

Waitai
Coastal-Burwood Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waitai/Coastal-Burwood Community Board will be held on:

Date: Monday 16 March 2020
Time: 4.30pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Membership

Chairperson	Kelly Barber
Deputy Chairperson	Jo Zervos
Members	James Daniels
	Bebe Frayle
	Phil Mauger
	Linda Stewart

9 March 2020

Christopher Turner-Bullock
Manager Community Governance, Coastal-Burwood
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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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Ōtautahi-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

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	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
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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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 Waitai/Coastal-Burwood Community Board meeting held on [Monday, 2 March 2020](#) be confirmed (refer page 5).

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.

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.

Waitai Coastal-Burwood Community Board OPEN MINUTES

Date: Monday 2 March 2020
Time: 4.30pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Present

Chairperson	Kelly Barber
Deputy Chairperson	Jo Zervos
Members	James Daniels
	Bebe Frayle
	Phil Mauger
	Linda Stewart

2 March 2020

Christopher Turner-Bullock
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The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved CBCB/2020/00017

That the apology for lateness received from James Daniels, be accepted.

Linda Stewart/Kelly Barber

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

James Daniels arrived to the meeting at 4.42pm.

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

Part C

Community Board Resolved CBCB/2020/00018

That the minutes of the Waitai/Coastal-Burwood Community Board meeting held on Monday, 17 February 2020 be confirmed.

Kelly Barber/Phil Mauger

Carried

4. Public Forum / Te Huīnga Whānui

Part B

4.1 Brian Donovan

Brian Donovan addressed the Board on behalf of New Brighton Residents Association regarding the New Brighton Residents' Association Residents' report.

After questions from Board members, the Chairperson thanked Brian for his presentation.

Attachments

- A New Brighton Residents Association report 2 March 2020

4.2 David Newton

David Newton and Mike Patchett addressed the Board on behalf of Eco Action Nursery Trust updating the Board on the plantings in the ward area.

After questions from Board members, the Chairperson thanked David and Mike for their presentation.

Attachments

- B Eco Action Nursery Trust Presentation

4.3 Celeste Donovan

Celeste Donovan and Damien Doyle addressed the Board regarding a central community space and the roll out with the new pump track which is planned to be open for use on 28 March 2020.

After questions from Board members, the Chairperson thanked Celeste and Damien for their presentation.

Attachments

C Pump track central community space New Brighton

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. Waitai/Coastal-Burwood Community Board Area Report - March 2020

Community Board Resolved CBCB/2020/00019(Original Staff Recommendation accepted without change)

Part B

That the Waitai/Coastal-Burwood Community Board:

1. Receive the Waitai/Coastal-Burwood Community Board Area Report for March 2020.
2. Approve the holding of a Joint Meeting of the Waitai/Coastal-Burwood and Waipapa/Papanui-Innes Community Boards on Friday 27 March 2020 at 9am in the Papanui Board Room, Papanui Library and Service Centre, 5 Restell Street to consider the Marshland, Spencerville and Kainga Speed Management Plan.
3. Amend the Board's 3 February 2020 resolution CBCB/2020/00011 to read "Approve a grant of \$3,295 from its 2019-2020 Discretionary Response Fund to the Dallington Residents' Association for the establishment of garden beds.

Kelly Barber/Phil Mauger

Carried

8. Elected Members' Information Exchange

Part B

Board members exchanged information on various matters of interest.

9 Resolution to Exclude the Public

Community Board Resolved CBCB/2020/00020

Part C

That at 5.49pm the resolution to exclude the public set out on page 29 of the agenda be adopted.

Kelly Barber/James Daniels

Carried

The public were re-admitted to the meeting at 5.51pm at which time the meeting concluded.

CONFIRMED THIS 16th DAY OF MARCH 2020

KELLY BARBER
CHAIRPERSON

7. Royal Park Drive - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/12861

Presenter(s) / Te kaipāhō: Toni Dakers, Traffic Engineer

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai/Coastal-Burwood Community Board to consider options to improve visibility of oncoming traffic, for road users travelling on Royal Park Drive around the bend opposite Betula Place.

