

Waitai
Coastal-Burwood Community Board
AGENDA

Notice of Meeting:

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

Date: Tuesday 2 June 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

26 May 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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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

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

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

Actively collaborating and
co-operating with other
local, regional
and national
organisations

Ensuring
the diversity
and interests of
our communities
across the city and the
district are reflected in
decision-making

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

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

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

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, 16 March 2020](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

Public participation may be limited at this meeting.

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.

5.1 Burwood Road, High Crash Area

Dale Paterson, local resident will address the Board in relation to a high crash area on Burwood Road. (Item 8 refers)

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 16 March 2020
Time: 4.34pm
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

16 March 2020

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

1. Apologies / Ngā Whakapāha

Part C

There were no apologies.

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 CBCB/2020/00021

That the minutes of the Waitai/Coastal-Burwood Community Board meeting held on Monday, 2 March 2020 be confirmed.

Phil Mauger/James Daniels

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Birthright Canterbury Trust

Rhodora Sagles from Birthright Canterbury Trust provided an update to the Board. She also displayed a video which highlighted some of the activities that Birthright Canterbury Trust provide to single parent families.

After questions from members, the Chairperson thanked Rhodora for her presentation.

4.2 New Brighton Residents' Association

Brian Donovan addressed the Board on behalf of New Brighton Residents Association regarding the reach of the New Brighton Residents' Association. Brian also highlighted the recent Duke Festival which was held in New Brighton from 9 to 15 March 2020.

After questions from members, the Chairperson thanked Brian for his 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. Royal Park Drive - Proposed No Stopping Restrictions

Community Board Resolved CBCB/2020/00022(Original Staff Recommendation accepted without change)

Part C

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.

Phil Mauger/Bebe Frayle

Carried

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

Community Board Resolved CBCB/2020/00023(Original Staff Recommendation accepted without change)

Part C

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).

Phil Mauger/Linda Stewart

Carried

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

Officer Recommendations / Ngā Tūtohu

This report was not considered by the Board as the applicant has withdrawn their application. The event has been cancelled due to the COVID-19 outbreak.

10. Elected Members' Information Exchange

Part B

Board members exchanged information on various matters of interest.

Meeting concluded at 5.32pm.

CONFIRMED THIS 6TH DAY OF April 2020

**KELLY BARBER
CHAIRPERSON**

7. Notice of Motion

Reference / Te Tohutoro: 20/614395

Report of / Te Pou Kelly Barber, Community Board Chairperson
Matua: kelly.barber@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community
Pouwhakarae:

Pursuant to Standing Order 22 of Christchurch City Council's Standing Orders, the following Notice of Motion was submitted by Kelly Barber, Waitai/Coastal-Burwood Community Board Chairperson.

1. Notice of Motion to the Waitai/Coastal-Burwood Community Board

That the Waitai/Coastal-Burwood Community Board request that the Council:

1. Urgently considers initiating the process of developing a Regeneration Plan for New Brighton.
2. Notes it is the Board's view that the focus needs to be on the changes to the District Plan in order to encourage investment in the Board's area.

2. Background

- 2.1 During the Covid-19 Lockdown the Community Board held several informal meetings via Zoom, to update and share information from their interactions with the Community.
- 2.2 At one of the informal meetings Councillors Daniels and Mauger reported to the Board that they had met with Christchurch Mayor Dalziel regarding the issues faced by New Brighton. At the meeting the Mayor urged the Councillors to raise the matter of a Regeneration Plan for New Brighton for the Community Board to consider.
- 2.3 The Community Board subsequently met to discuss the benefits and the background of a Regeneration Plan. It was acknowledged that significant consultation has already occurred during the creation of the New Brighton Master Plan and that this work could feed into the Regeneration Plan, so that it is not lost or repeated.

Attachments

There are no appendices to this report.

8. Correspondence

Reference / Te Tohutoro: 20/270782

Report of / Te Pou Matua: Cindy Sheppard, Community Board Advisor
cindy.sheppard@ccc.govt.nz

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

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Dale Paterson	Burwood Road – High Crash Area

2. Officer Recommendations / Ngā Tūtohu

That the Coastal-Burwood Community Board:

1. Receive the correspondence from Dale Paterson and request that staff investigate and report back to the Board potential safety improvements for Burwood Road to reduce the risk of crashing.

Attachments

No.	Title	Page
A ↓	Dale Paterson - Burwood Road, High Crash Area	12

Subject: High crash area

Good afternoon and Happy New Year to you all,

My name is Dale Paterson. I live at Reka Street, Parklands and my wife and I have resided there for the past 13 years. Our property backs onto Burwood Road.

I just wanted to raise awareness and to start a discussion and hopefully some action about Burwood Road, specifically the bend and intersection with Waitikiri Road and the risk that exists to all that use this piece of road/walkway.

So, since building and residing in Reka Street I have noticed an increase motor vehicle traffic and an increase in speed on Burwood Road. This is a 50km/h road and splits two residential areas.

I have seen the aftermath of at least eight vehicle crashes during the time I have lived here. It is only due to 'good luck' rather than 'good driving habits' that no one has been seriously injured or killed.

Just to explain the crash scenes I have witnessed.

Three vehicles left the road at speed and have smashed through into my neighbours yard. The fence needed replacing in each of those crashes.

One vehicle flipped onto its roof after it hit the grass traffic island.

One vehicle slid in a 180 degree turn and crashed rearward into a lamp post before driving off at speed. The pole needed replacing.

Three vehicles have left the road at speed again, crashed through the wooden post and wire fencing into the small reserve. The fencing has been replaced on each occasion. The latest incident for this was November 2019.

What I am asking for is to have the potential risk reduced of a serious injury or death by constructing a length of guardrail that could be placed along this piece of road so that our properties, the family reserve and the pedestrians that use the road/walkway have some protection from any future vehicle crashes. Any other safety initiatives would be greatly appreciated.

I look forward to hearing back from you all.

Kind regards

Dale Paterson

9. Sale of 548 Marshland Road

Reference / Te Tohutoro: 20/343609

Report of / Te Pou
Matua:

Justin Sims, Property Consultant, Justin.sims@ccc.govt.nz

General Manager /
Pouwhakarae:

Leonie Rae, GM Corporate Services

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is to seek Council approval to the sale of property acquired as part of the Marshland Road/Hawkins Road/Lower Styx Road Intersection upgrade project. This report has been written following conclusion of negotiations to acquire land from an affected property owner.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by utilising the significance and engagement assessment worksheet, taking into consideration (amongst other things) the number of people affected and/or with an interest, the level of community interest already apparent for the issue, possible environmental, social and cultural impacts, possible costs/risks to the Council, ratepayers and wider community of carrying out the decision, and whether the impact of the decision can be reversed.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board recommend that the Council:

1. Declare 548 Marshland Road as surplus.
2. Grant delegated authority to the Manager Property Consultancy to:
 - a. Commence the sale process of the property in accordance with the Council's normal practices and policies.
 - b. Conclude the sale of the property on the best terms considered available taking account of the current open market conditions.
 - c. Do all things necessary and make decisions at their sole discretion that are necessary to give effect to this resolution.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 The Council acquired more land than it required for the project to avoid the expense and involvement of the Land Valuation Tribunal and further delays to the project. The land should therefore be disposed of immediately to reduce the financial impact on the Council.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 None. The entire property was acquired to conclude protracted negotiations for only a part of the land so there is no reason to hold it.

