at Waltham Park is completed.

4.2 Other partnerships with the community and organisations

4.2.1 Linwood Youth Festival Experience (LYFE) celebrated 21 years on 9 March 2019 at Linwood Park with great success and positive feedback. A dedicated crew of over 20 young people from greater Linwood, supported by a coordinator and a LYFE Advisory Group, put in months of work to turn their ideas for the event into reality. As a result, thousands of people enjoyed the wide range of activities, performances, information stalls and food choices on the day. Just as importantly, young people developed event management, interpersonal, and leadership skills and local youth focused organisations worked together to support youth achieve a safe and successful event for youth and the wider community.

4.2.2 Pop Up Nature Play will be set up at the new urban forest - Te Oranga Waikura from 6 to 18 April 2019. There will be nine bookable sessions for OSCAR providers and preschools with free play available during other times. This follows on from two nature
play workshops held in March and April 2019 for early childhood, primary educators and OSCAR providers.

4.2.3 The Waltham Park Working Group will prioritise what enhancements they want considered for 2019/20 financial year as a result of research completed in 2018. The summer touch series for children and families has been completed.

4.3 Community Facilities (updates and future plans)

4.3.1 Risingholme is on track for completion of earthquake repairs with a Mayoral opening planned for 5 June 2019 followed by a community day planned for 8 June 2019.

4.3.2 Heathcote Community Residents’ Association have applied to the Community Resilience Partnership Fund for a Community Centre Activator.

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

5.1 Response to events of Friday 15 March 2019

The Linwood-Central-Heathcote Community Governance Team will work alongside the Community Board to carry out a community response to the tragic events of Friday 15 March 2019.

It is useful to note that:

- Everyone caught up in such an event as happened on 15 March 2019 will be affected psychosocially. For some the psychosocial effects will be more pronounced than others, but everyone is affected.
- People directly affected (the Muslim community, immediate responders, those in the area, and children and young people who were locked down with no information) will take time to come to terms with what has happened.
- The events of that Friday will have widespread impacts that extend beyond those ‘directly’ affected. A broad audience will have communication and information needs as we begin to process what has happened. This will extend well beyond the geographic location of the events.
- The local response will use relevant channels to promote five essential elements of safety, calm, connectedness, self-efficacy and hope.
- The Greater Linwood Forum held Monday 1 April provided an opportunity to support community groups who are working with affected communities.
- The Community Board ‘Light Bulb Moments Fund’ will be promoted as a means to support immediate and emerging needs, based on the promoting the principles of safety, calm, connectedness, self-efficacy and hope.

5.2 Ōpāwaho to Ihutai (Ōpāwa to Estuary) Project – The Board held a workshop mid-March to determine an initial purpose and scope for this project. The Board is holding a community workshop on 30 April 2019. (Attachment F)

5.3 Avebury House Community Trust Use of Grounds and Security Issues.

5.3.1 The Avebury House Community Trust has expressed concern that its ability to fully realise the potential of the buildings and the grounds to both provide community events and to offer the facilities for fund raising and social enterprise purposes is restricted because of the current guidelines for the use of the grounds. (Attachment G).
5.3.2 At the Avebury House Christmas market all the gazebos had to be kept on the shingle driveway thereby limiting the number and scope of activities that could be accommodated and performers also had to be based on the roadway when it would have more convenient and pleasant for everyone if performers could be located on the lawn.

5.3.3 Between September 2018 and March 2019 seven weddings have been hosted on the lawn. With different conditions of use the Trust believes many more weddings and other revenue generating events could be held at Avebury House. The Trust is concerned that the rules for the use of the Avebury House lawn are not reasonable or necessary for the protection of the asset for use by all members of the public. For instance the use water weights to erect marques would work adequately to protect the lawn for damage without an outright ban on the use of marques for events.

5.3.4 The Trust is also concerned with the number of petty crimes, arson and theft that have taken place over the last 18 months and would like to see improved security arrangements for the house.

5.4 Parks Nurturing Nature Community Led Planting Project is supporting a number of communities within the area including one on Muritai Terrace in Mt Pleasant and another in Waltham.

5.5 Events Report Back

5.5.1 Linwood High School: College Farewell Celebrations will be held on over the weekend of 5 April 2019.

5.5.2 The summer events season is drawing to a close with the a strong line-up of Community Board supported events including Woolston Gala, Avebury Gala, Roimata Outdoor Cinema, and the Phillipstown Community Day taking place in March. In April, community event organisers will come together with staff to share ideas and look ahead to future events they may consider holding.

5.5.3 Canterbury Polyfest 2019 was to have taken place in the Christchurch Red Zone on Saturday 16 March 2019 and was postponed owing to the recent tragedies. Another date is being discussed and will be confirmed by the beginning of April.

6. Updates from Other Units

6.1 Parks Update

Two planting days will be occurring within Connal Reserve on Monday 13 May and Thursday 16 May, once the area has been cleared from the dredging.

Four Local schools St Marks, St Anne’s, Opawa and Te Waka Unua will be undertaking in the planting. The schools will be split up into morning and afternoon slots and each will adopt an area and each will be going back to do a maintenance day. A sign will be created to let the public know of the participation of the schools as well as individual signs.