2. Executive Summary / Te Whakarāpopoto Matua

- 2.1 This report is staff generated in response to a request concerning restricted visibility on Royal Park Drive due to parked vehicles.
- 2.2 These measures have been requested to:
 - 2.2.1 Control car parking which is blocking the visibility to oncoming traffic. Specifically for road users travelling in the northbound/westbound direction on Royal Park Drive.

3. Staff Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

1. Approve the installation of no stopping restrictions as illustrated generally in Agenda Attachment A ('Royal Park Drive –Proposed No Stopping Restrictions', TJD003, 10/01/2020).
2. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on:
 - a. The west side of Royal Park Drive commencing 76.5 metres northeast of its intersection with Mairehau Road, extending in a northeast then northwest direction for a distance of 45 metres.
3. 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 2. above.
4. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions, are in place.

4. Key Points / Ngā Take Matua

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's 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)
 - 4.3.1 The advantages of this option include:
 - Addresses community concern over the lack of visibility to oncoming traffic on Royal Park Drive.
 - Reduces the risk of a crash by improving sightlines.

4.3.2 The disadvantages of this option include:

- Displaces parking to other locations.
- In some conditions, increased forward visibility can result in an increase in approach speeds. Under the proposal, traffic is still required to negotiate around parked vehicles immediately prior to the restrictions, there are also speed bumps approximately 25 metres from the start of the restrictions to the south and approximately 55 metres from the end of the restrictions to the west. Therefore there is expected to be a low likelihood of the proposed parking restrictions resulting in speed increases.

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 Road users have reported that parked vehicles are restricting visibility to oncoming traffic on Royal Park Drive. When parked vehicles are present, drivers are required to cross the centreline to pass, often with low visibility to oncoming traffic due to the width and deviation of the road opposite Betula Place.

Strategic Alignment / Te Rautaki Tīaroaro

- 5.2 The 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 will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 5.4 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#).

Decision Making Authority Te Mana Whakatau

- 5.5 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 5.6 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.
- 5.7 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

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

Context

- 5.11 Parking on Royal Park Drive is largely associated with local residential activity.
- 5.12 Speed humps are installed on Royal Park Drive to manage speed. These include two located in advance of the bend opposite Betula Place for vehicles approaching from Mairehau Road, with a further two to the northwest.

- 5.13 A review of the New Zealand Transport Agency's Crash Analysis System did not identify any crashes in this location over the last five years.

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 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 6.2 No other options were considered.

Options Descriptions / Ngā Kōwhiringa

6.3 **Option One: Preferred Option:** Install No Stopping Restrictions

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

6.3.2 **Option Advantages**

- Addresses community concerns over the lack of visibility.
- Reduces the risk of a head on crash by improving sightlines to oncoming traffic.

6.3.3 **Option Disadvantages**

- Displaces parking to other locations.
- In some conditions, increased forward visibility can result in an increase in approach speeds. Under the proposal, traffic is still required to negotiate around parked vehicles immediately prior to the restrictions, there are also speed bumps approximately 25 metres from the start of the restrictions to the south and approximately 55 metres from the end of the restrictions to the west. Therefore there is expected to be a low likelihood of the proposed parking restrictions resulting in speed increases.

6.4 **Option Two:** Do Nothing

6.4.1 **Option Description:** Do not change the traffic management on Royal Park Drive.

6.4.2 **Option Advantages**

- No impact on on-street parking.

6.4.3 **Option Disadvantages**

- Does not address community safety concerns relating to visibility.

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

- 7.1 Eight affected property owners and residents were advised of the recommended option by letter.
- 7.2 One submission was received that was against the proposal. The resident outlined a number of reasons for opposing the proposal:
- 7.2.1 Availability of parking for visitor pick up/drop offs outside 7 Royal Park Drive and the potential for neighbour's vehicles to impede access to their driveway were both raised as concerns. Parking outside this property was considered in the original consultation plan. The original proposal included 7 metres of unrestricted kerbside space north of the driveway, providing for one parked vehicle and clearance. This has been increased

to 8 metres in response to the submission. This will allow vehicles to park closer to the gate for drop offs. This also provides clearance of around 3 metres adjacent to the driveway if a vehicle is parked up to the yellow lines.

