

Waimāero Fendalton-Waimairi-Harewood Community Board AGENDA

Notice of Meeting:

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

Date: Monday 17 February 2020
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

Chairperson	David Cartwright
Deputy Chairperson	Bridget Williams
Members	Linda Chen
	James Gough
	Aaron Keown
	Sam MacDonald
	Jason Middlemiss
	Shirish Paranjape
	Mike Wall

11 February 2020

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

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

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1. Apologies / Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest / Ngā Whakapuaki Aronga

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 / Te Whakaāe o te hui o mua

That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 3 February 2020](#) be confirmed (refer page 5).

That the minutes of the Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipapa/Papanui-Innes Community Board held on [Tuesday 4 February 2020](#), be confirmed. (refer page 11)

4. Public Forum / Te Huinga Whānui

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

4.1 Youth Development Fund 2019-20 Report Back

Jaymee Chen and Elena Limmer-Wood, Waimāero/Fendalton-Waimairi-Harewood Community Board Youth Development Fund 2019-20 recipients, will report back to the Community Board on their experiences at the World Scholars Cup, Global Round in Sydney, Australia.

4.2 Youth Development Fund 2019-20 Report Back

Samuel Bennetts, a Waimāero/Fendalton-Waimairi-Harewood Community Board Youth Development Fund 2019-20 recipient, will report back to the Community Board on his experience at the recent International Korfball Federation World Cup in Durban, South Africa.

4.3 Youth Development Fund 2019-20 Report Back

Paul Anderson and Madi Leigh, will report back to the Community Board, on behalf of the Papanui High School Pacific Discovery Program, regarding their experiences on their recent trip to Cambodia.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

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

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions / Ngā Pākikitanga

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



Waimāero Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

Date: Monday 3 February 2020
Time: 4.33pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

Chairperson
Deputy Chairperson
Members

David Cartwright
Bridget Williams
Linda Chen
James Gough
Aaron Keown
Jason Middlemiss
Shirish Paranjape
Mike Wall

3 February 2020

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved FWHB/2020/00001

That the apology received for absence from Sam MacDonald, be accepted.

David Cartwright/Jason Middlemiss

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C

Community Board Resolved FWHB/2020/00002

That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on Monday 9 December 2019, be confirmed.

Aaron Keown/Mike Wall

Carried

Community Board Resolved FWHB/2020/00003

That the minutes of the Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board held on Monday 16 December 2019, be confirmed.

Aaron Keown/Mike Wall

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Friends of Abberley Park

Emma Twaddell, Activator St Albans Residents Association, and Patricia Wallace, Friends of Abberley Park, gave a presentation updating the Board on Abberley Park and the activities of the Friends of Abberley Park.

In their presentation a number of areas of interest were raised with the Board including the development of a 20 year plan for the park, the possible inclusion of toilet facilities at the paddling pool, a water drinking fountain and an older person's exercise trail in the park.

Friends of Abberley Park also raised a number of concerns including the state of the current toilet block, the need for irrigation, rats, succession planting for the Butterfly tree, paddling pool maintenance, wear and tear of the new playground and overflowing rubbish bins.

Following questions from members, the Chairperson thanked Emma Twaddell and Patricia Wallace for their presentation on behalf of Friends of Abberley Park.

The Waimāero/Fendalton-Waimairi-Harewood Community Board decided to refer the matters raised by Friends of Abberley Park to staff for investigation and a response back to the Board.

Attachments

A Friends of Abberley Park Presentation

4.2 Wooldridge Road

John Sugrue, local resident, addressed the Board regarding the installation of "no stopping" restrictions outside his property in Wooldridge Road to alleviate safety issues when exiting his property throughout the Rugby and Touch Rugby season at Nunweek Park.

Following questions from members, the Chairperson thanked John Sugrue for his presentation.

The Waimāero/Fendalton-Waimairi-Harewood Community Board decided to refer the request for 'no stopping' restrictions outside Mr Sugrue's property in Wooldridge Road to staff for investigation and a response back to the Board.

Attachments

A John Sugrue Presentation

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Creedon Reserve- Request for Removal of Reserve Trees

Community Board Resolved FWHB/2020/00004 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve the removal of two oak trees from Creedon Reserve.

Aaron Keown/James Gough

Carried

8. 7 George Bellew Road - Proposed Road Name

Community Board Resolved FWHB/2020/00005 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve the road name for a new private road at 7 George Bellew Road in Dakota Park (Road 2 in RMA/2019/124) as:
 - a. Typhoon Place

Shirish Paranjape/Aaron Keown

Carried

9. Waimāero/Fendalton-Waimairi-Harewood, 2019 -2020 Discretionary Response Fund Applications - Kidsfirst Kindergarten - Hawthornden, Community Focus Trust and Anglican Parish of Burnside Harewood (St James)

Community Board Resolved FWHB/2020/00006 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve a grant of \$600 from its 2019-20 Discretionary Response Fund to Canterbury Westland Kindergarten Association – Kidsfirst Hawthornden towards the purchase of wet weather gear for local outings and their cemetery clean-up project.
2. Approve a grant of \$400 from its 2019-20 Discretionary Response Fund to the Community Focus Trust towards the costs of holding the St Albans Community Day.
3. Approve a grant of \$1,530 from its 2019-20 Discretionary Response Fund to the Anglican Parish of Burnside Harewood towards the costs of replacing the concrete path from the carpark to the Church Hall at St James Anglican Church, Harewood.

Bridget Williams/Jason Middlemiss

Carried

10. Waimāero/Fendalton-Waimairi-Harewood 2019-20 Youth Development Fund - Applications - Bailey Chamberlain, Papanui High School

Community Board Resolved FWHB/2020/00007 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve a grant of \$300 from its 2019-20 Youth Development Fund to Bailey Chamberlain towards the costs of competing at the Youth Trans-Tasman Touch Series in Newcastle, Australia from 24 to 26 January 2020.
2. Approve a grant of \$720 from its 2019-20 Youth Development Fund to Papanui High School being \$80 each towards the costs of the nine players in the Papanui High School Futsal Team competing at the Secondary Schools Futsal Nationals in Wellington, from 1 to 3 April 2020.