7. Community Board Funding Update

7.1 Discretionary Response Fund unallocated balance for 2018/19 is $67,355.

7.2 Youth Development Fund unallocated balance for 2018/19 is $2,200.

7.3 Light Bulb Moments Fund unallocated balance for 2018/19 is $1,320.

7.4 The 2018/19 Discretionary Response Funding Spreadsheet is attached. (Attachment H).
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Coastal Pathway - Water Fountain Future Needs</td>
<td>62</td>
</tr>
<tr>
<td>B</td>
<td>Coastal Pathway - Shared Path Speed Limits</td>
<td>64</td>
</tr>
<tr>
<td>C</td>
<td>Te Ara a Rongo – Gloucester/Worcester Park</td>
<td>65</td>
</tr>
<tr>
<td>D</td>
<td>Ōpāwa Volunteer Library Project - Update on Contractor</td>
<td>81</td>
</tr>
<tr>
<td>F</td>
<td>Opawaho to Ihutai (Opawa to Estuary) Project - April 2019</td>
<td>86</td>
</tr>
<tr>
<td>G</td>
<td>Christchurch City Council Local Park Weddings Terms &amp; Conditions</td>
<td>87</td>
</tr>
<tr>
<td>H</td>
<td>Linwood-Central-Heathcote Discretionary Response Fund 2018-2019</td>
<td>88</td>
</tr>
</tbody>
</table>

Signatories

| Authors | Liz Beaver - Community Board Advisor  
Amanda Black - Support Officer  
Bruce Coleman - Community Development Advisor  
Sol Smith - Community Development Advisor  
Diana Saxton - Community Recreation Advisor  
Tracey Waho-Blayney - Support Officer |
|---------|--------------------------------------------------------------------------------|
| Approved By | Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote  
Matthew McLintock - Manager Community Governance Team  
John Filsell - Head of Community Support, Governance and Partnerships |
Memorandum

Date: 15 January 2019
From: Kirsty Mahoney, Project Manager Transport
To: Linwood-Central-Heathcote Community Board
Cc: Liz Beaver, Community Board Advisor
Subject: Coastal Pathway Project - Water Fountain Future Needs
Reference: 19/35675

1. Purpose of this Memo
1.1 At its meeting held on 19th September 2018, the Linwood-Central-Heathcote Community Board requested staff to discuss with the Christchurch Coastal Pathway Trust about water fountains along the Coastal Pathway and what the future needs might be and report back to the Board.

1.2 The purpose of this memo is to report back to the Board about the discussions held with the Christchurch Coastal Pathway Group (CCPG) in relation to potential locations for water fountains along the Coastal Pathway and what the future needs may be.

2. Update
2.1 To date, there are four potential locations that have been identified for new water fountains along the Coastal Pathway between Ferrymead Bridge and Scarborough Beach, which are:
   - Scott Park
   - Raekura Park Jetty
   - Beachville Road, adjacent to Beachville Reserve
   - Moncks Bay, adjacent to the existing Christchurch Yacht Club building

2.2 It is noted that there is an existing drinking fountain in place and operational at the Sumner Surf Lifesaving Club, and along the Esplanade.

2.3 Initial investigations into the costs of installation only are:
   - Scott Park $2,145.68 (incl. GST)
   - Raekura Park Jetty $16,359.18 (incl. GST)
   - Beachville Road $6,659.55 (incl. GST)
   - Moncks Bay $11,253.00 (incl. GST)

2.4 The cost of the stainless steel water fountain design desired by the CCPG is $6,854 including GST. If a dog bowl and tap is included, then each stainless steel water fountain is $7,948.80 including GST. This type of water fountain can be sourced from Fel Group Limited. It is noted that these prices were sourced in May 2018, and may be subject to change.

2.5 Therefore the total estimated cost to install a drinking fountain at the locations described above is:
   - Scott Park $2,145.68 + $7,948.80 = $10,094.48 (incl. GST)
   - Raekura Park Jetty $16,359.18 + $7,948.80 = $24,307.98 (incl. GST)
   - Beachville Road $6,659.55 + $7,948.80 = $14,608.35 (incl. GST)
3. Conclusion

3.1 The CCPG is committed to funding water fountains as funding allows. The Board may wish to consider contributing to the CCPG supply and installation costs to accelerate the installation of the fountains.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Drinking Fountains for Pricing</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Drinking Fountain Specification</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Drinking Fountain Installation Price - Scott Park</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Drinking Fountain Installation Price - Moncks Bay</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Drinking Fountain Installation Price - Celia Street Jetty</td>
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<tr>
<td>F</td>
<td>Drinking Fountain Installation Price - Beachville Road</td>
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<tr>
<td>Kirsty Mahoney</td>
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<tr>
<td>Sharon O’Neill</td>
<td>Team Leader Project Management Transport</td>
</tr>
</tbody>
</table>

Approved By

Lynette Ellis - Manager Planning and Delivery Transport
Memorandum

Date: 25 January 2019
From: Kirsty Mahoney, Project Manager Transport
To: Linwood-Central-Heathcote Community Board
Cc: Liz Beaven, Community Board Advisor
Subject: Coastal Pathway - Shared Path Speed Limits
Reference: 19/76976

1. Purpose of this Memo
   1.1 The purpose of this memo is to respond to the Community Board’s request at its meeting held on 3 December 2018 for staff advice on how the shared pathway is working and whether there is a need for speed limits or other measures to be implemented to manage potential conflicts.

2. Update
   2.1 The Coastal Pathway is one project in Christchurch that has a shared path status in place.
   2.2 The completed sections of the Coastal Pathway between Ferrymead Bridge and Redcliffs are working well to date, with good use by both cyclists and pedestrians.
   2.3 Council has not to this point considered speed limits for shared paths or footpaths. The present legislative controls do not make this practical. It is understood that the issue of small vehicle speeds on shared paths and footpaths is being considered at a national level presently.

3. Conclusion
   3.1 Staff are awaiting the outcome of the national discussions around legislative controls on shared paths or footpaths before responding at a local level. It has been stated in the media that the proposed changes will be ready for consultation in early 2019.

Attachments
There are no attachments to this report.

Signatories

<table>
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<td>Kirsty Mahoney - Project Manager</td>
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<td>Sharon O’Neill - Team Leader Project Management Transport</td>
<td></td>
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Item No.: 0
Memorandum

Date: 1 April 2019
From: Sarah Blows, Parks Planner
To: Linwood-Central-Heathcote Community Board
Cc: Liz Beaver, Community Board Adviser
Subject: Te Ara a Rongo - Gloucester Worcester Park
Reference:

1. Purpose of this Memo
   1.1 At the Linwood-Central-Heathcote Community Board’s 20 February 2019 meeting the Board:
       Request staff advice on the possible placement of a recycle/rubbish bin, a drinking fountain and
       the cost of putting lighting along the walkway for Te Ara a Rongo – Gloucester/Worcester Park.