- 7.2.2 The resident is concerned vehicles are speeding around the bend (past 7 Royal Park Drive) and has suggested that the posted speed limit should be reduced from 50kilometres per hour to 40 kilometres per hour on the bend rather than implementing parking restrictions. We do not have any available speed survey data for this site, however the presence and close proximity of speed humps, advisory signs and the geometry of the curve encourage a low speed environment. Informal observations and drive through surveys have supported this.
- 7.2.3 Further issues were raised, however these are out of scope of this proposal and have been responded to directly.
- 7.3 One neutral submission was also received. The submitter did not specifically oppose or endorse the proposal, they understood the reasoning and had observed vehicles parked on the bend. However they noted that it was rare for vehicles to park here (isolated to maybe two nights a week) and therefore they did not think it necessarily warranted the expense.
- 7.4 No further submissions were received.
- 7.5 The Team Leader Parking Compliance supports the preferred option.
- 7.6 The do nothing option is inconsistent with community requests to improve visibility.

8. Legal Implications / Ngā Hīraunga ā-Ture

- 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 5.5 to 5.7 above.

9. Next Steps / Ngā mahinga ā-muri

- 9.1 Approval is required by the Waitai/Coastal-Burwood Community Board.
- 9.2 If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A A	Layout Plan - Royal Park Drive No Stopping Restrictions - For approval	14

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



Royal Park Drive

Proposed No Stopping Restrictions
For Community Board Approval

8. Bassett Street / Reginald Street Intersection - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/123898

Report of: Toni Dakers, Traffic Engineer, toni.dakers@ccc.govt.nz

General Manager: David Adamson, GM City Services, David.Adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waitai/Coastal-Burwood Community Board to consider options to improve visibility at the intersection of Bassett Street and Reginald Street, Burwood. This report has been written in response to a request from the Burwood-East Residents Association to investigate safety concerns relating to parked vehicles obstructing visibility at this intersection.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significant and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

2. Officer Recommendations

That the Waitai/Coastal-Burwood Community Board:

1. Approve that the stopping of vehicles be prohibited at any time as illustrated generally in Agenda Attachment A ('Bassett Street-Reginald Street Intersection: Proposed No Stopping Restrictions', TJD004, 07/02/2020).
2. Approve, Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on:
 - a. The east side of Bassett Street commencing at its intersection with Reginald Street and extending in a southwest direction for a distance of 10 metres;
 - b. The south side of Reginald Street commencing at its intersection with Bassett Street and extending in a southeast direction for a distance of 18 metres;
 - c. The east side of Bassett Street commencing at its intersection with Reginald Street and extending in a northeast direction for a distance of 13 metres; and
 - d. The north side of Reginald Street commencing at its intersection with Bassett Street and extending in a southeast direction for a distance of 18 metres.
3. 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.
4. 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).

3. Key Points / Ngā Take Matua

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

- 3.2 The following feasible options have been considered:
- Option 1 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 3.3 Option Summary - Advantages and Disadvantages (preferred option)
- 3.3.1 The advantages of this option include:
- Reduces the risk of a crash by improving sightlines at the intersection of Bassett Street and Reginald Street.
- 3.3.2 The disadvantages of this option include:
- Removes car parking spaces.

4. Context/Background / Te Horopaki

Issue / Ngā take

- 4.1 Safety concerns have been identified/raised at the intersection of Bassett Street and Reginald Street due to restricted visibility caused by on street parking close to the intersection.
- 4.2 This is an issue for vehicles turning from Reginald Street into Bassett Street. There is also concern with westbound traffic on Reginald Street crossing the centreline to manoeuvre around parked vehicles near the intersection. This can cause a conflict with vehicles turning in from Bassett Street.