5. Detail / Te Whakamahuki

- 5.1 The widening of Marshland Road Bridge and the upgrade to the Marshland Road/Lower Styx Road/Hawkins Road Intersection has been in the Long Term Plan for a number of years.
- 5.2 The Council has made a number of resolutions in connection with the acquisition of land required for the project under resolutions CNCL/2017/00216 and CNCL/2018/00278.
- 5.3 Negotiations with various property owners to acquire land required for the project have been ongoing since 2015 with all but one having been concluded by 2019.
- 5.4 Due to the difficulties in concluding the purchase of the last property at 548 Marshland Road, the part required was eventually acquired compulsorily under the Public Works Act in October 2018. The area acquired comprising 1,857 square metres is shown shaded blue on the plan below:



- 5.5 Since that date there have been ongoing difficulties in reaching agreement with the owner on compensation and demolition of the building. The fraught nature of the negotiations resulted in a formal mediation on 10 March 2020. This resulted in Council agreeing to acquire the balance of the property following an offer made by the owner.
- 5.6 The decision to acquire the property to avoid further delays and project cost implications was therefore progressed on the basis that the surplus land should be immediately disposed of.
- 5.7 It is not unusual for the Council to acquire more land than it requires for some projects with any surplus land being sold to offset the extra costs.
- 5.8 Staff do not however hold any delegations with regard to the sale of land so the decision must be made by the Council.
- 5.9 The decision affects the following wards/Community Board areas:
 - 5.9.1 Waitai/Coastal-Burwood Community Board.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

6.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

6.1.1 Activity: Facilities, Property & Planning

- Level of Service: 13.4.10 Property advice and services that support the delivery of other Council Services. - At least 90% projects delivered to agreed timeframes per annum.

Policy Consistency / Te Whai Kaupapa here

6.2 The decision is consistent with the Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.4 None

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.5 None

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

7.1 Cost to Implement – real estate agents fees.

7.2 Maintenance/Ongoing costs – a sale would reduce ongoing holding costs.

7.3 Funding Source – existing project budget.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

8.1 Local Government Act 2002.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

8.1 There is no legal context, issue or implication relevant to this decision.

8.2 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

9.1 A sale of the property may prove difficult post Covid 19 level 4 lockdown.

Attachments / Ngā Tāpirihanga

There are no appendices to this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>
<enter document name>	<enter location/hyperlink>

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	Justin Sims - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Leonie Rae - Acting General Manager Corporate Services

10. Bassett Street Bus Stop

Reference / Te Tohutoro: 20/218291

Report of / Te Pou	Serena Chia, Graduate Transport Engineer,
Matua:	Serena.Chia@ccc.govt.nz
General Manager /	David Adamson, General Manager City Services,
Pouwhakarae:	David.Adamson@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose and origin of this information report is to respond to the Waitai/Coastal-Burwood Community Board's resolution CBCB/2020/00003(2):
 - 1.1.1 *Request that staff put on hold any works previously resolved by the Board at its 2 December 2019 meeting and report back to the Board alternative options for the relocations of the bus stop.*
- 1.2 On 20 January 2020 staff requested the bus stop contractor to put on hold the line marking of the existing bus stop beside 111 Bassett Street.
- 1.3 The original work request followed from the Community Boards approval (CBCB/2019/00048) to mark the bus stop, at the Community Board meeting of 18 November 2019. The work was forecast to be completed within the timeframe outlined in the report to the Community Board, which was approximately two months following approval.
- 1.4 Work associated with the line marking of the existing bus stop remained on-hold for a number of weeks following the staff request. However, at the same Community Board meeting of 18 November 2019, a work request was also issued to the bus stop contractor to mark the existing bus stop beside 44 Bassett Street. There was subsequent miscommunication within the contractor's team. When the contractor installed the line marking at the existing bus stop beside 44 Bassett Street around 17 February 2020 they also marked the existing bus stop beside 111 Bassett Street.
- 1.5 The work that remains on-hold for the bus stop beside 111 Bassett Street includes installation of the hardstand and tactile pavers. These are important inclusive access design features of bus stops.
- 1.6 To comply with the New Zealand Transport Agency's legislation (Land Transport Rule: Traffic Control Devices 2004), a bus stop box must be marked if the space needed extends further than six metres either side of the bus stop sign, which is a space of 12 metres in total.
- 1.7 The layout of Christchurch City Council bus stops (bus box and the no stopping lines) should also comply with the Council's Construction Standard Specifications.
- 1.8 The standard metro buses that bus stops are designed for are 13.5 metres in length. The length increases to about 14.6 metres when the bicycle rack is deployed. This means that all bus stops in Christchurch must be marked to be in accordance with national legislation and should be marked in accordance with the Council's own specifications.
- 1.9 In practice all new bus stops are marked as standard practice. Due to staff time constraints existing unmarked bus stops that are brought up to standard come from a mix of programmed work and from requests made by the public or other stakeholders (for example Environment Canterbury, bus service operators, advocacy groups).

- 1.10 The existing bus stop beside 111 Bassett Street is located in an appropriate location relative to the wider residential catchment and proximity to surrounding bus stops.
- 1.11 Satellite aerial imagery indicates the bus stop has been located beside 111 Bassett Street since at least 2007. Advice from staff at Environment Canterbury suggests that the bus stop is likely to predate 2007.
- 1.12 In consideration of the above, staff will not be investigating alternative locations for the existing bus stop to be relocated to, as it is already in an appropriate location and has been at this location for a very long time.
- 1.13 Once this information report has been received by the Community Board, staff will instruct the bus stop contractor to complete the remaining work in accordance with the previously approved plan. It is very important that this work is completed as the bus stop inclusive access design will not function as intended until the hardstand is installed.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

1. Receive the information in the report.

Attachments / Ngā Tāpirihanga

There are no appendices to this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Decision making report, 18 November 2019: <i>Marking and Relocation of an Existing Bus Stop beside 111 Bassett Street</i>	Marking and Relocation of an Existing Bus Stop beside 111 Bassett Street
Minutes to the above report: Community Board Resolved CBCB/2019/00048 (Original Staff Recommendation accepted without change)	CBCB/2019/00048
Community Board's resolution CBCB/2020/00003	Community Board's resolution CBCB/2020/00003

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

11. Donne Street/Lambies Street - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/302391

Report of / Te Pou
Matua:

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

General Manager /
Pouwhakarae:

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 Donne Street and Lambies Street. This report has been written in response to a request from a nearby resident to investigate safety concerns relating to parked vehicles obstructing visibility and access, particularly on the narrow Donne Street approach to this intersection.
- 1.2 The staff recommendations in the report recommend installation of no stopping (broken yellow line) restrictions at the intersection as illustrated in **Attachment A** ('Donne Street/Lambies Street Intersection: Proposed No Stopping Restrictions', TG136539, 16/04/2020).
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance 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 / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

1. That the stopping of vehicles be prohibited at all times on:
 - a. The west side of Lambies Street commencing at its intersection with Donne Street and extending in a northerly direction for a distance of 10 metres;
 - b. The north side of Donne Street commencing at its intersection with Lambies Street and extending in a westerly direction for a distance of 16 metres;
 - c. The west side of Lambies Street commencing at its intersection with Donne Street and extending in a southerly direction for a distance of 10 metres; and
 - d. The south side of Donne Street commencing at its intersection with Lambies Street and extending in a westerly direction for a distance of 16 metres.
2. 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 be revoked.
3. That these resolutions take effect when parking signage and/or road markings 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 conflict crash by eliminating the need for vehicles to manoeuvre onto the opposite side of Donne Street to pass parked vehicles at the intersection.
 - Improves sight lines to pedestrians crossing Donne Street at the designated crossing points on the approach to Lambies Street by moving parking west of the kerb build out, where the road widens.
 - 3.3.2 The disadvantages of this option include:
 - Removes one car parking space.