James Gough/Shirish Paranjape

Carried

11. Waimāero/Fendalton-Waimairi-Harewood Community - Representation on Outside Organisations for 2019-2022

Board Comment

The Waimāero/Fendalton-Waimairi-Harewood Community Board discussed the appointment of Board members as its representative to the following outside organisations.

Staff Recommendations / Ngā Tūtohu

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

1. Appoint a Board member(s) as its representative to the following outside organisations and committees for the 2019-2022 term:
 - Airport Noise Liaison Committee (2 representatives)
 - Christchurch Streets and Garden Awards Committee
 - Keep Christchurch Beautiful Committee (maximum of 2 representatives)
 - Merivale Precinct Society
 - Neighbourhood Support Canterbury
 - Network of the Ilam Stream (NOTIS)
 - Northwood Residents' Association
 - Riccarton Bush Trust
 - Yaldhurst Residents' Association

Community Board Resolved FWHB/2020/00008

Part C

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

1. Appoint a Board member(s) as its representative to the following outside organisations and committees for the 2019-2022 term:
 - Airport Noise Liaison Committee – Linda Chen, Jason Middlemiss and Mike Wall
 - Christchurch Streets and Garden Awards Committee – Linda Chen alternate Jason Middlemiss
 - Keep Christchurch Beautiful Committee – Bridget Williams
 - Merivale Precinct Society – David Cartwright

- Neighbourhood Support Canterbury – Mike Wall
- Network of the Ilam Stream (NOTIS) – Sam MacDonald
- Northwood Residents' Association – Aaron Keown
- Riccarton Bush Trust – Shirish Paranjape
- Yaldhurst Residents' Association – Mike Wall

David Cartwright/Linda Chen

Carried

12. Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report - February 2020.

Community Board Resolved FWHB/2020/00009

Part B

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

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report for February 2020.

David Cartwright/Linda Chen

Carried

13. Elected Members' Information Exchange

Part B

Board members exchanged information on matters of interest including:

- 13.1 Fendalton Bowling Club 75 Year Anniversary

Meeting concluded at 5.24pm

CONFIRMED THIS 17TH DAY OF FEBRUARY 2020

**DAVID CARTWRIGHT
CHAIRPERSON**



Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipapa/Papanui-Innes Community Board EXTRAORDINARY MINUTES

Date: Tuesday 4 February 2020
Time: 4.33pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

Members

Waimāero/Fendalton-Waimairi-Harewood

David Cartwright (Chairperson)
Bridget Williams
James Gough
Aaron Keown
Sam MacDonald
Jason Middlemiss
Shirish Paranjape
Mike Wall

Waipapa/Papanui-Innes

Emma Norrish
Simon Britten
Mike Davidson
Ali Jones

4 February 2020

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Joint Community Board Resolved JM-FA/2020/00001

That the apologies received for absence from Pauline Cotter and Linda Chen, be accepted.

David Cartwright/Aaron Keown

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

4. Election of a Chairperson

Joint Community Board Resolved JM-FA/2020/00002

The Community Governance Manager called for nominations for the position of Chairperson.

David Cartwright was nominated by Bridget Williams, seconded by Emma Norris.

That David Cartwright be elected Chairperson of this Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipapa/Papanui-Innes Community Board.

Bridget Williams/Emma Norrish

Carried

5. North West - Proposed Speed Management Plan - Dickey's Road

Joint Community Board Decided JM-FA/2020/00003 (Original Staff Recommendation accepted without change)

Part A

The Joint Waimāero /Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes Community Boards recommends that the Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following road be revoked and set as detailed below in 1a-1b including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that all existing permanent speed limits on Dickey's Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be revoked.
 - b. Approve that the permanent speed limit on Dickey's Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be set at 60 kilometres per hour.
2. Approve that the speed limit changes listed above in clauses 1a – 1b above come into force following the date of Council approval plus the installation of all required infrastructure (signage and/or markings) and the removal of any redundant infrastructure.

Aaron Keown/Mike Davidson

Carried

Meeting concluded at 4.35pm

CONFIRMED THIS 17TH DAY OF FEBRUARY 2020

**DAVID CARTWRIGHT
CHAIRPERSON**

CONFIRMED THIS 21ST DAY OF FEBRUARY 2020

**EMMA NORRIS
CHAIRPERSON**

7. Maidstone Road (near Highfield Place) - Remediation of Existing Bus Stops

Reference: 20/24952

Presenter(s): Serena Chia, Graduate Transport Engineer

1. Purpose of Report

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider the remediation of the length of two existing bus stops on Maidstone Road near Highfield Place. The overall configuration of both bus stops are under dimension due to the absence of the no stopping lines (entry and exit taper). As part of the remediation, staff propose to install no stopping lines at the paired bus stops to ensure that they adhere to the Council's minimum dimensions for bus stops.

2. Executive Summary

- 2.1 This report is staff generated in response to a customer request (H00358335) about an issue concerning the accessibility of the existing bus stop beside 183 Maidstone Road. The issue is associated with the accessibility of the boarding area (currently there is no hardstand).
- 2.2 A subsequent review by staff has identified that the overall bus stop layout is under dimension, which also affects accessibility. The bus stop on the opposite side of the road has also been taken into consideration in this report, as it is logical and consistent to remediate the length of both bus stops at the same time. Hardstand at the boarding area of the bus stop beside 183 Maidstone Road will also be installed as part of this report.

3. Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to approve Option 1:

Remediate the length of the existing under dimension bus stop beside 176 Maidstone Road, referred to as 'A1':

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Maidstone Road referred to as A1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG135622, dated 16/12/2019 (refer to Attachment A of the agenda report).
3. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Maidstone Road referred to as A1, identified as 'Existing Bus Stop' on the attached drawing TG135622, dated 16/12/2019 (refer to Attachment A of the agenda report), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
4. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

Remediate the length of the existing under dimension bus stop beside 183 Maidstone Road, referred to as 'A2':

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

6. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Maidstone Road referred to as A2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG135622, dated 16/12/2019 (refer to Attachment A of the agenda report).
7. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Maidstone Road referred to as A2, identified as 'Existing Bus Stop' on the attached drawing TG135622, dated 16/12/2019 (refer to Attachment A of the agenda report), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
8. 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 Service Plan for Public Transport Infrastructure in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 – Install hardstand and remediate the length of the existing bus stops beside 176 and 183 Maidstone Road (preferred option, refer to **Attachment A**)
 - Option 2 – Do nothing, no change to the existing bus stops
- 4.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 4.3.1 The advantages of this option include:
 - Adherence to the recommended bus stop length improves passenger accessibility, as buses have sufficient space to straighten and stop parallel to the kerb, and
 - Provision of the recommended bus stop length has the potential to improve the operational performance of the bus line(s) that use the bus stop
 - 4.3.2 The disadvantages of this option include:
 - Reallocation of on-street parking provision in order for the bus stop to adhere to the recommended bus stop length

5. Context/Background

- 5.1 The issue with the bus stop was initially raised by a customer who has concerns with the accessibility of the bus stop beside 183 Maidstone Road, as there is no hardstand at the boarding area.
- 5.2 Following a subsequent review, staff have identified that the overall bus stop layout is under dimension, which also affects accessibility. The bus stop on the opposite side of the road is also taken into consideration in this report, as it is logical and consistent to remediate the length of both bus stops at the same time.

- 5.3 The existing bus stops are located beside 176 and 183 Maidstone Road, as shown in Figure 1 and 2.



Figure 1: Existing bus stops on Maidstone Road near Highfield Place

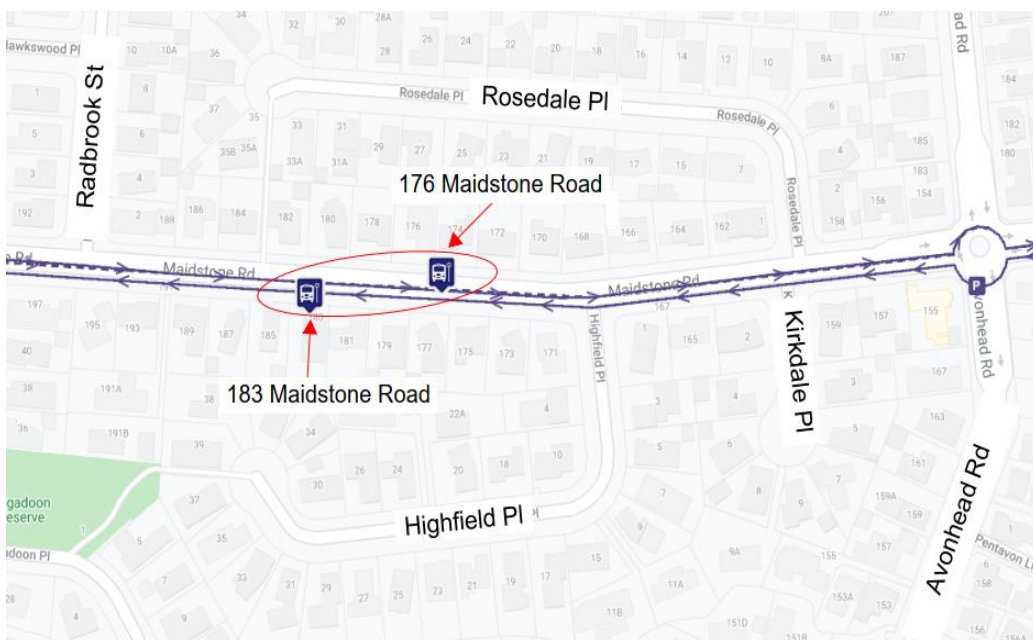


Figure 2: Overview of the existing bus stops on Maidstone Road near Highfield Place

- 5.4 The bus stops are serviced by the Purple line. The Purple line predominantly operates to a 15 minute scheduled frequency.
- 5.5 Recent passenger boarding numbers indicate about 12 passengers use the bus stop beside 176 Maidstone Road to board a bus per weekday. The bus stop beside 183 Maidstone Road is the paired bus stop to the bus stop beside 176 Maidstone Road and a similar number of passengers use this stop.

Strategic Alignment

- 5.6 [Transport](#) is the city's largest contributor to greenhouse gas emissions. Making public transport more efficient, reliable, inclusive and attractive to use are important measures help achieve the Council's [greenhouse gas emissions targets](#) for Christchurch.
- 5.7 All recommendations in this report, except for "Option 2 – Do nothing" supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 5.7.1 Activity: Public Transport Infrastructure
- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities. - ≥ 7.3
- 5.8 Council's [strategic framework](#) is a key consideration in guiding the recommendations in this report. The provision of bus stops allows our communities access to public transport which in turn allows the Council to achieve:
- Strong communities
 - Liveable city
 - Healthy environment, and
 - Prosperous economy
- 5.9 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.

All recommendations in this report align with the [Christchurch Suburban Parking Policy](#) (2019), which provides a framework to address parking related issues and the management of competing demands for public space within the cities suburban areas. As indicated in Table 1, policy one of the Suburban Parking Policy prioritises the provision of bus stops ahead of residential, short stay and commuter parking.

Priority	Commercial Areas	Residential Areas	Other Areas
1 st	Safety	Safety	Safety
2 nd	Movement and amenity	Movement and amenity	Movement and amenity
3 rd	Mobility parking	Mobility parking	Mobility parking
4 th	Bus stops / cycle parks/ bike corrals/ shared parking (bike share or car share)/ micromobility (e.g. scooters)	Bus stops	Bus stops / cycle parks/ bike corrals/ shared parking (bike share or car share)/ micromobility (e.g. scooters)
5 th	Taxi ranks (special passenger vehicle stands)	Residents parking	Short stay parking
6 th	Loading zones	Cycle parks/ bike corrals/ shared parking (bike share or car share)/ micromobility (e.g. scooters)	Residents parking
7 th	Short stay parking	Short stay parking	Commuter parking
8 th	Residents parking	Commuter parking	
9 th	Commuter parking		

Table 1: Policy 1, Suburban Parking Policy, prioritisation of road space

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. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 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 stopping restrictions and traffic control devices.
- 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 assessing the number of properties affected by the proposed options.