Strategic Alignment / Te Rautaki Tīaroaro

- 4.3 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.
- 4.4 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 4.5 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#).

Decision Making Authority Te Mana Whakatau

- 4.6 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 4.7 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 4.8 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

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

Context/ Te Horopaki

- 4.12 Bassett Street and Reginald Street form an uncontrolled T-intersection, with priority given to Bassett Street.
- 4.13 Visibility can be limited by parked vehicles on Bassett Street. The parking demand in this area is highly variable due to the mixed land use. Parking demand on Reginald Street and Bassett Street to the north is largely associated with residential activity. However commercial activities and the Burwood Christian Centre to the south can generate high demand extending past the intersection. As most of the peak demand is generated from activities to the south, there is still ample parking available on Bassett Street slightly further to the north or on Reginald Street to the east of the intersection.
- 4.14 There has been one non-injury crash reported at this intersection in the last five years. This involved a vehicle not giving way when turning from Bassett Street.

5. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.1 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
- 5.2 No other options were considered

Options Descriptions / Ngā Kōwhiringa

- 5.3 **Option One: Preferred Option:** Install No Stopping Restrictions.

5.3.1 **Option Description:** Install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide Minimum Gap Sight Distance, allowing a driver entering the intersection sufficient visibility of approaching traffic to make the desired turn safely.

5.3.2 Option Advantages

- Meets appropriate sight distance standards.
- Addresses community concerns over the lack of visibility at the intersection.

5.3.3 Option Disadvantages

- Results in a reduction in parking.

- 5.4 **Option Two:** Do Nothing

5.4.1 **Option Description:** Do not change traffic management at the intersection. This option will not meet Council's adopted sight distance requirement.

Analysis Criteria / Ngā Paearu Wetekina

- 5.5 Options within this report have been assessed against the sight distance requirements of the Council's Infrastructure Design Standard.

Options Considerations / Te Whaiwhakaarotanga

- 5.6 The "Do Nothing" option is inconsistent with the Council's Infrastructure Design Standard:
- 5.6.1 Inconsistency – Adequate sight distance at an intersection must be provided as sight distance is fundamental to safe intersection design.

- 5.6.2 Reason for inconsistency – The intersection configuration allows vehicles to parking within the sight line envelope which happens frequently due to high parking demands in the area.
- 5.6.3 Amendment necessary – Install No Stopping restrictions in accordance with the preferred option.

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

- 6.1 Five affected property owners and residents were advised of the recommended option by letter drop. No submissions were received either supporting or opposing this proposal.
- 6.2 The Team Leader Parking Compliance supports the preferred option.
- 6.3 Following consultation the proposal was adjusted to reduce the proposed No Stopping Restrictions on Bassett Street north of the intersection from 18 metres to 13 metres. The 18 metres originally proposed was re-assessed against sight distance requirements and the context of the area and considered to be excessive. This change reinstates one parking space. Further consultation was not undertaken as this change has a positive effect on parking availability when compared to the original proposal and still meets sight distance standards.
- 6.4 The do nothing option is inconsistent with community requests to improve visibility at the intersection.

7. Legal Implications / Ngā Hīraunga ā-Ture

- 7.1 There is a legal context, issue or implication relevant to this decision
- 7.2 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 5.5 to 5.7.

8. Next Steps / Ngā mahinga ā-muri

- 8.1 Approval is required by the Waitai/Coastal-Burwood Community Board.

If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.