2. Update
   2.1 Possible Placement of Recycle/rubbish Bin - Recycling and rubbish bins are generally not
       included in neighbourhood parks as residents live close by and can take their rubbish home
       with them. The cost to install a rubbish bin in the park is $1,245 with an ongoing annual
       maintenance rate of $318 to empty the bin. Operational funding to maintain this asset has not
       been accounted for in the latest Annual Plan and funding would need to be allocated for this.

   2.2 Possible Placement of Drinking fountain - Drinking fountains are generally not included in
       neighbourhood parks as residents live close by and can bring water with them. The cost to
       install an accessible drinking fountain (with dog bowl) in the park is $9,700 with an ongoing
       annual maintenance rate of $195. Operational funding to maintain this asset has not been
       accounted for in the latest Annual Plan and funding would need to be allocated for this.

   2.3 The cost of putting lighting along the walkway - A Crime Prevention Through
       Environmental Design (CPTED) assessment was undertaken in September 2018 (Attached)
       This assessment recommended against providing lighting in the park. Lighting of parks is only
       proposed where there is facilities and associated car parks that allow for night time use
       (community halls for example), or where there is no alternative safe route. In this instance,
       the roading network is the safe route. Lighting is not recommended for this reserve as it gives
       a false sense of security.

   2.4 As part of the CPTED assessment a night time visit was undertaken. It was noted that the
       surrounding street lights penetrate about one third of the depth of the reserve at either end,
       leaving the middle section un-lit. In this section the existing shrubs and trees and fences cast
       dark shadows. Voices were heard from neighbouring residences, however with blinds and
       curtains closed, there is little surveillance into the reserve. Passing traffic was light, and there
       was no foot traffic through or past the reserve. The fence corners where the reserve widens in
       the mid-section are potential concealment areas, particularly at night-time.

   2.5 A cost estimate to include lighting in the park has been received at $35,000. This is a high level
       estimate and an official lighting assessment report is required at a cost of approximately $900.
Attachments

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<tr>
<th>No.</th>
<th>Title</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Te Ara a Rongo – Gloucester/Worcester Park CPTED Assessment</td>
</tr>
</tbody>
</table>

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<td>Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote</td>
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</table>
GLoucester – Worcester Reserve
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

GLOUCESTER-WORCESTER RESERVE
CPTED Report
Christchurch City Council

12 September 2018
Revision B – FINAL

Figure 1. Gloucester Street entrance

PREPARED BY THE TECHNICAL SERVICES AND DESIGN TEAM, Vertical Capital Delivery & Professional Services
CHRISTCHURCH CITY COUNCIL
September 2018
## CONTENTS

1.0 Background and Scope ................................................................. 3
2.0 CPTED and the Design Process .................................................. 3
3.0 CPTED report methodology ......................................................... 4
4.0 Site Context ................................................................. 5
   Site and surroundings .......................................................... 5
   Crime Profile ................................................................. 6
   Council Requests for Service (RFS’s) ....................................... 7
5.0 CPTED Assessment of Receiving Environment ............................. 8
   General Observations ......................................................... 8
   Daytime observations ....................................................... 8
   Night time observations ........................................................ 9
6.0 CPTED Assessment of Proposed Design ..................................... 9
   Proposed Design .......................................................... 9
   CPTED Assessment of Proposal ........................................... 10
7.0 CPTED recommendations ......................................................... 11
   Quick wins ................................................................. 11
   Strategic Recommendations ............................................... 12
Bibliography ................................................................................. 13

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CHRISTCHURCH CITY COUNCIL
September 2018
1.0 BACKGROUND AND SCOPE

The proposed Gloucester-Worcester Reserve is to be located on four previously residential sections at 300, 302 and 304 Gloucester Street, and 261 Worcester Street. The residential dwellings that previously existed on the site were damaged and removed as a result of the 2011 Canterbury earthquakes. This report comprises a Crime Prevention through Environmental Design (CPTED) review of the baseline ‘receiving environment’ at the site; assesses the potential impact of the new reserve development; and provides recommendations on mitigation measures that could be implemented independently and/or as part of the development.

This report is in relation to the Landscape Plan for the Gloucester-Worcester Reserve prepared by the CCC Technical Services and Design Team and dated September 2018.

2.0 CPTED AND THE DESIGN PROCESS

The National Guidelines for CPTED (2005)\(^1\) prepared by the Ministry of Justice describe CPTED as:

“a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in the quality of life.”

CPTED is an important tool in managing the physical environment and is directly applicable to the security, site constraints and challenges that affect the site. This review has been prepared in the context of the following guidance documents and polices:

National Guidelines for CPTED\(^2\) these guidelines promote best practice design through the application of CPTED principles. The four overlapping principles are:

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\(^1\) (Ministry of Justice, 2005), (Canterbury Safety Working Party, 2004)

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Gloucester – Worcester Reserve
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

1. Surveillance – people are present and can see what is going on;
2. Access management – methods are used to attract people and vehicles in some places and restrict them from others;
3. Territorial reinforcement – clear boundaries encourage community ‘ownership’ of the space; and
4. Quality environments – good quality, well maintained places attract people and support surveillance.

The National Guidelines define seven qualities that characterise well designed, safe places:

1. Access: Safe movement and connections;
2. Surveillance and sightlines: See and be seen;
3. Layout: Clear and logical orientation;
4. Activity mix: Eyes on the street;
5. Sense of ownership: Showing a space is cared for;
6. Quality environments: Well designed, managed and maintained environments; and

Christchurch City Council Safer Christchurch Strategy 2016-2021 (2016)
The Safer Christchurch Strategy 2016-2021, Priority Area 5: Building in safety refers to CPTED as playing an important role in enhancing safety in our communities:

“Applying first and second generation crime prevention through environmental design (also referred to as CPTED) principles to the way we plan, design and manage our built environment will increase community usage, improve perceptions of public places, achieve connection and integration of streets and public places, and reduce the incidence of injury and opportunities for crime and antisocial behaviour.”