6. Options Analysis

Options Considered

- 6.1 The following options were considered and are assessed in this report:
- Option 1 – Install hardstand and remediate the length of the existing bus stops beside 176 and 183 Maidstone Road (preferred option, refer to **Attachment A**)
 - Option 2 – Do nothing, no change to the existing bus stops

Options Descriptions

- 6.2 **Preferred Option:** Option 1 – Install hardstand and remediate the length of the existing bus stops beside 176 and 183 Maidstone Road.

Option Description: Increase the overall length of the existing bus stops to the minimum recommended bus stop length, as shown in Figure 3 and in accordance with Attachment A.



Figure 3: Option 1, bus stops length remediation on Maidstone Road near Highfield Place

6.2.1 Option Advantages

- Adherence to the recommended bus stop length improves passenger accessibility, as buses have sufficient space to straighten and stop parallel to the kerb, and
- Provision of the recommended bus stop length has the potential to improve the operational performance of the bus line(s) that use the bus stop

6.2.2 Option Disadvantages

- Reallocation of on-street parking provision in order for the bus stop to adhere to the recommended bus stop length

6.3 Option 2 –Do nothing, no change to the existing bus stops.

6.3.1 **Option Description:** Both bus stops remain without the no stopping lines.

6.3.2 Option Advantages

- No reallocation of on-street parking

6.3.3 Option Disadvantages

- Not providing the required length for buses to manoeuvre parallel and close to the kerb

Analysis Criteria

- All new bus stops are planned and implemented in accordance with the Christchurch Bus Stop Guidelines (2009) and the Construction Standard Specifications (2018).

Options Considerations

6.4 Option 1 is consistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028).

6.5 Option 2, the "Do Nothing" option is inconsistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028). The existing bus stops beside 176 and 183 Maidstone Road do not meet the Council's Construction Standard Specifications (CSS) bus stop dimension.

7. Community Views and Preferences

7.1 For the proposed bus stop remediation, a consultation letter and plan had been sent to the affected property owners and occupants. The consultation covered the following properties:

- 174 and 176 Maidstone Road
- 181 and 183 Maidstone Road

7.2 Two submissions were received, with the following feedback provided:

- A submission was received from the property owner of 174 Maidstone Road in favour of the bus stops remediation (Option 1 of this report)
- A submission was received from the property owner of 176 Maidstone Road not in favour of Option 1 of this report. The submitter was concerned about the loss of on-street parking

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.

9. Risks

- 9.1 Should the Community Board proceed with the 'Do Nothing' option, this may not improve the passenger accessibility or operational performance of the bus line using the bus stops.

10. Next Steps

- 10.1 Approval is required by Waimāero/Fendalton-Waimairi-Harewood Community Board.
- 10.2 If approved, the recommendations will be implemented approximately two months of the Community Board approval.

11. Options Matrix

Issue Specific Criteria			
Criteria		Option 1	Option 2 - (Do Nothing)
Financial Implications	Cost to Implement	\$1,300 for new line markings and hardstand, plus \$750 for the planning, consultation and preparation of this report.	\$750 for the planning, consultation and preparation of this report.
	Maintenance/Ongoing	Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.	\$0
	Funding Source	Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.	
	Impact on Rates	No impact	
Environmental Impacts		Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport helps the Council provide a healthy environment and a liveable city, as per the Council's strategic framework vision.	
Social & Community Impacts		Option 1 helps to achieve the Council's desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.	Option 2 does not meet the recommended minimum bus stop length as per Council's Construction Standard Specification (2018).
Accessibility Impacts		Remediation to the bus stops length will help the operational performance of the bus services using the bus stops and enable buses to stop parallel to the kerb for passengers to board and alight the bus, thereby improving accessibility.	

Statutory Criteria		
Criteria	Option 1	Option 2 - (Do Nothing)
Impact on Mana Whenua	No impact	
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	This option is inconsistent with Council's Plans and Policies.

Attachments

No.	Title	Page
A ↓	Bus Stops Length Remediation_Option 1_176 and 183 Maidstone Road - For Board Approval_Trim 20/30434	24

Confirmation of Statutory Compliance

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

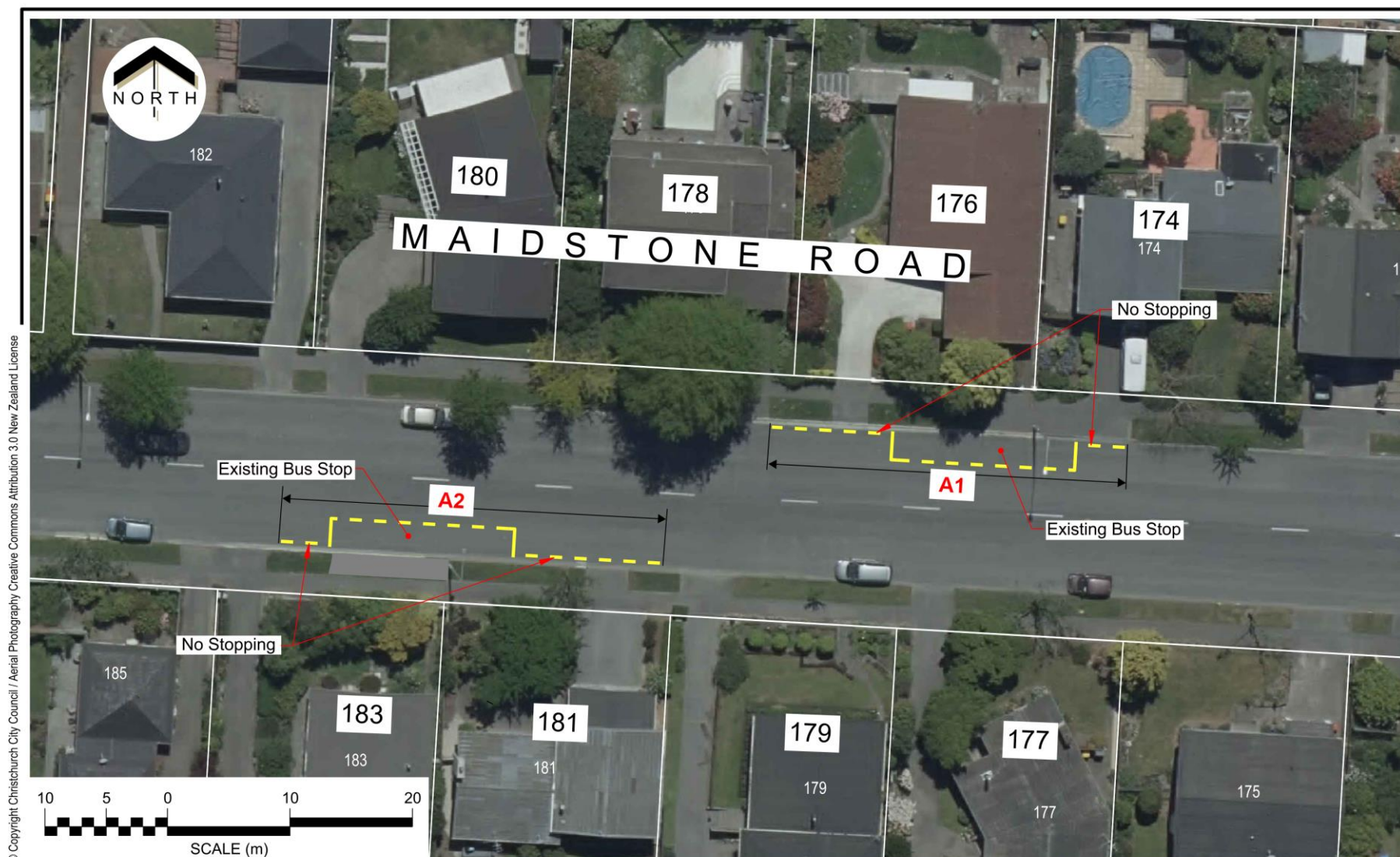
(a) This report contains:

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

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

Signatories

Author	Serena Chia - Graduate Transport Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport



Christchurch
City Council

Maidstone Road near Highfield Place
Bus stops length remediation - Option 1
For Board Approval

Attachment A

Original Plan Size: A4
ISSUE.1 16/12/2019
TG135622 MJR

8. Pinehurst Crescent Proposed P3 Drop off/ Pick up Zone and No Stopping Restrictions for Russley School.

Reference / Te Tohutoro: 20/66502

Presenter(s) / Te kaupāhō: Steve Dejong Traffic Engineer

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider options to provide a permanent Drop off /Pick up zone for Russley Primary School in Pinehurst Crescent and Penwood Street.

2. Executive Summary / Te Whakarāpopoto Matua

- 2.1 During the 2019 Council and Community Board recess for the local body elections, a Temporary P3 School Drop off and Pick up zone was installed on Pinehurst Crescent and Penwood Street. This was to facilitate the continued operation of the school which had been damaged by fire. This report seeks the approval of the Waimāero/Fendalton-Waimairi-Harewood Community Board to make the P3 and associated no stopping restrictions permanent, as shown in **Attachment A**.

3. Staff Recommendations / Ngā Tūtohu

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

1. Approve that the parking of vehicles be restricted to a maximum period of 3 minutes 8.00am to 9.30 am and 2.30 pm to 3.30 pm on school days on the west side of Pinehurst Crescent commencing at a point 104 metres north of its intersection with Bentley Street and extending in a northerly direction for a distance of 12 metres.
2. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes at other times, on the west side of Pinehurst Crescent commencing at a point 104 metres north of its intersection with Bentley Street and extending in a northerly direction for a distance of 12 metres.
3. Approve that the stopping of vehicles be prohibited at any time on the west side of Pinehurst Crescent commencing at a point 116 metres north of its intersection with Bentley Street and extending in a northerly direction for a distance of 32 metres.
4. Approve that the parking of vehicles be restricted to a maximum period of 3 minutes 8.00am to 9.30 am and 2.30 pm to 3.30 pm school days on the west side of Pinehurst Crescent commencing at a point 148 metres north of its intersection with Bentley Street and extending in a north westerly direction for a distance of 37 metres.
5. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes other times on the west side of Pinehurst Crescent commencing at a point 148 metres north of its intersection with Bentley Street and extending in a north westerly direction for a distance of 37 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Pinehurst Crescent commencing at a point 185 metres north of its intersection with Bentley Street and extending in a north westerly direction for a distance of 15 metres.
7. Approve that the parking of vehicles be restricted to a maximum period of 3 minutes 8.00am to 9.30 am and 2.30 pm to 3.30 pm school days on the south west side of Pinehurst Crescent

commencing at a point 200 metres north west of its intersection with Bentley Street and extending in a north westerly direction for a distance of 13 metres.

8. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes other times on the south west side of Pinehurst Crescent commencing at a point 200 metres north west of its intersection with Bentley Street and extending in a north westerly direction for a distance of 13 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the south side of Penwood Street commencing at its intersection with Pinehurst Crescent and extending in an easterly direction for a distance of 11 metres.
10. Approve that the parking of vehicles be restricted to a maximum period of 3 minutes 8.00am to 9.30 am and 2.30 pm to 3.30 pm school days on the south side of Penwood Street commencing at a point 11 metres east of its intersection with Pinehurst Crescent and extending in an easterly direction for a distance of 27 metres.
11. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes Other Times on the south side of Penwood Street commencing at a point 11 metres east of its intersection with Pinehurst Crescent and extending in an easterly direction for a distance of 27 metres.
12. Approve that the stopping of vehicles be prohibited at any time on the east side of Pinehurst Crescent commencing at its intersection with Penwood Street and extending in a southerly direction for a distance of 33 metres.
13. Approve that the parking of vehicles be restricted to a maximum period of 3 minutes 8.00am to 9.30 am and 2.30 pm to 3.30 pm school days on the east side of Pinehurst Crescent commencing at a point 33 metres south of its intersection with Penwood Street and extending in a southerly direction for a distance of 26 metres.
14. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes Other Times on the east side of Pinehurst Crescent commencing at a point 11 east of its intersection with Penwood Street with and extending in a southerly direction for a distance of 26 metres.
15. 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.
16. 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 / Ngā Take Matua

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 – Approve the existing temporary P3 and associated no stopping restrictions on Pinehurst Crescent (preferred option)
 - Option 2 – Remove the existing temporary P3 and associated no stopping on Pinehurst Crescent and reinstate the previous parking regime.
- 4.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 4.3.1 The advantages of this option include:

- Reduces the risk of a crash by improving sightlines along the frontage of the Pinehurst Reserve where parents drop off and pick up primary school children.
- Provides a permanent drop off and pick up zone to facilitate the needs of the Russley Primary School community.