Attachments

No.	Title	Page
A ↓	Bassett Street - Reginald Street: Proposed No Stopping Restrictions	19

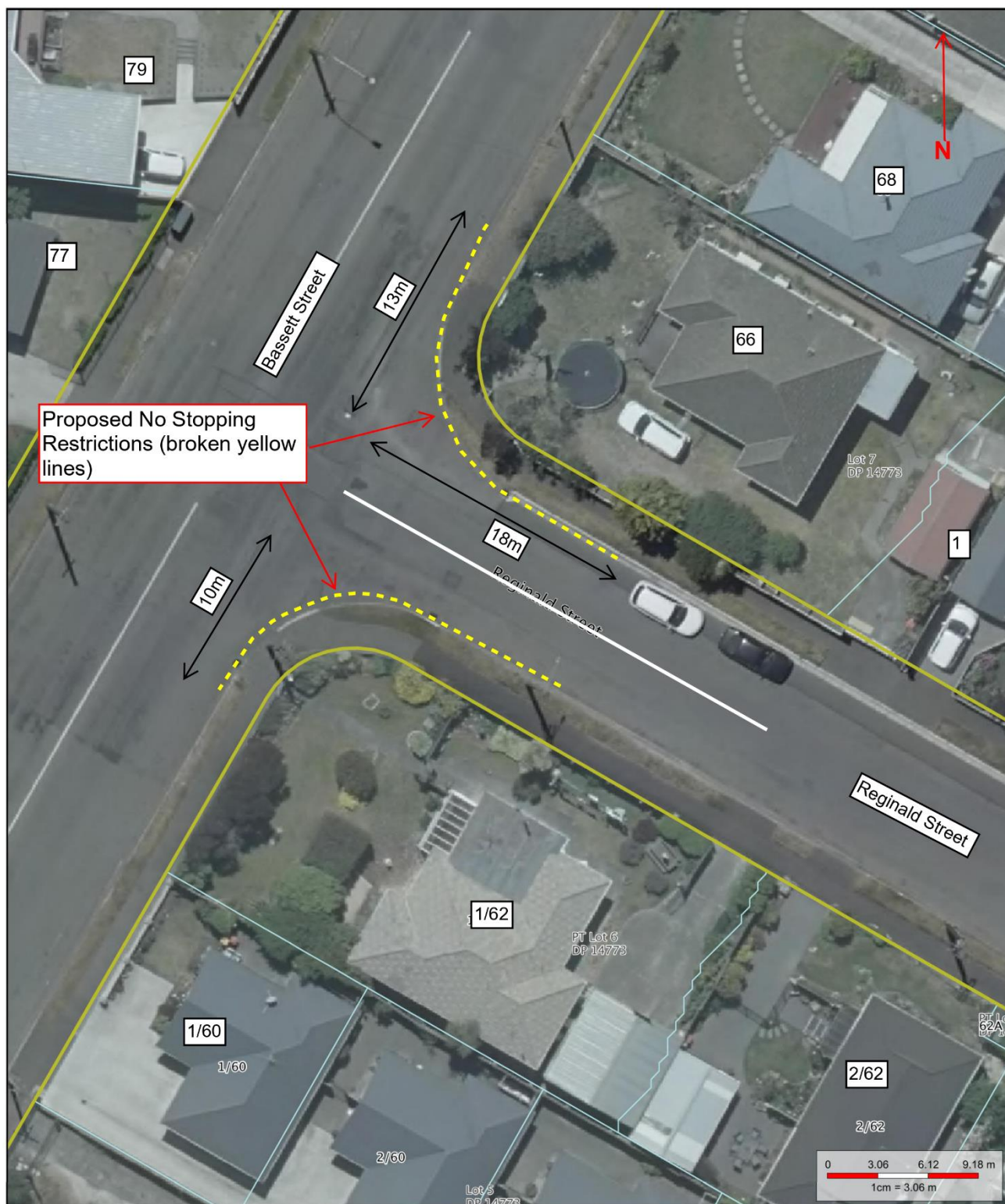
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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.