4. Context/Background / Te Horopaki

Issue / Ngā take

- 4.1 Safety concerns have been identified/raised at the intersection of Donne Street and Lambies Street due to restricted visibility caused by on street parking close to the intersection. Donne Street narrows to 5.8 metres on its approach to Lambies Street. This narrow width is inadequate to safely accommodate parked vehicles and those manoeuvring at this intersection.

Strategic Alignment / Te Rautaki Tīaroaro

- 4.2 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.
- 4.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 4.4 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

- 4.5 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.
- 4.6 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.
- 4.7 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

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

- 4.9 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 4.10 The community engagement and consultation outlined in this report reflect the assessment

Context/ Te Horopaki

- 4.11 Donne Street intersects with Lambies Street forming an uncontrolled T intersection.
- 4.12 The width of Donne Street at the intersection narrows to 5.8 metres. This causes a conflict between vehicles entering/exiting Donne Street when drivers are required to manoeuvre around parked vehicles.
- 4.13 Parking demand in this area is associated with residential activity. Demand for parking within the area of the proposed parking restrictions is infrequent during the day, however parking has been observed during peak periods.
- 4.14 There have been no reported crashes at the intersection in the time this area has been developed. The intersection is classified as low risk under the Council's risk mapping system.

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.

5.3.2 Option Advantages

- Reduces the risk of a conflict crash by eliminating the need for vehicles to manoeuvre onto the opposite side of Donne Street to pass parked vehicles at the intersection.
- Improves sight lines to pedestrians crossing Donne Street at the designated crossing points on the approach to Lambies Street by moving parking west of the kerb build out, where the road widens.

5.3.3 Option Disadvantages

- Removes one car parking space. Any vehicle parking within six metres of the intersection is already parking illegally. Currently a vehicle could park on either side of Donne Street, west of the crossing, however if both spaces were occupied at the same time access to the street would be blocked. The proposal therefore reduces the available parking by one vehicle.

5.4 Option Two: Do Nothing

5.4.1 **Option Description:** Do not change traffic management at intersection.

5.4.2 Option Advantages

- Retains one parking space.

5.4.3 Option Disadvantages

- This option will not address identified safety concerns with respect to visibility and manoeuvring.

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 park within the sight line envelope, while this is infrequent, the road width on Donne Street is inadequate to accommodate them safely.
 - 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 Eleven affected property owners and residents were advised of the recommended option by letter drop.
- 6.2 One resident supported the proposal.
- 6.3 One submission was received in opposition to the proposal due to the removal of on street parking. The proposal will reduce the available legal kerb side parking area on Donne Street by one vehicle. The length of No Stopping restrictions has been minimised to ensure as much parking is retained as possible while still addressing the safety concerns relating to visibility and manoeuvring on this narrow intersection approach.
- 6.4 The Team Leader Parking Compliance supports the preferred option.
- 6.5 The do nothing option does not address identified safety concerns with respect to visibility and manoeuvring.

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

Attachments

No.	Title	Page
A ↓	Donne Street / Lambies Street Intersection: Proposed No Stopping Restrictions	26

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

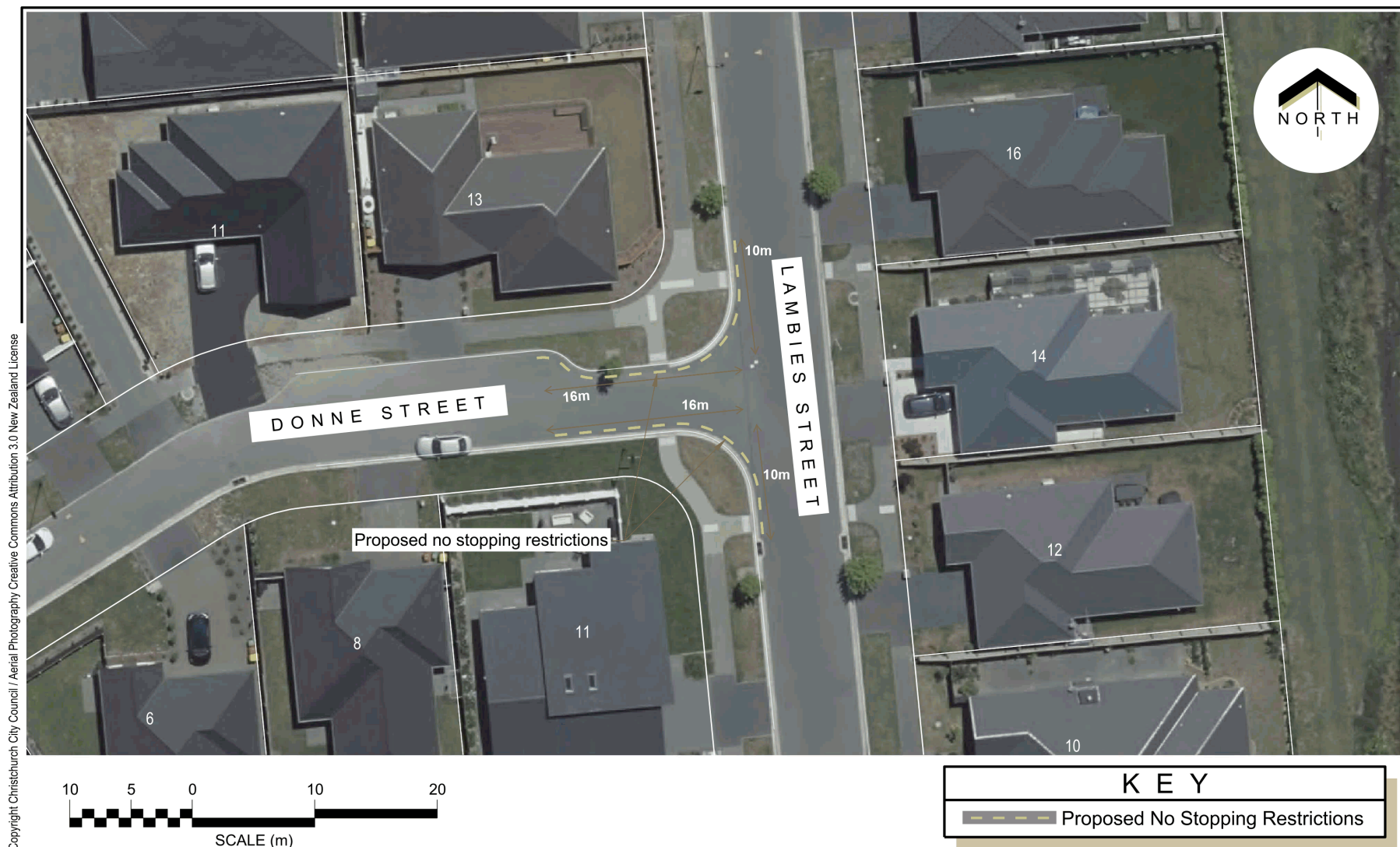
(a) This report contains:

- (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	Wayne Gallot - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Richard Osborne - Head of Transport



Christchurch
City Council

Donne Street/ Lambies Street Intersection
Proposed No Stopping Restrictions
For Board Approval

Attachment A

Original Plan Size: A4
ISSUE.1 16/04/2020
TG136539 MJR

12. Marine Parade - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/431512

Report of / Te Pou
Matua:

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

General Manager /
Pouwhakarae:

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 access on Marine Parade for vehicles servicing the He Puna Taimoana Hot Pools. This report has been written following discussions with the project team, where concerns were raised about the potential for parked vehicles to block access to the designated Loading/Plant area.
- 1.2 The staff recommendations in this report relate to the installation of a short length of stopping restriction (broken yellow lines) adjacent to the He Puna Taimoana Hot Pools service vehicle access. This is to address the situation where there is currently a short length of unrestricted on street parking adjacent to the service access between an existing marked bus stop and the existing marked stopping restrictions extending northward from the Hawke Street intersection. The proposed stopping restriction, along with the existing stopping restriction and bus stop are shown on **Attachment A** ('Marine Parade: Proposed No Stopping Restrictions', Plan TG136541, Issue 1, dated 04/05/2020).
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance 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 / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

1. That all existing parking and stopping restriction on the east side of Marine Parade, commencing at a point 26.5 metres north of its intersection with Hawke Street and extending in a northerly direction for a distance of 11 metres, be revoked.
2. That the stopping of vehicles be prohibited at all times on the east side of Marine Parade, commencing at a point 26.5 metres north of its intersection with Hawke Street, extending in a north direction for a distance of 11 metres.
3. Approve that these resolutions take effect when signage and/or road markings 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 possibility of vehicles parking over the service vehicle entrance and blocking access to critical service and delivery vehicles.
- Meets the Council's Construction Standards Specification with respect to providing clearance for buses exiting the bus stop.

3.3.2 The disadvantages of this option include:

- There are no identified disadvantages with this proposal. Drivers parking in this location would be obstructing a vehicle access and therefore parking illegally.

4. Context/Background / Te Horopaki

Issue / Ngā take

- 4.1 A service vehicle access for He Puna Taimoana is located between a bus stop to the north and No Stopping Lines, installed as part of the recent road improvement project to the south. For safety and visual affect, the service vehicle entrance is blocked off by a gate/fence which ties in with the aesthetic of the building and is only open when deliveries are taking place.
- 4.2 There is a risk that visitors may try to park over the entrance, particularly with the existing no stopping restrictions terminating in close proximity. This will impact the function of the site as well as cause safety issues on the busy Marine Parade frontage.

Strategic Alignment / Te Rautaki Tīaroaro

- 4.3 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.
- 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 Marine Parade is classified as a Collector Road. It has recently been upgraded between Hawke Street and Beresford Street to provide a lower speed environment and improved crossing facilities connecting the beach and community facilities on the east side, and shopping area to the west.
- 4.13 This is a busy area for both parking demand and pedestrian activity, particularly on warm days due to its proximity to the beach and nearby community facilities including the pier, library and playground.

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 extends for 11 metres between the existing bus stop and No Stopping restrictions installed as part of the recent road upgrade.

5.3.2 Option Advantages

- Reduces the possibility of vehicles parking over the service vehicle entrance and blocking access to critical service and delivery vehicles.
- Meets the Council's Construction Standards Specification with respect to providing clearance for buses exiting the bus stop.

5.3.3 Option Disadvantages

- There are no identified disadvantages with this proposal. Drivers parking in this location would be obstructing a vehicle access and therefore parking illegally.

5.4 Option Two: Do Nothing

5.4.1 **Option Description:** Do not change traffic management at this location.

5.4.2 Option Advantages

- There are no identified advantages to this option.

5.4.3 Option Disadvantages

- Not supported by He Puna Taimoana
- Does not reinforce to drivers that this is a functioning vehicle crossing.

Analysis Criteria / Ngā Paearu Wetekina

- 5.5 Options within this report have been assessed against the Councils standards and policies including Construction Standard Specification, as well as New Zealand Legislation (Land Transport Road User Rule 2004).

Options Considerations / Te Whaiwhakaarotanga

- 5.6 The No Stopping Restrictions are in accordance with the Land Transport Road User Rule (2004), Part 2 - 6.9 prohibiting vehicles from obstructing vehicle entrances and exits. The preferred option is also consistent with the Council's Construction Standard Specification with respect to providing clearance for buses exiting bus stops.

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

- 6.1 The manager of He Puna Taimoana was advised of the recommended option via email. They were supportive of this proposal on behalf of the facility and saw this as essential to maintain access to their delivery and plant room area.
- 6.2 The Team Leader Parking Compliance supports the preferred option.
- 6.3 Due to the nature of the proposal, no further consultation was considered necessary.
- 6.4 The do nothing option is inconsistent with the objective to maintain access to this facility.

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 5.5-5.7.

8. Next Steps / Ngā mahinga ā-muri

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

Attachments

No.	Title	Page
A ↓	Layout Plan-No Stopping Restrictions-He Puna Taimoana Service Access-tg136541	32

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

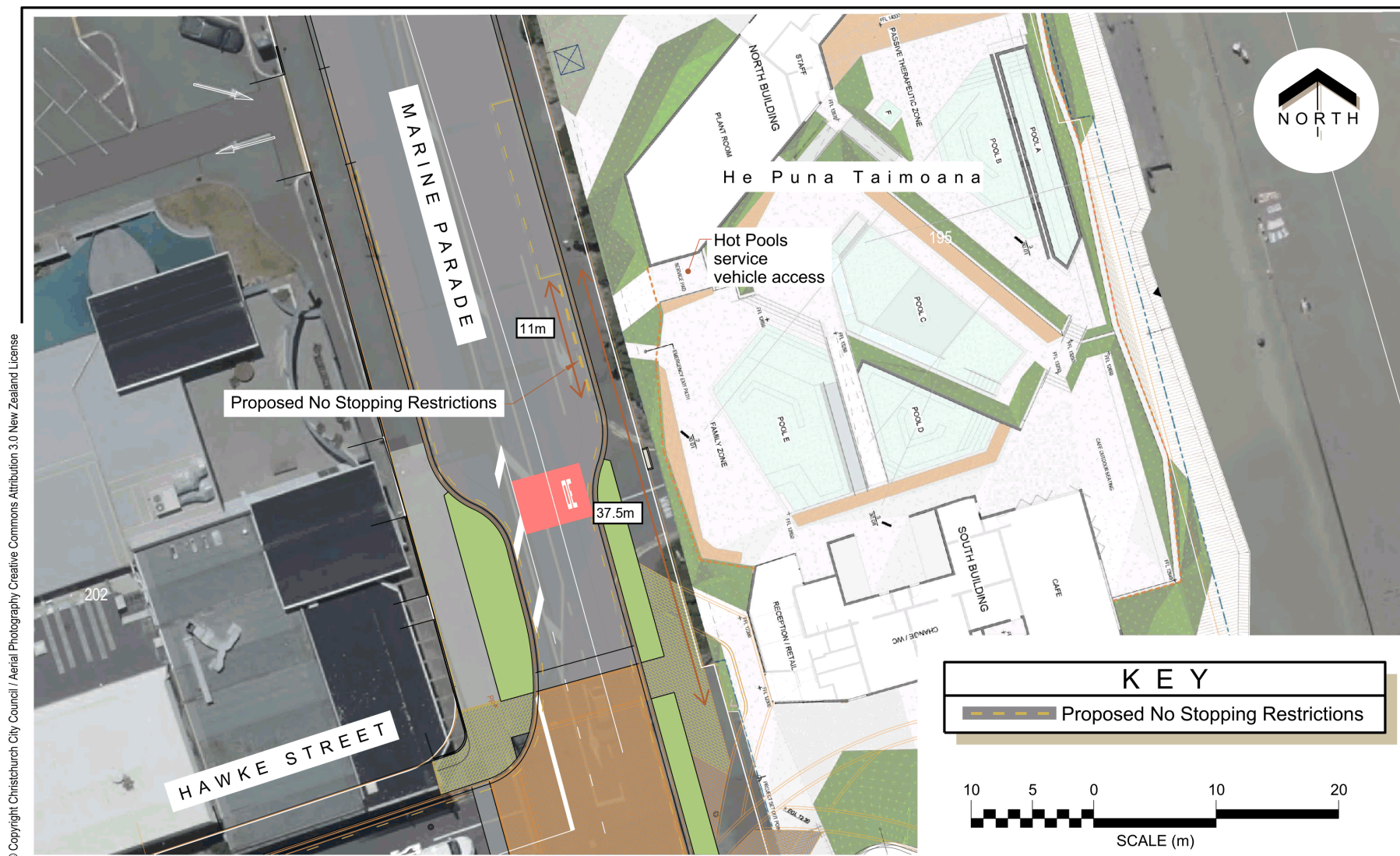
(a) This report contains:

- (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	Wayne Gallot - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Richard Osborne - Head of Transport



Christchurch
City Council

Marine Parade
Proposed No Stopping Restrictions
For Community Board Approval

Attachment A

Original Plan Size: A4
ISSUE.1 04/05/2020
TG136541 MJR

13. Te Kereme Street - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/218042

Report of / Te Pou
Matua:

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

General Manager /
Pouwhakarae:

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 safety on Te Kereme Street approaching its intersection with Te Korari Street. This report has been written in response to a request from a resident to investigate safety concerns associated with drivers crossing the centreline to manoeuvre around parked vehicles close to the intersection during peak traffic periods.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance 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 / Ngā Tūtohu

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 ('Te Kereme Street: Proposed No Stopping Restrictions for approval', TG136507).
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 the south side of Te Kereme Street commencing at a point 19 metres east of its intersection with Te Korari Street and extending in an easterly direction for a distance of 4.5 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 markings 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:

- Moves parking further east, away from the intersection by around 10 metres to reduce the risk of a head on conflict crash between westbound drivers manoeuvring around parked vehicles and vehicles turning in from Te Korari Street.
- The length between the end of the existing parking restrictions and the driveway is only 4.5 metres and insufficient for most vehicles to park legally without either encroaching over the yellow lines or the one metre clearance required to the driveway. This is a recurrent issue for local residents and will be addressed by the installation of the proposed No Stopping Restrictions.

3.3.2 The disadvantages of this option include:

- Removes a car parking space, however currently only a vehicle less than 3.5 metres long can park here legally. For context, an 85%ile motor car design vehicle is 4.91 metres.

4. Context/Background / Te Horopaki

Issue / Ngā take

- 4.1 Safety concerns have been identified/raised on Te Kereme Street associated with conflicts between east/west vehicles close to the intersection during peak parking and traffic periods.

Strategic Alignment / Te Rautaki Tīaroaro

- 4.2 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.
- 4.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 4.4 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

- 4.5 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.
- 4.6 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.
- 4.7 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

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

Context/ Te Horopaki

- 4.11 Te Kereme Street intersects with Te Korari Street opposite the southern access to Marshland Primary School. There is therefore a high short term parking and traffic demand in the area during school pick up/drop off times.

- 4.12 There have been no reported crashes in this location over the last five years. However this issue has been raised as a safety concern by adjacent residents and observed during site visits.

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 4.5 metres of additional No Stopping restrictions on the south side of Te Kereme Street in accordance with Attachment A.

5.3.2 **Option Advantages**

- Moves parking further east, away from the intersection by around 10 metres to reduce the risk of a head on conflict crash between westbound drivers manoeuvring around parked vehicles and vehicles turning in from Te Korari Street.
- The length between the end of the existing parking restrictions and the driveway is only 4.5 metres and insufficient for most vehicles to park legally without either encroaching over the yellow lines or the one metre clearance required to the driveway. This is a recurrent issue for local residents and will be addressed by the installation of the proposed No Stopping Restrictions.

5.3.3 **Option Disadvantages**

- Removes a car parking space, however currently only a vehicle less than 3.5 metres long can park here legally.

5.4 **Option Two:** Do Nothing

5.4.1 **Option Description:** Do not change traffic management at intersection.

5.4.2 **Option Advantages**

- Retains one small space for a vehicle less than 3.5 metres long.

5.4.3 **Option Disadvantages**

- Does not address safety concerns that have been raised by local residents associated with drivers parking in this location.

Analysis Criteria / Ngā Paearu Wetekina

- 5.5 Options within this report have been assessed against the Council's standards and policies including the Suburban Parking Policy with respect to prioritising safety.

Options Considerations / Te Whaiwhakaarotanga

- 5.6 The "Do Nothing" option is consistent with the Council's Infrastructure Design Standard however it does not address concerns raised by local residents and observed on site.

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.
- 6.2 Three submissions were received, two of which were in support of this proposal.
- 6.3 One property owner was opposed to the original proposal as it would result in there being no kerbside parking immediately in front of their property on either boundary (There is already parking restrictions on the Te Korari Street boundary). In response to this submission a small section of originally proposed Parking Restrictions on the north side were removed. This was not as critical and more to discourage two drivers parking in a space only suitable for one.
- 6.4 The Team Leader Parking Compliance supports the preferred option.
- 6.5 The do nothing option is inconsistent with community requests to improve visibility and assist with managing parking in this area.

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

Attachments

No.	Title	Page
A ↓	Te Kereme Street Proposed No Stopping Restrictions_For approval	38

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:

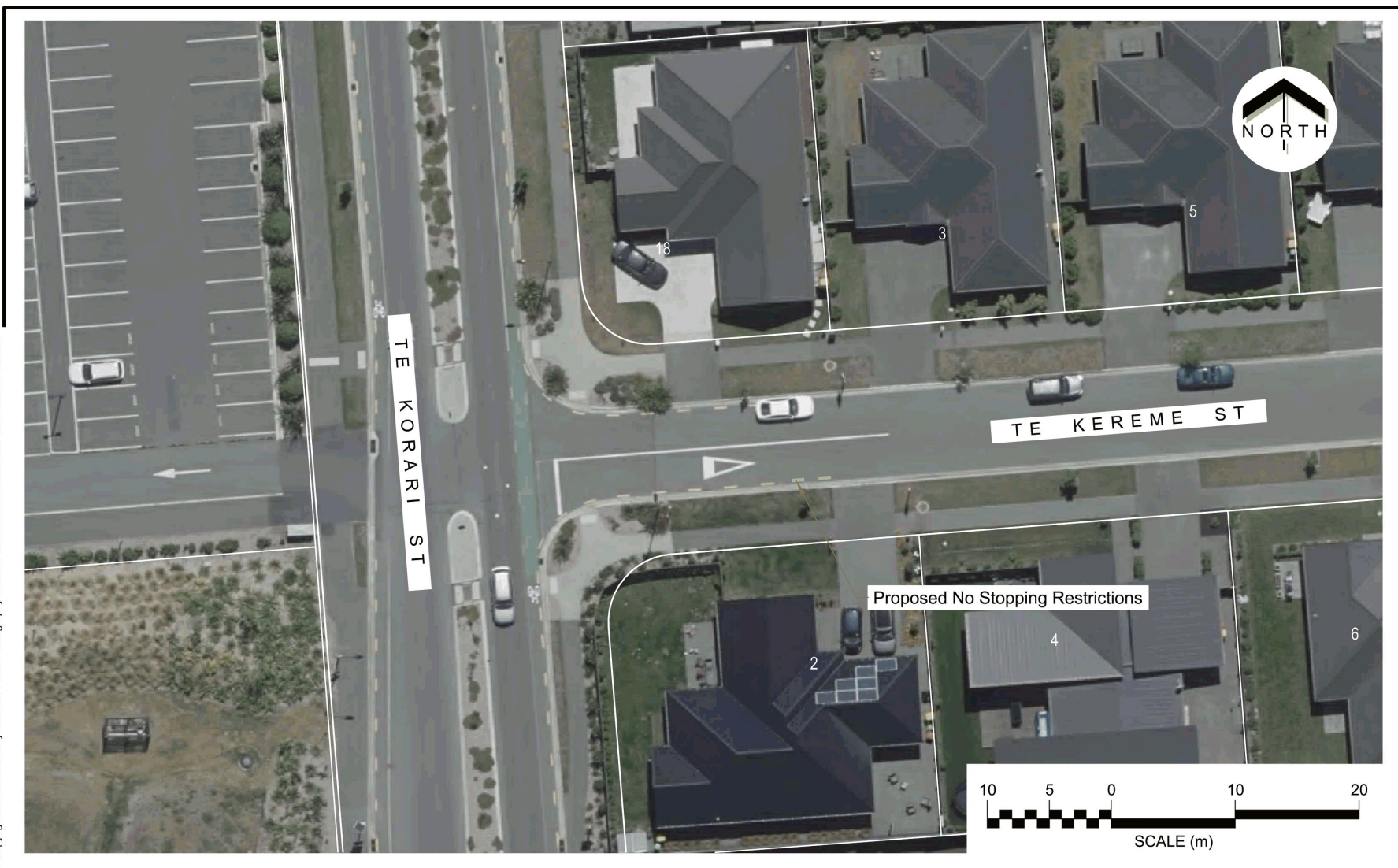
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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	Wayne Gallot - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Richard Osborne - Head of Transport