4.3.2 The disadvantages of this option include:

- During the two and half hours per day on school days that the P3 is in operation, residents will not be able to park for more than three minutes.
- The associated no stopping restrictions will permanently remove the on street parking from outside number 11 Pinehurst Crescent.

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 On the week commencing 17 September 2019, Russley Primary School suffered a fire that resulted in the loss of 3 classrooms and damaged the Administration Block.
- 5.2 Russley School located at 75 Cutts Road has only one vehicle access way. This can no longer be used because it will be required for demolition of the fire damaged buildings followed by construction access for the rebuild.
- 5.3 Russley School has existing pedestrian access through Pinehurst Reserve located at 18 Pinehurst Crescent, the area in front of the reserve is currently used for school Drop off / Pick up.
- 5.4 Pinehurst Crescent and the adjoining Streets are affected by a high demand for kerbside parking which is associated with the Airport Business Park and the Inland Revenue Department Call Centre located nearby.
- 5.5 Access to Pinehurst Crescent near the reserve is further exacerbated by Pinehurst Crescent being only 7.5 metres wide, which means when vehicles park on both sides of the road the usable road width is reduced to one way movements only.
- 5.6 There is currently a P60 parking regime staggered from side to side on Pinehurst Crescent and the adjoining streets because of the parking demand created by the Airport Business Park and Inland Revenue Department Call Centre.
- 5.7 In October 2019, at the time of the Russley School Fire the Council and Community Boards were in recess for the local Body Elections.
- 5.8 Transport operations staff met with council building control and Ministry of Education (MOE) staff on Monday the 7th October to look at ways to facilitate demolition and rebuild of the school while providing safe access to parents and children for the 3rd term that commenced on the 14 October 2019.
- 5.9 Ministry of Education staff who attended the meeting were happy with the staff proposal and the periods offered to implement parking changes to facilitate access and egress to the school.
- 5.10 In October 2019 three prefabricated classrooms were relocated onto the school playing fields via Pinehurst Reserve, however these classrooms were not operable until the first term of 2020 following the Christmas holidays.
- 5.11 For the remainder of the 2019 school year, Russley Primary School senior pupils and their teachers operated out of the Canterbury Universities, Dovedale Campus. The junior school

pupils and their teachers continued to operate from the undamaged classrooms on the existing Russley School site.

- 5.12 On 8 October 2019 staff performed a letter box drop to affected residents in the area informing them of the situation and the proposed temporary parking changes. The letter also provided staff contact details if residents had any questions or concerns. To date no calls or emails from the affected residents have been received.
- 5.13 On 9 October 2019, to provide an immediate response to the needs of the Russley School community and the MOE, the council's Head of Transport, on behalf of the Council; pursuant to Clause 9.1 of the Christchurch City Council Traffic and Parking Bylaw 2017, approved the 'Pinehurst Crescent P3 Drop off & Pick up Zone' and associated No Stopping.
- 5.14 An 'Internal Memo' describing the relevant points and the Head of Transport's approval of the temporary P3 Drop off/ Pick up Zone was sent to the Waimāero/Fendalton- Waimairi-Harewood Board, Advisor, as shown in **Attachment B**.
- 5.15 The appropriate signs and markings were subsequently installed for term 3 of the 2019 school year following which Council staff and their contractor were thanked for their prompt action in facilitating this matter.
- 5.16 This report is make permanent the temporary measure put in place following the fire as the temporary measures only have a limited validity.

Strategic Alignment / Te Rautaki Tīaroaro

- 5.17 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.
- 5.18 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 5.19 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 Te Mana Whakatau

- 5.20 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.
- 5.21 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.
- 5.22 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 / Te Aromatawai Whakahirahira

- 5.23 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.24 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 5.25 The community engagement and consultation outlined in this report reflect the assessment.

Context/ Te Horopaki

- 5.26 The temporary discontinuance of parking spaces described in Part C – Sub Part 5.8 of the Christchurch City Council Delegations Register, which delegates authority to the 'Head of Transport' to be an authorised officer for the purpose of Clause 9 of the Traffic and Parking

Bylaw 2017, lasts for three months after which time it must be returned to the previous parking regime or approved as permanent through the normal Council/Board report process.

- 5.27 On the 18 December 2019 Traffic Operations staff were informed by the MOE Assistant Delivery Manager for minor works that it had been confirmed that Russley School is to be fully redeveloped and this will require the temporary buildings to remain on site for the next two years while the construction is staged.
- 5.1 This reports seeks to have the P3 school drop off and pick up facility and associated no stopping made permanent.
- 5.2 Providing a permanent drop off and pick up facility on Pinehurst Crescent will meet the needs of the school over the next two years throughout its rebuild.
- 5.3 If approved, the existing P3 signs will extend the AM time by 30 minutes commencing at 8am instead of 8.30am. Because the default 'P60 Other Times' parking restriction commences at 8.00am having the P3 begin at 8am will reduce confusion for users.
- 5.4 The proposed no stopping restrictions that are currently marked on site provide the safe sight distances for children to see approaching traffic and to safely cross the road.
- 5.5 Council parking and traffic operations staff have not received any complaints regarding the Pinehurst Crescent P3 and associated no stopping from either residents or road users to date.

6. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 – Approve the existing temporary P3 and associated no stopping on Pinehurst Crescent as permanent (preferred option)
 - Option 2 – Remove the existing temporary P3 and associated no stopping on Pinehurst Crescent and reinstate the previous parking regime.
- 6.2 No other options were considered.