3.0 CPTED REPORT METHODOLOGY

In preparation of this CPTED assessment, the following activities have been undertaken:

- Familiarisation with the site and project including, desktop review of reports for the proposed development, and briefing with key Christchurch City Council staff to understand background to the project;
- Day time site visit on Friday 31st August 2018 from 12.00 to 12.30, weather was cold and drizzly, and one female practitioner undertook the visit;
- A night time visit was undertaken on Wednesday 5th September at 7.30-8.00pm. It was dark and the weather was cold but fine. One female practitioner undertook the visit;
- Describe the receiving environment and any relevant observations;

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CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

- Review the landscape plan;
- Prepare recommendations on potential CPTED issues.

### 4.0 SITE CONTEXT

#### SITE AND SURROUNDINGS

The site cuts through the block bounded by Gloucester and Worcester Streets, and sits opposite the Christchurch East Primary school to the north. Fitzgerald Ave sits at the end of the block to the east, and Barbadoes Street to the west.

The CCC Rapanui-Shag Rock Major Cycleway route is situated on-road at the Worcester Street (southern) boundary of the site. This route starts at the Ferrymead Bridge, and leads into the Central City via Linwood. It is primarily aimed at attracting more commuter cyclists. The vehicle road through Latimer Square to the west was closed two years ago to accommodate the cycleway. This may have potentially reduced the number of vehicle movements down Worcester Street from the city to the Linwood area.

The site is zoned Open Space Community Parks (OCP) in the District Plan, and the surrounding residential areas are zoned Residential Central City (RCC). This zone provides for a range of housing types, including high density living. The existing dwellings are mostly modest flats and town houses, with some two storey town houses having views down into the reserve.

A housing complex is located at 278 – 292 Gloucester Street which gives a through route to Worcester Street, and the Christchurch Bowling Club is situated at 237 Worcester Street. Vagabond Back-packers

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Gloucester – Worcester Reserve
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

is situated at 230 Worcester Street. A bus route follows Gloucester Street with a bus stop just east of
the reserve.

![Figure 4 Existing reserve and fencelines]

At 10.0m wide, the Worcester Street reserve frontage is the width of one residential lot. There is an
unsealed vehicle parking area and a low post and cable fence with a locked opening for vehicles. The
Gloucester Street frontage is 30.0m wide. It also has a low post and cable fence with a pedestrian
opening and a locked opening for vehicles. There is also a drop down kerb at this end. The length of the
entire reserve is 100m. The topography of the reserve is generally flat.

The residential boundaries are all lined by 1.8m high fences of either timber paling or corrugated iron
construction. There are a good number of dwellings with windows which overlook the top of the fences
into the reserve, however these are mostly bedroom and bathroom windows which tend to give less
surveillance opportunities.

There are a number of existing trees and shrubs growing midway within the reserve, presumably
remnants of the previous residential garden plantings. They include some native species such as Beech,
Akeake and Cabbage tree, and some fruiting trees such as apples. The trees range from 2.0m to
approximately 8.0m in height and are well tended with their lower limbs removed to give good
sightlines underneath. There is also some trees on the road boundaries which are well tended. The
remainder of the reserve is grass covered, with an informal desire line worn through the centre. There
is no place naming or way finding signage evident. There is also no rubbish bins, park furniture or hard
surfaces established yet within the reserve.

CRIME PROFILE

Police Victimisation\(^2\) data for the last two years shows the rate of crime that has occurred within the
relevant meshblock areas. This includes the entire block from Barbadoes Street to Fitzgerald Ave,
bounded by Gloucester and Worcester Street. The crime types include robbery and theft, unlawful

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\(^2\) (New Zealand Police, 2018)
entry, and assaults. The trends show that crime occurrences are evenly spread across the week. There has been 48 victimisations over the last two years.

Figure 5 Police Victimisation data for meshblocks 2657500 and 2657600 31/7/2016 to 31/7/2018

COUNCIL REQUESTS FOR SERVICE (RFS’S)

The RFS requests logged by the CCC system can usefully reveal public perception and concerns with safety related issues in an area. The relevant RFSs currently logged within the CCC system are related to overgrown grass in the reserve which requires mowing, freedom camping in the reserve, an

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September 2018
Gloucester – Worcester Reserve
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

abandoned motor vehicle, and rubbish and mattresses being dumped. The most recent RFS was related to graffiti and was logged in April 2018.

5.0 CPTED ASSESSMENT OF RECEIVING ENVIRONMENT

GENERAL OBSERVATIONS

This new reserve was established after the removal of four residential dwellings. The entire neighbourhood block is 360m long and the new reserve provides a mid-block through-route, making the neighbourhood more easily walkable. The worn desire line in the grass shows that the reserve is used to some degree as a shortcut.

![Figure 6 The Worcester Street entrance]

DAYTIME OBSERVATIONS

There was no evidence of graffiti, vandalism or rubbish dumping during the daytime audit. The grass is well maintained but not kept short. It is evident that council contractors are now responding to maintenance issues that were occurring more frequently in the months immediately following the establishment of the reserve. The trees and other shrubs are also well maintained, and trimmed up for sightlines.

The boundary fences are all in various states of repair, with at least one gap observed to the rear of 259 Worcester Street. The fence railings face the reserve in some sections, making fences more climbable.

There is no signage evident at the reserve entrances.

There were few users of the reserve at the time of the visit, however it was the middle of a working day and the weather was cold and drizzly. There was little activity in adjacent dwellings, however some activity was observed at the entrance to the South Christchurch Primary School on the opposite side of Gloucester Street.

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CHRISTCHURCH CITY COUNCIL
September 2018
There are good sightlines from one end to the other, with intervening vegetation being well trimmed. There are no obvious areas for concealment or entrapment and generally good levels of overlooking and casual surveillance from adjacent residences, the school, passing road users and pedestrians. There is an obvious line of movement through the site, which is logical, and gives safe connection between the blocks. There is clear access management with the provision of post and cable at each entrance and the existing boundary fences.