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Christchurch
City Council

Te Kereme Street
Proposed No stopping Restrictions
For Community Board Approval

Attachment A

Original Plan Size: A4
ISSUE.1 11/03/2020
TG136507 MJR

14. Waitai/Coastal-Burwood Community Board - Discretionary Response Fund 2019-20 Application - Burwood Playcentre

Reference / Te Tohutoro: 20/290760

Report of / Te Pou Anna Langley, Community Development Advisor

Matua: anna.langley@ccc.govt.nz

General Manager / Mary Richardson – General Manager Citizens and Community,

Pouwhakarae: 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 for funding from its 2019-20 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00060150	Burwood Playcentre	Funding towards building rent	\$2,242	\$2,000

- 1.2 There is currently a balance of \$32,126.00 remaining in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

- Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Burwood Playcentre towards building rent.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 To consider providing funding to the Burwood Playcentre for building rent costs to enable the Playcentre to continue to support and educate families/parents in the local community.

Strategic Alignment / Te Rautaki Tīaroaro

- 3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of helping develop a strong community with connected and attached parents who participate in their young children's education.
- 3.3 To consider providing funding to the Burwood Playcentre to maintain continued and reliable social connection for families in the area who may have limited opportunities due to the lower population in the red zone.

Decision Making Authority / Te Mana Whakatau

- 3.4 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.4.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.4.2 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 Aromatawai Whakahirahira

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

Discussion / Kōrerorero

- 3.8 At the time of writing, the balance of the 2019-20 Discretionary Response Fund is as below.

Total Budget 2019/20	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$98,779	\$66,653	\$32,126	\$30,126

- 3.9 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 3.10 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

No.	Title	Page
A A	Discretionary Response Fund 2019-2020 Decision Matrix Burwood Playcentre	41

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	Anna Langley - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood

2019/20 DRF COASTAL-BURWOOD DECISION MATRIX

Priority Rating

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

00060150	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Burwood Playcentre	Funding towards building rent Burwood Playcentre is a whanau/parent led Early Childhood education provider based in the Burwood part of the ward. This Playcentre supports families within the community providing adult education and quality early learning experiences through play. A funding contribution is sought towards the rent of the premises at 241 New Brighton Road for the financial year.	\$ 4,485 Requested \$ 2,242 (50% requested)	Annual Rent - \$2,242	\$ 2,000 That the Waitai/Coastal-Burwood Community Board approves a grant of \$2,000 from its 2019-2020 Discretionary Response Fund to Burwood Playcentre towards building rent.	1

Organisation Details

Service Base:
 Legal Status: Incorporated Society
 Established: 1/08/1973
 Target Groups:
 Annual Volunteer Hours: 5000
 Participants: 43

Alignment with Council Strategies

- . Strengthening Communities Strategy
- . Children's Policy

CCC Funding History

2019/20 - \$500 (Funding for coordinators wages for one term)
 SCF CB.

Other Sources of Funding

Rata – Application for wages pending
 Lottery – Application for wages pending

Staff Assessment

Playcentres are a non-profit licensed Early Childhood Education service operating as a parent run cooperative and are unique because parents stay with their child during the session and are regarded by the Ministry of Education as Kaiako (educators).

Burwood Playcentre is seeking funding for 50% of the 2020/2021 rent costs. This will enable the centre to use their other funds to pay for the coordinators wages and operational running costs.

Current Ministry of Education funding is not at a high enough level for this service to meet all of their operating expenses and any shortfall is found through grants, fundraising and parent donations.

The centre has worked hard to self-fund this expense. This has included fund raising (pies,) raffles, garage sales, pizza nights and discos. They have also applied for money from other funders. The greater Playcentre organisation has also been working with the Ministry of Education to support the ongoing costs of this service.

Sadly the role of this Playcentre has been severely impacted by the loss of homes in this area post-earthquake. The Burwood Playcentre committee is working to increase its role and hopes to continue to be a critical part of family life/parent education in the Burwood area

15. Waitai/Coastal-Burwood Community Board - Discretionary Response Fund 2019-20 Application - The Bridge South Brighton Trust

Reference / Te Tohutoro: 20/352514

Report of / Te Pou Matua: Heather Davies, Community Development Advisor,
heather.davies@ccc.govt.nz

General Manager / Pouwhakarae: Mary Richardson, General Manager Citizens and Community

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 for funding from its 2019-2020 Discretionary Response Fund from the organisation) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
60981	The Bridge South Brighton Trust	Coordinators Wages	\$11,200	\$11,200

- 1.2 There is currently a balance of \$32,126 remaining in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

- Approves a grant of \$11,200 from its 2019-2020 Discretionary Response Fund to The Bridge South Brighton Trust towards the Project Coordinator and Activator wages.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 To consider granting funding towards the wages of the Community Coordinator and Activator role. It is an opportunity to support The Bridge South Brighton Trust in the continuance of this paid position and help maintain the momentum and progress of the project to open the multi-activity space, performance area and wellness centre, for the local community.

Strategic Alignment / Te Rautaki Tīaroaro

- 3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strong Communities. It will provide support for the following community outcomes. Citizens have a strong sense of belonging and are actively involved in the life of their city. Communities are supported to undertake activities that activate their communities. Vibrant and resilient community and volunteer groups provide support, encourage participation and mobilise resources. People have strong social networks. Appropriate services are available within local communities.

Decision Making Authority / Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.3.2 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 Aromatawai Whakahirahira

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

Discussion / Kōrerorero

- 3.7 At the time of writing, the balance of the 2019-2020 Discretionary Response Fund is as below.