Options Descriptions / Ngā Kōwhiringa

- 6.3 **Option One: Preferred Option:** Approve the existing temporary P3 and associated no stopping on Pinehurst Crescent as permanent.
- 6.3.1 **Option Description:** Approve the existing temporary P3 and associated no stopping in Pinehurst Crescent as permanent to provide facilities for parents to deliver and collect children from Russley Primary School while it undergoes complete rebuild.
- 6.3.2 **Option Advantages**
- Reduces the risk of a crash by improving sightlines along the frontage of the Pinehurst Reserve where parents drop off and pick up primary school children
 - Addresses School community concerns over safety and the lack of drop off /pick up facilities for Russley Primary School
- 6.3.3 **Option Disadvantages**
- During the two hours per day on school days that the P3 is in operation residents will not be able to park for more than three minutes
 - The Associated no stopping will permanently remove the on street parking from outside number 11 Pinehurst Crescent

- 6.4 **Option Two:** Remove the existing temporary P3 and associated no stopping on Pinehurst Crescent and reinstate the previous parking regime.

6.4.1 **Option Description:** Remove the existing temporary P3 and associated no stopping in Pinehurst Crescent and reinstate the previous parking regime not providing drop of/pick up facilities for Russley Primary School.

6.4.2 **Option Advantages**

- No 11 Pinehurst Crescent would not lose kerbside parking in front of their Property

6.4.3 **Option Disadvantages**

- Does not meet Council's adopted sight distance requirement
- Does not address school community concerns over the lack of visibility outside Pinehurst Reserve
- Does not address school community concerns over safety and the lack of drop off /pick up facilities for Russley Primary School

7. Community Views and Preferences / Ngā mariu ā-Hāpori

- 7.1 Affected property owners and residents were advised of the recommended option by a letter box delivery on the 21 January 2020. To date no responses from residents have been received.
- 7.2 The Team Leader Parking Compliance supports the preferred option.
- 7.3 The do nothing option is inconsistent with school community requests to improve visibility and safety at this location.

8. Legal Implications / Ngā Hīraunga ā-Ture

- 8.1 All regulatory traffic signs and markings approved by Council and Community Boards have legal implications under the 'Land Transport (Road User) Rule 2004.
- 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 5.19-5.22.

9. Next Steps / Ngā mahinga ā-muri

- 9.1 Approval is required by the Waimāero/Fendalton-Waimairi-Harewood Community Board.
- 9.2 If approved, the existing P3 signs will have the AM time extended by 30 minutes, commencing from 8am instead of 8.30am.
- 9.3 If not approved the removal of existing signs and road markings and the reinstatement of the previous parking signs will be programmed by the maintenance contractor; taking up to four weeks.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Pinehurst Crescent Proposed P3 Drop off/Pick up Zone & No Stopping Restrictions for Russley School	32
B ↓	Internal Memo Russley School Fire dated 7 October 2019	33

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

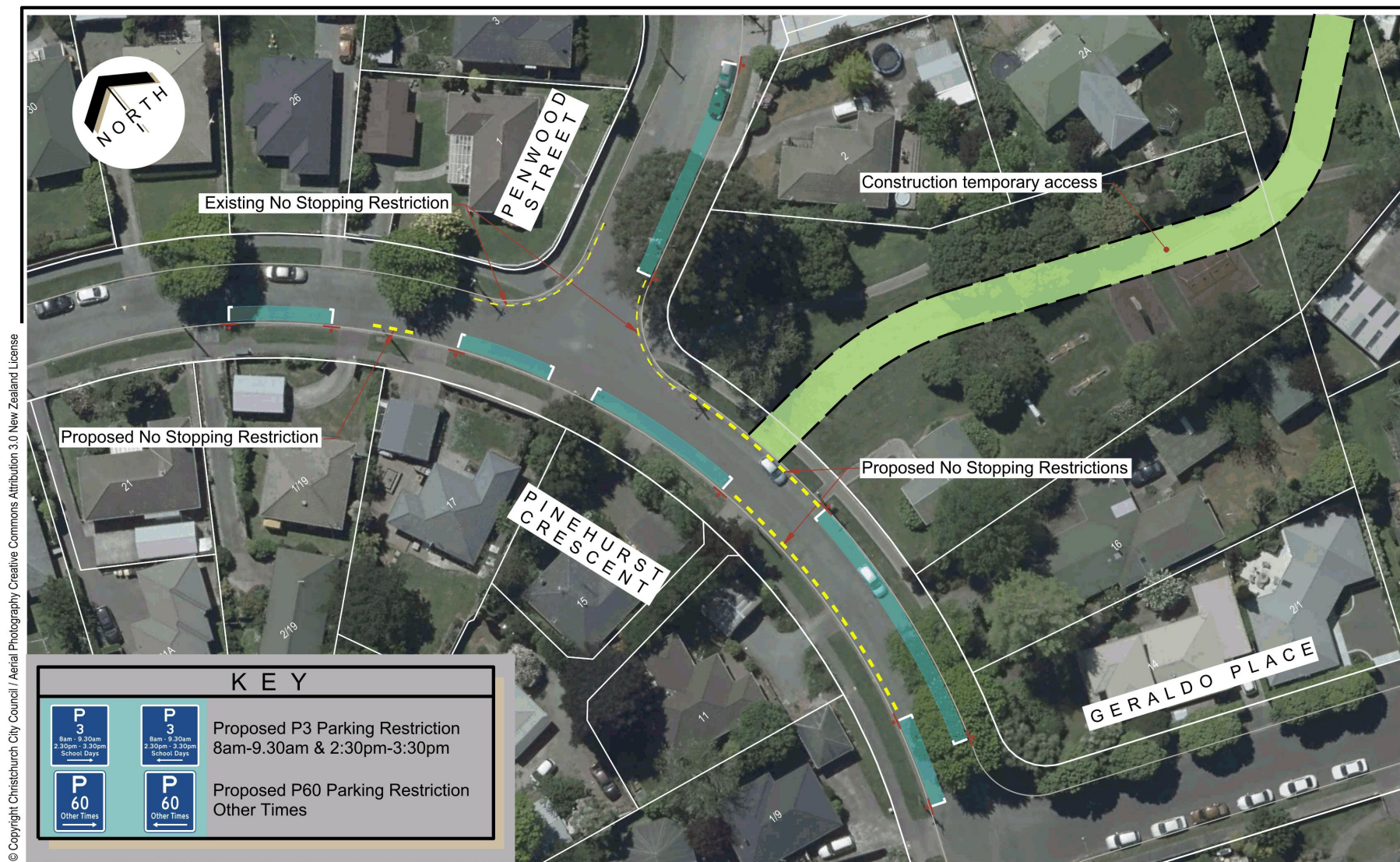
(a) This report contains:

- (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 / Ngā Kaiwaitohu

Author	Steve Dejong - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport



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Memos



Memorandum

Date: 7 October 2019
From: Steve Dejong
To: Richard Osborne, Head of Transport
Margaret Henderson, Community Board Advisor
Cc: Steffan Thomas, Operations Manager
Stephen Wright, Team Leader Operations
Subject: **Russley School: Pinehurst Crescent Proposed P3 & No Stopping Restrictions/Temporary Discontinuation of Parking Spaces.**
Reference: 19/1163644

1. Purpose of this Memo

- 1.1 The purpose of this memo is to seek authorisation to establish temporary stopping and parking restrictions on Pinehurst Crescent pursuant to Clause 9 (Temporary discontinuance of a parking place) of the Christchurch City Council Traffic and Parking Bylaw 2017

2. Background

- 2.1 On the week commencing 17 September 2019, Russley Primary School suffered a fire which resulted in the loss of 3 classrooms and damaged the Administration Block.
- 2.2 Russley School located at 75 Cutts Road has only one vehicle access way. This can no longer be used because it will be required for demolition of the fire damaged buildings followed by construction access for the rebuild.
- 2.3 Russley School has existing pedestrian access through Pinehurst Reserve located at 18 Pinehurst Crescent, the area in front of the reserve is currently used for school Drop off / Pick up.
- 2.4 Pinehurst Crescent and the adjoining Streets are affected by a high demand for kerbside parking which is associated with the Airport Business Park and the IRD Call Centre located nearby.
- 2.5 Access to Pinehurst Crescent near the reserve is further exacerbated by Pinehurst Crescent being only 7.5 metres wide, which means when vehicles park on both sides of the road the usable road width is reduced to one way movements only.
- 2.6 There is currently a P60 parking regime staggered from side to side on Pinehurst Crescent and the adjoining streets because of the parking demand created by the Airport Business Park and IRD Call Centre.
- 2.7 Transport operations staff met with council building control and MOE staff on Monday the 7th October to look at ways to facilitate demolition and rebuild of the school while providing safe access to parents and children for the 3rd term which commences on the 14 of October 2019.
- 2.8 Ministry of Education Staff attending the meeting were happy with the proposal and the time frames offered to implement parking changes.
- 2.9 Currently prefabricated classrooms are being relocated onto the school playing fields via Pinehurst Reserve, however these classrooms will not be operable until the first term of 2020 following the Christmas holidays.

Memos



- 2.10 For the remainder of the school year Russley Primary School senior pupils and their teachers will be operating out of the Canterbury Universities, Dovedale Campus. The junior school pupils and their teachers will operate from undamaged classrooms on the existing Russley School site.
- 2.11 On the 8 October 2019 staff did a letter box drop to affected residents in the area informing them of the situation and the proposed temporary parking changes. The letter also provided staff contact details if residents had any questions or concerns. To date no calls or emails from the affected residents have been received.

3. Delegation Authority

- 3.1 Part C – Sub Part 5.8 of the Christchurch City Council Delegations Register delegates authority to the Head of Transport to be an authorised officer for the purpose of Clause 9 of the Traffic and Parking Bylaw 2017

4. Staff Recommendation

It is recommended that the Head of Transport on behalf of the Council:

- 4.1 Approve, pursuant to Clause 9.2 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking place on the west side of Pinehurst Crescent commencing at a point approximately 103 metres north of its intersection with Bentley Street and continuing in a north westerly direction for a distance of 115 metres be temporarily discontinued and that the parking of vehicles be restricted to a maximum period of 3 minutes 8.30 am to 9.30 am and 2.30pm to 3.30 pm 'School days only' and further restricted to the maximum period of 60 minutes other times as shown by blue indicated areas on drawing TC135561 issue 1 dated 08/10/2019 attached to this memo.
- 4.2 Approve, pursuant to Clause 9.2 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking place on the east side of Pinehurst Crescent commencing at its intersection with Penwood Street and continuing in a south easterly direction for a distance of 51 metres be temporarily discontinued and that the parking of vehicles be restricted to a maximum period of 3 minutes 8.30 am to 9.30 am and 2.30pm to 3.30 pm 'School days only' and further restricted to the maximum period of 60 minutes other times as shown by blue indicated areas on drawing TC135561 issue 1 dated 08/10/2019 attached to this memo.
- 4.3 Approve, pursuant to Clause 9.2 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking place on the east side of Penwood Street at its intersection with Pinehurst Crescent and continuing in a northerly direction for a distance of 37 metres be temporarily discontinued and that the parking of vehicles be restricted to a maximum period of 3 minutes 8.30 am to 9.30 am and 2.30pm to 3.30 pm 'School days only' and further restricted to the maximum period of 60 minutes other times as shown by blue indicated areas on drawing TC135561 issue 1 dated 08/10/2019 attached to this memo.
- 4.4 Approve that the temporary discontinuance of parking spaces described in 6.1- 6.3 above be controlled through the installation of appropriate signage as indicated in **Attachment A**.
- 4.5 Approve, pursuant to Clause 9.1 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking spaces as indicated by bold yellow no stopping lines on drawing TC135561 issue 1 dated 08/10/2019 attached to this memo be temporarily discontinued.
- 4.6 Approve that the temporary discontinuance of parking spaces described in 6.5 above be marked with appropriate road marking as shown in **Attachment A** to indicate that the stopping of vehicles be prohibited at all times.

Memos



- 4.7 Approve that the temporary discontinuance of parking spaces described in 6.1-6.6 above continue for a period of 3 months, or until such time as permanent parking and no stopping restrictions are approved.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Russley School: Pinehurst Crescent P3 & No Stopping Restrictions/ Temporary Discontinuation of Parking Spaces Plan	

Signatories / Ngā Kaiwaitohu

Author	Steve Dejong - Traffic Engineer
Approved By	Richard Osborne - Head of Transport

9. 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.