In general, the reserve appears to be well kept with clear legibility of the space as a council reserve.

**NIGHT TIME OBSERVATIONS**

The night time visit revealed that the surrounding street lights penetrate about one third of the depth of the reserve at either end, leaving the middle section un-lit. In this section the existing shrubs and trees and fences cast dark shadows. Voices can be heard from neighbouring residences, however with blinds and curtains closed, there is little surveillance into the reserve. Passing traffic is light, and there was no foot traffic through or past the reserve.

The fence corners where the reserve widens in the mid-section are potential concealment areas, particularly at night-time, however the desire line is situated several metres from each corner, and the corners are mostly free of concealing vegetation.

### 6.0 CPTED ASSESSMENT OF PROPOSED DESIGN

**PROPOSED DESIGN**

The proposal is for the formalising of the footpath connection through the reserve, with an approximately 2.0m wide sealed path through the centre and paved entrances to both ends of the reserve. Existing and new post and cable fencing is to be installed at each end with openings for pedestrian entrances. Currently the safe crossing point for children to cross Gloucester Street to the adjacent school is at the Barbadoes Street lights.

Community engagement has taken place as a part of this project, including the establishment of a group of local residents with the help of Te Whare Roimata, who have been the reference group throughout the design process. The project team have also had a sausage sizzle “share an idea” type of event on the reserve and consulted with the student council at the school. The students are currently working on a design with a local artist for a mural to go into the reserve, against the side of a garage wall which sits on the shared eastern internal boundary.

New park furniture is to include park benches and storage seats, one picnic table and a set of bike stands at the northern (Gloucester Street) end of the reserve. In addition, an in-ground chess set is to be installed at this northern end. The proposed storage seats are to store chess pieces and other items, with the idea being that they will be available for public use.
Gloucester – Worcester Reserve
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

A nature play area is proposed for the central section of the reserve, including an informal bark surface, a dry river, boulders, and a “bug hotel” and talking tubes.

A series of new trees are proposed, as well as the retention of most of the existing trees. In the narrower section of the reserve which leads to Worcester Street, some of the existing plants and shrubs are to be removed and replaced with a double row of Golden totara trees planted as an avenue to either side of the path.

Garden bed areas are proposed for the four corners of the wider northern section of the reserve. Plant varieties are not specified.

There are no rubbish bins proposed for this reserve as Council policy is to encourage rubbish-free neighbourhood parks.

CPTED ASSESSMENT OF PROPOSAL

The proposed clear path alignment will support wayfinding, and encourage active use of the reserve. Sealed entrance features, post and cable fencing, site furniture and planting will create a high quality environment that will attract more usage and activity. The arrangement of seating and picnic tables will create areas for differing groups of users to comfortably meet.

The project team should ensure that the Gloucester Street entrance sealed area relates directly to the existing drop down kerb, or a new drop down kerb. An assessment should be made to confirm that this is a safe crossing point for school children and consideration given to requesting pedestrian crossing, or installing a Kea Crossing, as an alternative to relying on the Barbados Street crossing point.

The proposed post and cable fencing has only one opening along the 30m wide Gloucester Street frontage. A lockable section of drop-down cable should also be provided for vehicle access for maintenance and emergency vehicles on this frontage.

The proposed Worcester Street entrance feature paving and park bench is proposed for the western side of the path against the internal fence line. This is likely to be shady in the afternoon, and would enjoy more sun on the eastern side of the path.

The proposed play area has been designed to accommodate a low key, self-directed, natural style of play. The “bug hotels” are to be custom built, functional art pieces. The only off-the-shelf play items will be the “talking tubes”. The proposed play area will result in a low maintenance area, with few opportunities for graffiti or vandalism.

The proposed storage seats are to contain play items that are available for public use. This will give further opportunities for community ownership of the area, however the use of these storage seats should be monitored by local users to ensure their appropriate use.

The proposed “dry river” is to be composed of boulders and stones. This could potentially provide opportunities for using stones as a missile. Care should be taken to ensure the stones are either small pebbles, or are too large to throw any distance.

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CHRISTCHURCH CITY COUNCIL
September 2018
Gloucestor – Worcester Reserve
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

The engagement of the community into the design of the reserve that has already taken place, as well as the engagement of the school children in the development of the mural, will create a sense of ownership and encourage care and pride in the reserve and all its components.

The proposed cycle stands will encourage active use and connectivity with the adjacent major cycleway, and the neighbouring school.

The existing vegetation to be retained displays good form and is already well pruned for sightlines. The proposed additional new trees plantings are shown to be kept clear of seating and play areas, and generally are to be kept away from paths.

The trees which are proposed to line either side of the path on the southern portion of the reserve are to be Golden Totara. These trees tend to be slow growing with a wide dense foliage. These trees are not the ideal tree for this situation, as they are not easily limbed up to form a canopy. The proposed Golden Totara should be replaced by a tree species which grows to form a clear trunk and canopy.

The proposed garden beds are to enclose a portion of the road boundary at the Gloucester Street frontage, and to fill the two rear corners of this portion of the reserve. The plant varieties have not yet been specified. These beds should contain plants that are selected and maintained to ensure that they grow no higher than 1.0m.

The proposal does not include signage. Signage encourages place making and wayfinding as well as enhancing the ownership of a space. Clear way-finding signage is an important aspect of creating logical and safe walking connections. Signage should be included as a part of this proposal.

Lighting is also not proposed. In general, CPTED practice is to discourage night time use of parks, particularly where there is a clear movement predictor, such as the proposed path. Lighting of parks is only proposed where there is facilities and associated car parks that allow for night time use (community halls for example), or where there is no alternative safe route. In this instance, the roading network is the alternative safe route. Lighting is not recommended for this reserve.

7.0 CPTED RECOMMENDATIONS

QUICK WINS

1. The Gloucester Street entrance sealed area should relate directly to the existing drop down kerb, or a new drop down kerb.