Total Budget 2017/18	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$98,779	\$66,653	\$32,126	\$20,962

- 3.8 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

No.	Title	Page
A ↓	Decision Matrix Discretionary Response Fund 2019/2020 for The Bridge South Brighton Trust wages for Project Coordinator Activator role.	46

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	Heather Davies - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood

2019/20 DRF COASTAL-BURWOOD DECISION MATRIX

Priority Rating

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

00060981	Organisation Name The Bridge South Brighton Trust	Name and Description Bridge Hub Project Coordinator role To convert a disused building in Bridge Street, South Brighton into a multi-use community hub to serve the communities of South Brighton and Southshore. From September 2019 'The Bridge South Brighton Trust' have had a paid worker in the position of 'Project Coordinator and Activator'. This dual role focuses on the coordination of the construction and renovation of the building and on the activation of it to become a community hub.	Funding History 2019/20 - \$8,000 (Running Costs) SCF C-B. 2018/19 - \$50,000 (Year Two of Two - Community Activation Hub) CRPF. 2018/19 - \$50,000 (Year One of Two - Community Activation Hub) CRPF. Other Sources of Funding Strengthening Communities Fund - to be applied for \$15,000 Rata Foundation - to be applied for \$20,000 - match funding the activation part of role Other funding will be sought towards the total costs of the role.	Request Budget Total Cost \$80,000 Requested Amount \$11,200 14% percentage requested Contribution Sought Towards: \$11,200 wages	Staff Recommendation \$11,200 That the Waitai/Coastal-Burwood Community Board approve a grant of \$11,200 to The Bridge South Brighton Trust towards the Project Coordinator and Activator wages.	Priority 1
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Organisation Details: Service Base: 51 Bridge Street, South Brighton Legal Status: Charitable Trust Established: 21/07/2016 Staff – Paid: 1 Volunteers: 20 Annual Volunteer Hours: 2640 Participants: 6,000 Target Groups: Community Development Networks: Organisation Description/Objectives: Renovate an abandoned church to become a multi-activity community centre hub. Increase community connectedness and participation	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities StrategySocial Wellbeing PolicyBoard Objective: the Board will play an active role in the Coastal-Burwood ward by acknowledging diverse communities and will contribute to facilitating a vibrant, inclusive and strong community.Board Plan: the area will have a range of events, initiatives & facilities that build community connectedness, happiness and health.Community safety and well-being are supported. Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementFoster collaborative responses Outcomes that will be achieved through this project Project progress will continue at a consistent rate and interest in the community will be maintained Building work will begin within 6 months. When complete there will be a multi-activity space, performance area and wellness centre. Increased interest and number of stakeholders involved in the project. How Will Participants Be Better Off? Users and volunteers will have confidence that the centre is going to open, will feel their community is being invested in and will feel enthusiastic for the future. Tradespeople and partners wanting to support the project will also have a focal point to approach when offering assistance to the centre, e.g. building materials, labour or volunteer hours by supporting tasks at fundraising events.	Staff Assessment Following the 2011 earthquakes there was a loss of local gathering spaces and opportunities for residents in South Brighton and Southshore to connect with each other. In January 2016 a community conversations led to the idea that the abandoned church on the corner of Bridge Street and Estuary Road had the potential to become a community hub. In July 2016 a group of local people formed the 'The Bridge South Brighton Trust'. Their purpose to purchase, repair, strengthen and refit the building to develop a community activation hub, that promotes a diverse, connected, creative, and strong local community. The hub would include a café, office spaces, a community hall, meeting rooms, a learning space, a health and well-being centre, a performance venue and facilities for community groups in the area. The Trust purchased the building in 2016 with a grant from Council. The Trust are a group of dedicated volunteers with a commitment to open the hub. It is a large project requiring an extensive amount of work and due to this a paid position was required to progress it. In September 2019 a Project Coordinator and Activator was employed. Having someone in this full time paid position has provided significant capacity building support for the development and progress of the project. The Project Coordinator and Activator has a multi-faceted role that requires a unique mix of community engagement, community development, community activation and project coordination expertise to liaise with the construction programme. As a result of having a paid worker and a multi-faceted approach, the hub project has made significant progress since September 2019. The work undertaken in this role is diverse. Events have ranged from working bees to movie nights. Some held at the hub to encourage people to come along and see what is happening on site. Others at local venues bringing the community together for social activities. These events have helped to connect people in the community and generate enthusiasm for the project. Social media presence has increased with the development of a website, an improved Facebook page, a new Instagram account and You Tube channel. A newsletter is also written and delivered to 2000 homes. In addition to the above there is the responsibility of coordinating the building phase of the project. This includes liaising with the architect, engineers, quantity surveyor and builder. Sourcing quotes from the myriad of specialist services and trades people required for the project and sourcing local businesses for pro-bono work or sponsorship. A construction sub-committee has been established to assist with decision making. Marketing the project and undertaking relevant research are also necessary. This application is for funding to support the continuation of the Project Coordinator and Activator role. A paid position that will assist the Trust to maintain the momentum and progress of the project to open the performance space, activities hall, wellness centre and toilet block in the hub.
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16. Waitai/Coastal-Burwood Community Board - Discretionary Response Fund 2019-20 Application - Community Fridge and Pantry New Brighton Operational Costs

Reference / Te Tohutoro: 20/236253

Report of / Te Pou Heather Davies, Community Development Advisor
Matua: heather.davies@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community
Pouwhakarae:

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 for funding from its 2019-2020 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
60127	Community Fridge and Pantry New Brighton	Community Fridge and Pantry New Brighton	\$2,000	\$2,000

- 1.2 There is currently a balance of \$32,126 remaining in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

1. Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to T. A Burrows towards the Community Fridge and Pantry New Brighton for recycling, waste removal and volunteer recognition.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 To consider providing funding towards the operational costs connected to the Community Fridge and Pantry in New Brighton.

Strategic Alignment / Te Rautaki Tīaroaro

- 3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strong Communities. It will provide safe and healthy communities.

Decision Making Authority / Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.3.2 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 Aromatawai Whakahirahira

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

Discussion / Kōrerorero

- 3.7 At the time of writing, the balance of the 2019-2020 Discretionary Response Fund is as below.

Total Budget 2019/2020	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$98,779	\$66,653	\$32,126	\$30,126

- 3.8 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

No.	Title	Page
A A	Decision Matrix Community Fridge and Pantry New Brighton	49

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	Heather Davies - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood

2019/20 DRF COASTAL-BURWOOD DECISION MATRIX

Priority Rating

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

00060127	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Community Fridge and Pantry New Brighton	The Community Fridge and Pantry New Brighton was set up to help feed those who may be hungry and to reduce food waste by sharing excess food with people in the New Brighton community. Food is donated from supermarkets, cafes, the community garden and members of the public.	\$ \$2,300 Requested \$ 2,000 (100% requested)	\$660 - removal cardboard waste \$1040 - removal plastic waste \$300 - volunteer recognition	\$ 2,000 That the Waitai/Coastal-Burwood Community Board: Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to T.A Burrows towards the Community Fridge and Pantry New Brighton for recycling, waste removal and volunteer recognition.	2