Bassett Street - Reginald Street Intersection

Proposed No Stopping Restrictions
For Community Board Approval

9. Waitai/Coastal-Burwood 2019-20 Youth Development Fund Application - Thomas Taurima

Reference / Te Tohutoro: 20/194606

Report of / Te Pou
Matua: Katie MacDonald – Coastal-Burwood Community Support Officer,
katie.macdonald@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson – GM Citizens and Community,
mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai/Coastal-Burwood Community Board to consider an application received for funding from its 2019/20 Youth Development Fund.
- 1.2 This report is to assist the Board in considering an application of funding from Thomas Taurima.
- 1.3 There is currently a balance of \$3,600 remaining in this fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

1. Approve a grant of \$500 from its 2019/20 Youth Development Fund to Thomas Taurima towards representing New Zealand at the International Korfball Federation Under 19 Open European Korfball Championship in Leeuwarden, the Netherlands from 10 to 12 April 2020. The granted funds are to be used towards the cost of his flights. The granted funds are not to be used towards any supervisory staff, coaching, tuition or management costs.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 To consider an application received to support the development and achievement of a young person living in the Waitai/Coastal-Burwood Community Board area.

Strategic Alignment / Te Rautaki Tīaroaro

- 3.2 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 / Te Mana Whakatau

- 3.3 Determine the allocation of the Discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).
- 3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council
- 3.5 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 / Te Mana Whakatau

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

4. Applicant/ Te Kaitono 1 – Thomas Taurima

- 4.1 Age: 18
- 4.2 Suburb: South New Brighton
- 4.3 Event seeking support for: International Korfball Federation Under 19 Open European Korfball Championship in Leeuwarden, the Netherlands from 10 to 12 April 2020.
- 4.4 Thomas has been selected as part of the team to represent New Zealand at the International Korfball Federation Under 19 Open European Korfball Championship.
- 4.5 Thomas was selected for this event after competing in Korfball over the last four to five years. Select athletes were invited to attend academies by Korfball New Zealand. From the academies, 12 athletes were chosen to participate in the event.
- 4.6 As part of Korfball New Zealand's long term development they are committed to taking youth development squads to the Netherlands which is the home of the sport of Korfball.
- 4.7 This championship was first held in 1996 and Korfball New Zealand send a team each year.
- 4.8 Whilst the tournament itself runs from 10 to 12 April 2020, the squad will be away for approximately two weeks as they will be partaking in training activities in the Netherlands prior to the start of the championship.
- 4.9 There are 14 athletes attending the trip. The staff/coaches/managers attending with the team have their costs covered by Korfball New Zealand. There are three staff/coaches/managers attending with the team.
- 4.10 Thomas first started playing korfball four to five years ago after competing in Basketball.
- 4.11 Thomas has completed his secondary school education at St Bedes College and is looking to start studying at the University of Canterbury in the second half of 2020 with the goal of becoming a secondary school teacher in the subjects of Te Reo and Physical Education.
- 4.12 There has been no group fundraising undertaken as the team is spread out across New Zealand.
- 4.13 Each Individual athlete attending the event is responsible for their own fundraising. Thomas has undertaken several fundraising activities which are detailed in the table below.
- 4.14 Korfball New Zealand has a cost per player to attend the championship of \$4,254. They were not able to provide a breakdown of the individual element costs, but have provided the items that will be covered by the amount paid by each athlete. This information is included in the below table.
- 4.15 The following table provides a breakdown of the costs for Thomas to attend the International Korfball Federation Under 19 Open European Korfball Championship in Leeuwarden, the Netherlands from 10 to 12 April 2020 :

EXPENSES	Cost (\$)
Event Costs Per Player, includes: <ul style="list-style-type: none"> - Accommodation. - Food. - International Korfball Federation accreditation and international squad fees. - Apparel and gear. - Camp costs in the Netherlands. - Gifts for hosts/other teams. - Insurance. - Organised sightseeing. - International flights. - Domestic flights. - General miscellaneous costs. 	\$4,254
Total	\$4,254
Individual Fundraising	
Savings from part time work (amount to be determined)	\$0
Raffles – Two have been completed and one is currently underway (amount is estimated)	\$2,000
Quiz Night	\$700
Odd jobs from friends and family (amount is estimated)	\$400
Total	\$3,100
REMAINING	\$1,154

4.16 This is the first time the applicant has applied for funding.

Attachments

There are no appendices to this report.

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.

10. 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.