

**Waimāero/
Fendalton-Waimairi-Harewood Community Board
AGENDA**

Notice of Meeting:

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

Date: Monday 1 March 2021
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

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

23 February 2021

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
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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 Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 15 February 2021](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

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

5. Deputations by Appointment / Ngā Huinga Whakaritenga

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

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

6. Presentation of Petitions / Ngā Pākikitanga

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

Waimāero/ Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

Date: Monday 15 February 2021
Time: 4.33pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

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

15 February 2021

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The agenda was dealt with in the following order.

James Gough joined the meeting via audio link.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved FWHB/2021/00007

That the apology received from Shirish Paranjape, for absence be accepted.

Sam MacDonald/Linda Chen

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

Jason Middlemiss declared an interest in Item 7 - Cotswold Preschool and Nursery.

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

Part C

Community Board Resolved FWHB/2021/00008

That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on Monday 1 February 2021, be confirmed.

David Cartwright/Bridget Williams

Carried

4. Public Forum / Te Huinga Whānui

Part B

There were no public forum presentations.

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. Applications to the Fendalton-Waimairi-Harewood 2020-21 Discretionary Response Fund - Big Belly Bins and Cotswold Preschool and Nursery
Community Board Resolved FWHB/2021/00009 (Original Officer Recommendations accepted without change)

Part C

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

1. Approve a grant of \$16,000 from its 2020-21 Discretionary Response Fund to the Council's Parks Unit Capital Programme budget towards the installation of Big Belly bins at Abberley Park, Bishopdale Park, Burnside Park and Avonhead Park.
2. Approve a grant of \$2,000 from its 2020-21 Discretionary Response Fund to Cotswold Preschool and Nursery towards costs associated with the installation of an Outdoor Mud Pit and Kitchen area at the Preschool.

Aaron Keown/Bridget Williams

Carried

Jason Middlemiss declared an interest in Item 2. Cotswold Preschool and Nursery application and took no part in the discussion or voting on this item.

8. Waimāero/Fendalton-Waimairi-Harewood Community Board - Submissions Committee

Community Board Resolved FWHB/2021/00010 (Original Officer Recommendation accepted without change)

Part C

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

1. Delegate to the Waimāero/Fendalton-Waimairi-Harewood Community Board Chairperson and the Community Governance Manager for the Waimāero/Fendalton-Waimairi-Harewood Community Board area the ability to schedule meeting dates for the Board's Submissions Committee to meet to consider matters undergoing public consultation and to respond on behalf of the Waimāero/Fendalton-Waimairi-Harewood Community Board to submission opportunities as they arise.

David Cartwright/Mike Wall

Carried

9. Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report - February 2021

Board Comment

In its consideration of the establishment of a Joint Waipuna/Halswell-Hornby-Riccarton and Waimāero/Fendalton-Waimairi-Harewood Community Board Quarry Working Party, the Board agreed that its preference was not to establish a formal working party but to meet with the Waipuna/Halswell-Hornby-Riccarton Community Board on an as required basis regarding quarrying activities.

Officer Recommendations / Ngā Tūtohu

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

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report for February 2021.

Community Board Resolved FWHB/2021/00011

Part B

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

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report for February 2021.
2. Advise the Waipuna/Halswell-Hornby-Riccarton Community Board that its preference was not to establish a formal working party but to meet with the Waipuna/Halswell-Hornby-Riccarton Community Board on an as required basis regarding quarrying activities.

David Cartwright/Mike Wall

Carried

10. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

Board members exchanged information on the following:

- 10.1 Community Pride Garden Awards - Judging
- 10.2 Avonhead Community Group – Wheels to Wings - Papanui ki Waiwhetū Major Cycleway engagement process
- 10.3 Skyedale Drive – reserve maintenance and parking issues
- 10.4 St Barnabas Church sod turning ceremony - 21 February 2021
- 10.5 Earthquake Memorial Ceremony - 22 February 2021 at Avonhead Park Cemetery
- 10.6 The Wheels to Wings Information Session on 16 February 2021 – Postponed due to Covid-19 Alert Level 2 restrictions
- 10.7 Elected Member IPAD upgrade

Meeting concluded at 5.05pm

CONFIRMED THIS 1ST DAY OF MARCH 2021

**DAVID CARTWRIGHT
CHAIRPERSON**

7. Correspondence

Reference / Te Tohutoro: 21/130349

Report of / Te Pou Matua: Margaret Henderson, Community Board Advisor,
margaret.henderson@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
David Cartwright	Community Board Chairperson Resignation Letter

2. Officer Recommendations / Ngā Tūtohu

That the Fendalton-Waimairi-Harewood Community Board:

1. Receive the information in the correspondence report dated 01 March 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Community Board Chairperson resignation letter	10

11 February 2021

Waimāero/Fendalton-Waimairi-Harewood Community Board
PO Box 73020
Christchurch 8154

Dear Board Members,

As previously discussed, please accept this letter as my intention to step down as Chairperson of the Waimāero/Fendalton-Waimairi-Harewood Community Board effective 14 March 2021.