2. An assessment should be made to confirm that this is a safe crossing point for school children and consideration given to requesting a zebra crossing or installing a Kea Crossing.

3. A lockable section of drop-down cable should be provided at the Gloucester Street frontage for vehicle access for maintenance and emergency vehicles.

4. The Worcester Street entrance feature paving and park bench would enjoy more sun on the eastern side of the path, so consideration could be given to this.

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CHRISTCHURCH CITY COUNCIL
September 2018
Gloucester – Worcester Reserve

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

5. Care should be taken to ensure the stones in the dry river play area are either small pebbles, or stones that are too large to throw any distance.

6. Garden beds at the road frontage and internally within the reserve should contain plants that are selected and maintained to ensure that they grow no higher than 1.0m. This is to retain sightlines into the reserve.

7. All trees must be regularly pruned so that their lowest limbs are at least 2.5m from the ground for sightlines. The exception to this is trees with a growth habit that does not support this type of management (e.g. conifers) or trees that are to be included as climbing trees for the children’s play areas. These trees should be placed away from paths, road frontages, and important sightlines.

8. The Golden totara proposed to line either side of the path on the southern portion of the reserve tend to be slow growing with a wide, dense foliage. These trees are not the ideal tree for this situation, and should be replaced with a medium sized tree that can be limbed up to form a canopy.

9. No lighting is recommended for this reserve.

STRATEGIC RECOMMENDATIONS

1. A further CPTED review should be undertaken at key stages of post-construction (e.g. 6 months and 12 months). A review may also be triggered by any reported incidents that may occur.

2. Reported incidents to be captured and monitored in regular incident reports.

3. CPTED and wider crime prevention solutions are likely to be more effective if undertaken in partnership with local communities, businesses, schools, residents associations, and emergency services. Inclusion of these groups in the sense of ownership and maintenance of the reserve will have positive outcomes for safety and security.
BIBLIOGRAPHY


Memorandum

Date: 12 March 2019
From: Jon Malis, Project Manager, Community Facilities
Sally Buck, Chairperson, Linwood Central Heathcote Community Board; Jake McLellan, Deputy Chair; Darrell Latham, Board Member; Tim Lindley, Board Member; Alexandra Davids, Board Member; Brenda Lowe-Johnson, Board Member; Deon Swiggs, Councillor; Sara Templeton, Councillor; Yani Johanson, Councillor
To: John Filsell, Head of Com. Supp., Governance & P’ships; Paul McKeefry, Community Facilities Specialist; Darren Moses, Mgr. Capital Delivery
Cc: Community; Karen McConnochy, Programme Mgr. Community Facilities; Diana Saxton, Community Recreation Advisor; Arohanui Grace, Mgr. Comm. Governance (Lin-Cen-Hth);
Subject: Opawa Volunteer Library - Memo to LCH CB - Project Awarded to Watts & Hughes
Reference: 19/266049

1. Purpose of this Memo
   1.1 To inform the Board of the progress of the project to reinstate the Ōpāwa Volunteer Library.

2. Update
   2.1 The design & build contract for the reinstatement of the Ōpāwa Volunteer Library has been award to Watts & Hughes Ltd. The letter of award was issued on Friday 8 March.
   2.2 Following this award, staff also awarded the contract for the demolition and retrieval of certain artefacts from the old building to Paul Smith Earthmoving on Friday 8 March.
   2.3 As part of the preparation for the demolition works, Council arborists were consulted on the potential protection or removal of trees in the roadway setback. The arborists found that the trees were standing dead and therefore construed a hazard to public safety. The dead trees were removed on the morning of Friday 8 March.
   2.4 With the project moving forward, Council signage has been hung on the temporary fencing to draw notice to these facts.
   2.5 Watts & Hughes will now develop the design before submitting a Building Consent application.

3. Conclusion
   3.1 When the design, which will be based on the concept presented to the Community Board and Joint Working Group is nearly ready for consent, a presentation will be made to the Board. Staff anticipate this may be scheduled for the 6 May meeting in open session.


**Attachments**

There are no attachments to this report.

**Signatories**

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
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<tbody>
<tr>
<td>Author</td>
<td>Jon Malis - Project Manager</td>
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<tr>
<td>Approved By</td>
<td>Karen McConachy - Programme Manager</td>
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<td></td>
<td>Community Facilities</td>
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<td></td>
<td>Darren Moses - Manager Capital Delivery</td>
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<td></td>
<td>Community</td>
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<td></td>
<td>Mary Richardson - General Manager</td>
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<td></td>
<td>Citizen and Community</td>
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</table>
SUBMISSION TO: The Christchurch City Council
ON: Christchurch City Council Draft Annual Plan 2019/20
BY: Waikura/Linwood-Central-Heathcote Community Board
CONTACT Sally Buck
Chairperson Linwood-Central-Heathcote Community Board
c/- Arohanui Grace, Community Governance Manager
PO Box 73 052, Christchurch 8154
Phone: 941 6663 Email: Arohanui.grace@ccc.govt.nz

1. INTRODUCTORY COMMENTS
The Linwood-Central-Heathcote Community Board (the Board) appreciates the opportunity to make
this submission to the Christchurch City Council on its Draft Annual Plan for 2017/2018 (the Plan).
The Board does wish to be heard in support of this submission.

2. SUBMISSION
2.1. The Board held a planning workshop to take stock of the Board priorities and the progress made
against the Board Plan.

2.2. Funded Projects
2.2.1. The Board confirms its support of continued funding through the Council’s Long Term
and Annual Plans for the following priorities:
- Linwood Pool
- Bays Skate Park
- Suburban Masterplans – Sumner, Main Road, Ferry Road, Linwood Village, and
  Sydenham.