Organisation Details Service Base: Hawke Street New Brighton Legal Status: None / Informal Group Established: 1/03/2017 Target Groups: All sectors of community Annual Volunteer Hours: 6916 Participants: 100 each day Alignment with Council Strategies Strengthening Communities Social Wellbeing Policy Community Board Priority: Community Board Outcome: Community safety and wellbeing are supported The Coastal-Burwood area will have a range events initiatives and facilities that build community connectedness, happiness and health. CCC Funding History 2016/17 - \$2,000 (Community Fridge New Brighton) DRF CB	Other Sources of Funding \$500 donations from family and friends Staff Assessment The Community Fridge and Pantry New Brighton was established in 2016. It is situated outside St Faith's church hall in Hawke Street a main thoroughfare in New Brighton. The fridge and pantry provides food to those in need in the New Brighton community. Currently around 100 families use the fridge and pantry daily. It is accessible to all, has ample parking and is on a bus route. Approximately 133 volunteer hours per week are given to the running of the community fridge and pantry; a total of 6916 hours a year. This dedicated team of volunteers keep the fridge, pantry and shed clean, maintained and well cared for seven days a week. They also ensure that all food is dated and labelled and when it is over two days old discarded. Two or three volunteers are on site throughout the day and there are two volunteer drivers that collect food from the city and bring it to the fridge. Most of the food is wrapped in plastic and delivered in cardboard boxes. This is necessary for the safe delivery of the food. Each day there are between 35 and 50 cardboard boxes and large amounts of plastic waste to be disposed of. The cost of recycling cardboard is around \$55 a month. Plastic that can be recycled is; that which can't go to landfill. This is done by a volunteer which incurs a fuel cost to travel to the tip and a charge of around \$20 per week for the disposal of plastic. The recycling and waste cost is currently paid by volunteers. Many who use the fridge and pantry want to help and give something back. Where people have shown they can be part of a team and work effectively as a volunteer on a regular basis a reference can be offered which may assist them to go on to paid employment. It has also a place where people come for social support. Volunteers have helped people by providing direction and information to those who may not know where else to ask.
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17. Waitai/Coastal-Burwood Community Board - Discretionary Response Fund 2019/20 Application - New Brighton Stitch-O-Mat Conscious Clothing Market

Reference / Te Tohutoro: 20/586637

Report of / Te Pou
Matua: Heather Davies Community Development Advisor
heather.davies@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens and Community

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 for funding from its 2019-20 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
61249	New Brighton Stitch-O-Mat	Conscious Clothing Market	\$3,210	\$3,210

- 1.2 There is currently a balance of \$32,126 remaining in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

- Approves a grant of \$3,210 from its 2019-20 Discretionary Response Fund to the New Brighton Stitch-O-Mat Conscious Clothing Market Project towards wages and promotion.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 To consider granting funding to New Brighton Stitch-O-Mat to support the monthly Conscious Clothing Market. It is an opportunity to support this innovative market, which is an initiative that focuses on reusing, repurposing and upcycling clothing and haberdashery. By doing so it also raises awareness of ways to reduce this aspect of waste that goes to landfill.

Strategic Alignment / Te Rautaki Tīaroaro

- 3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strong Communities. It will provide support for the following community outcomes. Citizens have a strong sense of belonging and are actively involved in the life of their city. Communities are supported to undertake activities that activate their communities. Vibrant and resilient community and volunteer groups provide support, encourage participation and mobilise resources. People have strong social networks. Appropriate services are available within local communities.

Decision Making Authority / Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community
- 3.3.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council
- 3.3.2 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 Aromatawai Whakahirahira

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

Discussion / Kōrerorero

- 3.7 At the time of writing, the balance of the Discretionary Response Fund is as below:

Total Budget 2019/2020	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$98,779	\$66,653	\$32,126	\$28,916

- 3.8 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

No.	Title	Page
A ↓	Decision Matrix for New Brighton Stitch-O-Mat Conscious Clothing Market	54

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	Heather Davies - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood

2019/20 DRF COASTAL-BURWOOD DECISION MATRIX

Priority Rating

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

00061249	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	New Brighton Stitch-O-Mat	Conscious Clothing Market A Conscious Clothing Market is held monthly at Te Kura Tawhito. The focus of the market is the resale of clothing, textiles, haberdashery, locally handmade clothing and upcycled clothing.	\$ 3,710 Requested \$ 3,210 (87% requested)	\$2860 - wages \$350 - printing and advertising	\$ 3,210 That the Waitai/Coastal-Burwood Community Board approve a grant of \$3,210 from its 2019-20 Discretionary Response Fund to the New Brighton Stitch-O-Mat Conscious Clothing Market Project, towards wages and promotion.	2

Organisation Details

Service Base: The Old School - Te Kura Tawhito, New Brighton
 Legal Status: Charitable Trust
 Established: 1/08/2017
 Target Groups: Community Development
 Annual Volunteer Hours: 500
 Participants: 500

Alignment with Council Strategies

- Strengthening Communities Strategy
- Board objective: the Board will promote local lifelong learning opportunities and recognise achievements.
- Board plan; the Coastal-Burwood area will have a range of events, initiatives and facilities that build community connectedness, happiness and health

CCC Funding History

2019/20 - \$7,700 (New Brighton Stitch-O-Mat) SCF CB

Other Sources of Funding

Staff Assessment

New Brighton Stitch-O-Mat began running the Conscious Clothing Market in November 2019. The idea of the market came about as a result of events they ran in 'Nothing New November'. During November they put on events with a focus on reducing the impact the fashion industry has on the environment. The events took place at different venues in New Brighton and included a loom rag rug workshop at Switch, talks to raise awareness and a clothing swap at Level 1.

The market focus is to promote sustainability in the fashion industry by utilising what is already in circulation and endeavouring to reduce the amount of textile waste going to landfill in the city each year. The market is held at Te Kura Tawhito, once a month on a Sunday from 10am to 2pm. There are between 10 and 20 stalls and the majority of stall holders are from the New Brighton area.

The market provides a platform for local makers and businesses already working in the area of fashion and sustainability and brings additional visitors to the seaside suburb. This initiative is an example of how New Brighton is leading the way in working to reduce its carbon footprint in areas not typically being addressed such as the fashion industry.

18. Community Board Representation on Outside Organisations and Committees

Reference / Te Tohutoro: 20/222604

Report of / Te Pou
Matua:

Cindy Sheppard, Community Board Advisor

General Manager /
Pouwhakarae:

Mary Richardson, General Manager, Citizen and Community

1. Brief Summary

- 1.1 The purpose of this report is for the Waitai/Coastal-Burwood Community Board to consider appointing a Community Board representative as the Board's liaison person on local outside organisations and committees. The report has been written following a request from the Pukeko Centre to be assigned a Board liaison.
- 1.2 The Pukeko Centre is the brand name for the Parklands Sport and Recreation Community Hub. The project is being developed largely by two founding clubs, Parklands Bowls and Parklands Junior Rugby Clubs on the site occupied by the Bowling Club at 30 Chadbury Street. Stage one, new clubrooms has been completed and was officially opened by the Mayor in February 2018. Stage two is about to commence, a multi-sports hall, a link to both buildings and an upgraded carpark.
- 1.3 On 2 December 2019 and 3 February 2020, the Board approved the appointments of Community Board representatives as the Board's liaison persons on local outside organisations and committees.
- 1.4 Community Boards traditionally appointed members to various outside organisations and committees to be the point of contact for those groups. The role of the Community Board Liaison is to enable free flowing two way information sharing between elected members and community organisations. Members thus appointed should use the Members' Information Exchange part of the agenda to provide relevant feedback to the Board.
- 1.5 Generally the community Board will appoint a Community Board Liaison person to a group that is considered to represent and/or play a key role in projects and issues, is included in supporting the community engagement of the same, to a wider geographic area or a specific sector of the Community. These projects and/or issues will be significant to the ward and relate back to the Council's Long Term Plan, Annual Plan and Community Board Plan.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

1. Considers appointing a representative to the following outside organisations for the 2019/2022 term:
 - a. Pukeko Centre – one member

Attachments / Ngā Tāpirihanga

There are no appendices to this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	<enter location/hyperlink>
Not applicable	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūturutanga 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	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood Matthew McLintock - Manager Community Governance Team

19. 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.