I understand this letter will be presented at the next community board meeting as correspondence, allowing time to prepare a report for the election of a new Chairperson at the 15 March meeting.

I have totally enjoyed my time as Chairperson, working with the Board and Maryanne, Margaret and the rest of the Community Governance team. Thank you for your support, your good humour and guidance.

Regards



David Cartwright
Chairperson
Waimāero/Fendalton-Waimairi-Harewood Community Board
Ph: 0274 965 977

8. Rossall Street near Highgate Avenue - Relocation of an existing bus stop beside 108 Rossall Street

Reference / Te Tohutoro: 20/1463618

Report of / Te Pou Sarah Thorne, Passenger Transport Engineer,
Matua: sarah.thorne@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting General Manager of City Services,
Pouwhakarae: carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the Waimaero/Fendalton-Waimairi-Harewood Community Board's approval for the relocation of an existing bus stop beside 108 Rossall Street (refer to **Attachment A**).
- 1.2 This report is staff generated in response to the 19 October 2020 Board meeting where the Board received a Notice of Motion presented by the Chairperson, and decided to revoke the decision made at its 5 October 2020 meeting. The Board also requested staff to investigate an alternative option for the relocation of the existing bus stop beside 108 Rossall Street.
- 1.3 The existing marked bus stop beside 108 Rossall Street is located across a property driveway which results in the front door of the bus to coincide with the driveway. This creates potential conflict with vehicles using the driveway and people who may be waiting near the front of the bus stop where they board. Furthermore, there is no kerb provision to reduce the height of a person's step (or the angle of the mobility ramp) between the bus and footpath. This could make travelling by public transport difficult for people with limited mobility and for the elderly.
- 1.4 In addition, the existing bus stop is under-dimensioned and does not comply with the minimum recommended overall bus stop length. No stopping restrictions are required before and after a bus stop to provide the necessary space for buses to manoeuvre into and out of the bus stop, and to stop parallel to the kerb for passengers to get on and off.
- 1.5 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 consideration of the criteria set out in the Council's Significance and Engagement Policy.

2. Officer Recommendations / Ngā Tūtohu

Advice Note: The Board must not approve all three 'officer recommendations' but either resolution 1 (Option C), resolution 2 (Option A), resolution 3 (Option B) or Option D (Do nothing) must be resolved for the bus stop relocation beside 108 Rossall Street. Resolution 4 to 5 are generic to all options and must accompany the Board's decision should they approve any of the resolutions 1 to 3.

That the Waimāero/Fendalton-Waimairi-Harewood Community Board approve Option C – Relocate existing bus stop from 108 Rossall Street to 108-112 Rossall Street:

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That all existing parking and stopping restrictions related to the existing bus stop at 108, on the east side of Rossall Street commencing at a point 150 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb

line of Merivale Lane) and extending in a north westerly direction for a distance of 11 metres be revoked.

- b. That the stopping of vehicles is prohibited at all times on the east side of Rossall Street commencing at a point 150 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 5 metres.
- c. That a bus stop be installed on the east side of Rossall Street commencing at a point 155 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 15 metres.
- d. That the stopping of vehicles is prohibited at all times on the east side of Rossall Street commencing at a point 170 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 12 metres.

Should the Waimāero/Fendalton-Waimairi-Harewood Community Board decline to approve Option C, that the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to approve Option A – Relocate existing bus stop from 108 Rossall Street to 92-96 Rossall Street:

Advice Note: The following draft resolution is not the preferred option (Option C), but have been included in this report to enable the Board to easily and accurately approve the alternative location.

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That all existing parking and stopping restrictions related to the existing bus stop at 108, on the east side of Rossall Street commencing at a point 150 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 11 metres be revoked.
 - b. That the stopping of vehicles is prohibited at all times on the east side of Rossall Street commencing at a point 75 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 5 metres.
 - c. That a bus stop be installed on the east side of Rossall Street commencing at a point 80 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 15 metres.
 - d. That the stopping of vehicles is prohibited at all times on the east side of Rossall Street commencing at a point 95 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 12 metres.