2.2.2. Greening the East Project- This project is a significant Community Board project proposed
in the current Community Board plan. The Council’s 2018/19 Annual Plan set aside $10,000
for a Board project entitled: Greening the East. The project kaupapa is ‘softening and
greening the concrete jungle’ by increasing green space within the Inner City East part of the
city. The Board will be contributing discretionary response funding to get this project into
action.
Action
The Board wishes the Council to confirm the $10,000 funding will remain as an opex
expenditure, to be called upon when project activity requires it.

2.2.3. Bromley Odours –The Board supports the efforts of Environment Canterbury and Council
staff to identify the sources of the issue and continue to work with the Board to find solutions
to the community issues on this matter.

2.2.4. Richmond Hill Footpath – the Board support the funding of $0.5million for a new footpath
on Richmond Hill that will be completed with the other works planned on Richmond Hill.

Linwood-Central-Heathcote Community Board
Submission: Draft Christchurch City Council Annual Plan 2019/20
Page 1 of 3
2.3. **Other Projects**

2.3.1. **Lower Heathcote Catchment Plan** – The Board’s second major project for its current term is the Ōpāwahono to Ihutai project. This comprises the development of an integrated catchment plan for the Heathcote River, from the Ōpāwahono Road bridge to the Ferrymead bridge, including the Woolston Cut. The project is currently in its early stages, with a public meeting for members of the community that are interested in the future and the health of the Heathcote River planned for the end of April 2019.

**Action**
The Community Board is seeking the resources required to support this project as it evolves.

2.3.2. **Dog Friendly Space in the Central City** – the Board recognises that to attract a range of residents into the central city, some residents will need dog-friendly socialising spaces within the central city. The Board has sought ways of working with Council staff working on the Central City Action Plan to progress this matter,

**Action**
The Board would like funding to be specifically allocated to implementing a dog friendly space within the central city.

2.3.3. **Central City Shuttle** – The Board advocates for the Central City Shuttle service to return to the city to enable the community to have a way and means to travel around the central city easily.

2.3.4. **Development Contributions Rebate Scheme** – The Board are questioning whether the Development Contributions Rebate Scheme is actually incentivising development within the City. If the scheme is catalysing development the Board requests that the Council tag the contribution to activity within the specific area in which the development is taking place.

2.4. **Bringing Forward**

2.4.1. **Cutler Park Renewal** – local residents and the local Member of Parliament have contacted the Board regarding the current state of Cutler Park in Woolston. The Board, at is 28 January 2019 workshop and at a recent Board seminar, have begun discussions with staff to investigate ways of bring the park renewal forward.

2.4.2. **Buchan Park Playground Renewals** – the Board wish to see the Buchan Park Playground Renewals brought forward from 2021/2022. This park was formally within the Spreydon/Heathcote Community Board, who agreed with the renewal plan prior to the park prior to the park becoming part of the Linwood-Central-Heathcote Community Board area.

2.4.3. **Wyon and Dacre Streets Street Calming** – Wyon and Dacre Streets, Linwood were on the streets renewal programme prior to the earthquakes. Residents from both streets have requested traffic calming provisions as these residential streets are being used for shortcuts (sometimes at high speed) by motorists. In the current renewal programme Wyon and Dacre Street has footpath renewal in 2019/20, road renewal for these streets is currently programmed in approximately five to ten years. The Board is working with staff to consider reprioritisation in the street renewal programme in order to bring these streets forward in the programme and include street calming via this channel.

2.4.4. **Midges Control Funding** – The Board support the Coastal-Burwood Community Board in their submission, noting that the draft annual plan is not showing the funding in the next

Linwood-Central-Heathcote Community Board
Submission: Draft Christchurch City Council Annual Plan 2019/20
Page 2 of 3
two financial years for the midge control programme which did have funding allocated to it by the Council’s Long Term Plan 2018-2025. This indicates a proposed reduction in funding for this programme.

The Board welcomes the opportunity to provide clarification for the Council should it be required and advises it may present further supplementary information to this submission.

The Board Chairperson looks forward to presenting at the hearings on the Draft Annual Plan in late April/early May.

Sally Buck
Chairperson, Linwood-Central-Heathcote Community Board

1 April 2019
Memorandum

Date: 1 April 2019
From: Arohanui Grace, Community Governance Manager
To: Linwood-Central-Heathcote Community Board
Cc: Liz Beaven, Community Board Adviser
Subject: Ōpāwaho – Ihutai (Ōpāwa to Estuary) Project
Reference: Attachment F

Background
This initiative seeks to create a more holistic and joined-up approach to the issues and opportunities along the Lower Ōpāwaho Heathcote River catchment.

In the 2017-19 Community Board Plan the Linwood Central Heathcote Community Board articulated their desire to see:

- Council – community partnerships that improve community spaces and services.
- Opportunities to extend natural landscapes within the city, and the ability of people to experience them.
- Support for initiatives that clean up and protect our waterways.

Over a period of years there have been a number of projects and initiatives undertaken on the Ōpāwaho Heathcote river catchment, some of which are Council-driven, such as Cycleways implementation, land drainage and maintenance works. Others have been led by the community, including the Roimata Commons and planting by the Laura Kent Trust. In addition, members of the public have attended Community Board meetings with concerns about the river or with suggestions for enhancing the catchment.

On occasions there have been opportunities where the work might have been timed or planned differently to better integrate these projects.

Community Workshop
The Community Board intends to hold a community workshop on 30 April, from 4.30 – 6.30pm. The purpose of the workshop is to launch the Ōpāwaho to Ihutai (Ōpāwa Bridge to Estuary) Project, by inviting community members and staff together to:

- Develop a shared understanding of about what is already happening along the catchment and what might be possible.
- Create a shared vision for the stretch for which all can feel some ownership.
- Set in place the first steps of a process for an integrated catchment plan, that takes into account both recreational and environmental issues including water quality (this includes identifying a working party).
- Identify quick wins.

The Community Board has expressed their support for this project in their annual plan submission.
Local Park Weddings

Terms & Conditions

- The organisers shall absolve the Council from any liability whatsoever relating to the booking of the above area.
- CCC by-laws apply across Local Parks under all conditions.
- Please carry your booking confirmation with you in case other visitors are using the space. If there is any confusion with other visitors please ring the 24 hour call centre to be directed towards the duty ranger.
- As our Local Parks are public spaces, no part may be hired exclusively. Be aware that other non-related activities may be occurring in, or in close proximity to the booked area during your period of use.