Should the Waimāero/Fendalton-Waimairi-Harewood Community Board decline to approve Option C and Option A, that the Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to approve Option B – Relocate existing bus stop from 108 Rossall Street to 96 Rossall Street:

Advice Note: The following draft resolution is not the preferred option (Option C), but have been included in this report to enable the Board to easily and accurately approve alternative location.

3. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

- a. That all existing parking and stopping restrictions related to the existing bus stop at 108, on the east side of Rossall Street commencing at a point 150 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 11 metres be revoked.
 - b. That the stopping of vehicles is prohibited at all times on the east side of Rossall Street commencing at a point 85 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 5 metres.
 - c. That a bus stop be installed on the east side of Rossall Street commencing at a point 90 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 15 metres.
 - d. That the stopping of vehicles is prohibited at all times on the east side of Rossall Street commencing at a point 105 metres north west of its intersection with Merivale Lane (measured from the prolongation of the northern kerb line of Merivale Lane) and extending in a north westerly direction for a distance of 12 metres.
4. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
 5. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place (or removed, in the case of revocation).

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

- 3.1 The location of the bus stop relative to its surrounding locality is indicated in Figure 1.

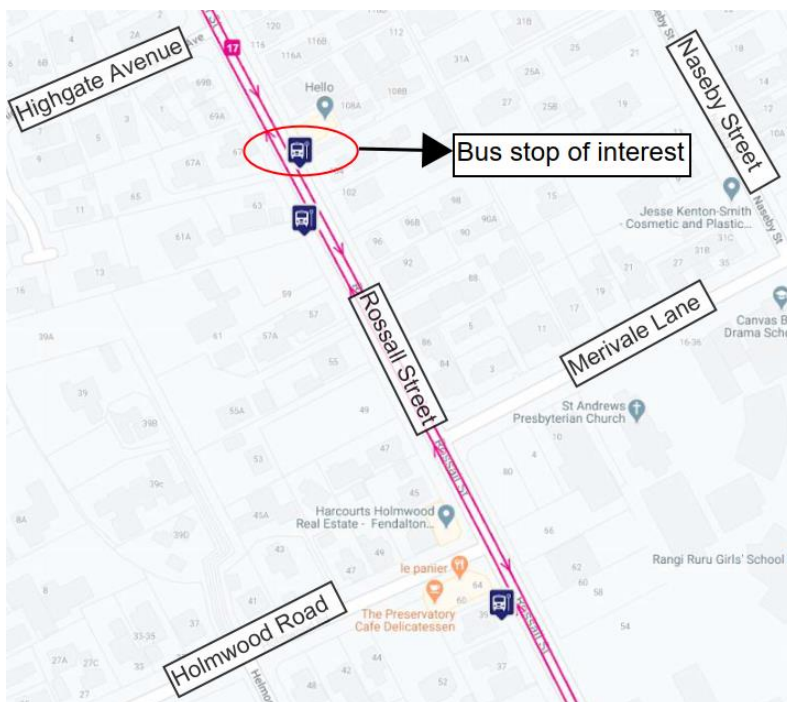


Figure 1: Existing bus stop beside 108 Rossall Street.

- 3.2 There are accessibility and operational issues associated with the existing bus stop:

- 3.2.1 Operational issue:

- The absence of no stopping restrictions before and after the bus box and the underdimensioned marked bus stop makes it hard for buses to make a stop parallel to the kerb. This also cause buses to have difficulty in manoeuvring into and out of the bus box, as vehicles could park close to the bus stop.

3.2.2 Accessibility issue:

- The boarding area of the bus stop coincide with the property driveway. This has a negative impact on inclusive access, as it increases the step height or ramp gradient for people boarding or alighting the buses. A large step height between the footpath and the bus can make access to opportunities by public transport restrictive for people with limited mobility. As such, it is best practice to locate the front door of the bus stop away from a driveway to a location beside a raised kerb.

3.2.3 Options A, B and C will address the existing bus stop accessibility and operational issues.

3.3 The daily weekday average passenger boarding numbers from March 2019 for the bus stop of interest is four. It is serviced by the 17 bus route, which operates at a 30 minute scheduled frequency during weekdays and at a 60 minute scheduled frequency during weekends.