For the ceremony:
- A maximum of 12 chairs may be used for elderly or less mobile guests. Chairs with wide, flat bottomed tips only can be used.
- A small portable stereo may be used - no amplified sound or music is allowed.
- All people (includes photographers) must keep to the pathways and lawn areas and must not stand on or among any of the plant collections.

In keeping with the natural setting:
- Marquees and other structures (including free standing umbrellas) are not permitted.
- Items must not be attached to trees, buildings or other fixed structures and no decorations, balloons, rice, petals, birdseed or confetti are allowed.
- Please be responsible with your rubbish and take it home with you if bins are full.

To ensure everyone’s safety and enjoyment:
- No vehicles are permitted and gates must be kept locked at all times.

Cancellations:
- If your event is cancelled due to bad weather, you must call us on 941 8999 the next working day to let us know. We can then either re-book, cancel the invoice or refund if payment has already been made. If you do not contact us by the next working day you will not be able to get a refund.
- The Christchurch City Council reserves the right to cancel any bookings due to circumstances beyond its control.

Important information

- We advise all wedding and civil union ceremony and photo session parties to book alternative back-up wet weather venues.
- Parks staff aim for a high standard within the grounds. However, sometimes there may be maintenance work within or close by the areas booked.
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**Youth Development Fund - (Allocated from 2017/18 Discretionary Response Fund)**

- Ria Yamaguchi Ellison - World Kendo Championships South Korea: $500.00 (03/08/18)
- Villa Maria College (Monica Fahey & Maddison Fortune) - New Zealand Choral Federation Big Sing Wellington: $300.00 (03/08/18)
- Hareata Community Campus (Antonia Lema’u) - National Secondary Schools Rugby League Auckland: $200.00 (03/08/18)
- Esther Washbourne - Global Round of the World Scholar's Cup Melbourne: $400.00 (03/08/18)
- Mikayla Jade Cooper - House of Champs Hip Hop Competition Brisbane: $300.00 (03/08/18)
- Sam Richardson - House of Champs Hip Hop Dance Competition, Brisbane 26 October 2018: $500.00 (02/09/18)
- Milly Musset - Attending International Guide Amboreare, Sydney 30 September 2018: $500.00 (02/09/18)
- Josh Wilson - Arizona Fall Classic Showcase Competition 8 October 2018: $500.00 (02/09/18)
- Thomas Georg Pisker - Shirley Boys High School Ranatonga Trip 29 September 2018: $500.00 (02/09/18)
- Ferrymead Boys Football Club Torpedoes 11 Grade - Competing in the 2018 South Island Football Tournament: $400.00 (19/09/18)
- Ferrymead Boys Football Club 15 Grade - Competing in the 2018 South Island Football Tournament: $300.00 (19/09/18)
- Eli Thomas Pahio - Retracing the Migration of our Tapuna: $500.00 (19/09/18)
- Scarlett Ginan - Representing Canterbury at the GymSports NZ Nationals competition in rhythmic gymnastics: $200.00 (17/10/18)
- Bella Richella Lister - Competing in the Touch Nationals in Rotorua in February 2019: $250.00 (03/12/18)
- Brayden Peter - Competing in the 2018/19 roasting regatta season: $300.00 (03/12/18)
- Team Hotshampe Members: Binshwa K C, Biswa Nishan, Prenesh Regmi - Tensing Hillary Cup in Auckland ($150 each): $450.00 (04/02/19)
- Brad Joel Christiansen - 2019 NZSS Volleyball Tournament in Palmerston North: $150.00 (20/02/19)
- Amelia Elise Sykes - 2019 Vantage Age Group Track National Championships in Cambridge from 7 - 10 March: $250.00 (20/02/19)
- Harry Ta Raikura Chiefly Tangiwai Scott - NZ Deaf Rugby Football Union: $250.00 (20/02/19)
- Eden Anthony Gray Skipper - Rotary Young Leaders Award North America: $500.00 (20/02/19)

**Allocation from 2018/19 Discretionary Response Fund**

- $3,000.00 (04/03/19)

**Youth Development Fund Balance - Available for allocation**

$2,200.00

**Light Bulb Moments Fund - (Allocated from 2017/18 Discretionary Response Fund)**

- SG's Us Brass Band inc - Community Christmas Concert: $250.00 (17/04/18)
- Mt Pleasant Memorial Community Centre and Residents - Association - towards producing a stall: $230.00 (03/08/18)
- Christchurch Punjabi Social and Cultural Group - Canterbury Turban Day: $250.00 (06/09/18)
- Wainoni Avondale Community Services Trust - Volunteers Acknowledgement Lunch: $250.00 (11/09/18)
- Linwood Avenue Community Care Trust - 20 Year Celebration: $250.00 (11/09/18)
- The New Zealand Prostitutes Collective - Red Umbrella Day BBQ: $250.00 (26/09/18)
- St Anne's Catholic School - Renewed Gardens: $250.00 (25/10/18)
- Joseph (Jos) Galvaz - Spud in a Bucket Competition: $200.00 (25/10/18)
- Linwood College - Kimihia Parents College School Garden: $250.00 (29/10/18)
- Bromley Community Association Incorporated - Edible Gardens: $250.00 (30/11/18)
- Michael Reynolds – Community Fun Day at Raimata Food Commons: $250.00 (13/02/19)

**Light Bulb Moments Fund Balance - Available for allocation**

$1,320.00

**Shape Your Place Toolkit Fund - 2017/18 Carry Forward**

$3,500.00

**2018/19 Shape Your Place Allocation**

$1,500.00

**Total 2018/19 Shape Your Place Toolkit**

$5,000.00

**Shape Your Place Toolkit Fund Balance - Available for allocation**

$5,000.00
12. 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.