3.4 Option C: Proposed existing bus stop relocation beside 108 Rossall Street to 108 to 112 Rossall Street.

3.4.1 The advantages of this option include:

- The bus stop is not located across a residential driveway, reducing the risk of conflict between vehicles accessing the driveway and people waiting at the bus stop.
- There is an appropriate kerb height which makes for a more accessible step height between the platform and the bus.
- Adherence to the recommended overall minimum bus stop length of 31 metres, inclusive of the no stopping restrictions in the entry and exit tapers of the bus stop improves passenger accessibility as well as bus operational efficiency.
- Has the least effect on other properties of the proposed bus stop relocation option as the bus stop is mainly staying at the current location beside 108 Rossall Street, where it is relocated in the north-westerly direction by six metres.

3.4.2 The disadvantages of this option include:

- Reallocation of two unrestricted on-street parking space. There are other opportunities in the vicinity for motorists to continue to park on-street.
- The rear section of the bus will be coinciding with a property driveway. However, this will not affect the back door of the bus and passengers are able to get off where there is a full kerb height.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

4.1 Option A: Proposed bus stop relocation beside 108 Rossall Street to 92 to 96 Rossall Street.

4.1.1 The advantages of this option include:

- The bus stop is not located across a residential driveway, reducing the risk of conflict between vehicles accessing the driveway and people waiting at the bus stop.

- There is an appropriate kerb height which makes for a more accessible step height between the platform and the bus.
- Adherence to the recommended overall minimum bus stop length of 31 metres, inclusive of the no stopping restrictions in the entry and exit tapers of the bus stop improves passenger accessibility as well as bus operational efficiency.
- The 15 metre bus stop box does not coincide with any property driveway.

4.1.2 The disadvantages of this option include:

- Reallocation of four unrestricted on-street parking spaces. There are other opportunities in the vicinity for motorists to continue to park on-street.

4.2 Option B: Proposed bus stop relocation beside 108 Rossall Street to 96 Rossall Street.

4.2.1 The advantages of this option include:

- The advantages to this option are similar to Option A above.

4.2.2 The disadvantages of this option include:

- Reallocation of three unrestricted on-street parking spaces. There are other opportunities in the vicinity for motorists to continue to park on-street.

4.3 Option D: Do nothing

4.3.1 The existing bus stop remains as is which is under-dimensioned and the boarding area coincides with a property driveway.

4.3.2 This option is inconsistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028) and does not meet the Council's Construction Standard Specifications (CSS) bus stop dimension.

4.3.3 This option not fully consistent with the Public Transport Infrastructure, Level of Service 10.4.12: *Reduce the number of customer service requests relating to the quality and cleanliness of public transport infrastructure.* The issues to the existing bus stop raised by the resident will continue.

5. Detail / Te Whakamahuki

Analysis Criteria / Ngā Paearu Wetekina

- 5.1 All new bus stops are planned and implemented in accordance with the Christchurch Bus Stop Guidelines (2009) and the Christchurch City Council's Construction Standard Specifications (2018).
- 5.2 There are a number of criteria used to assess all bus stop location options. A copy of the bus stop location assessment, including those that were not advanced to consultation is provided in **Attachment C**.

Community Views and Preferences / Ngā mariu ā-Hāpori

- 5.3 On Monday 5 October 2020, the Waimāero/Fendalton-Waimairi-Harewood Community Board decided upon an alternative relocation option that was not part of staff's recommended option presented in the agenda report. As this was not an option that was consulted upon, at the Board meeting on 19 October 2020, the Board Chairperson presented a Notice of Motion to revoke the decision made on 5 October 2020 and asked that staff investigate the relocation of the bus stop outside 108 Rossall Street north-west towards Rugby Street by five metres, to align with the kerb. Staff have now carried out further consultation and are proposing this option (Option C).

5.4 The consultation notice and feedback form including the plan were sent and mailed to the directly affected property owners and occupiers of the proposed bus stop relocation. The properties are as follow:

- 112 Rossall Street (eight units)
- 108 Rossall Street (three units)
- 102 Rossall Street (eight units)
- 96 and 96B Rossall Street
- 98 Rossall Street
- 92 Rossall Street; and
- 90A and 1/90 Rossall Street

5.5 During consultation, 11 submissions were received. Bus stop location preferences are indicated in Table 1 and further response details can be found in **Attachment B**:

Bus stop relocation option (inbound)			
92-96 Rossall Street (Option A)	96 Rossall Street (Option B)	108-112 Rossall Street (Option C)	Not indicated
3	2	5	1

Table 1: Consultation feedback, relocation of existing bus stop beside 108 Rossall Street

5.6 One of the main concern raised by submitters is summarised in Table 2, along with a staff response.

Common concerns raised	Staff response
Intrusion of privacy (loitering, rubbish and graffiti)	<p>When planning bus stops, staff are mindful of the impact they can have on residents. However, the impact of bus stops in urban settings are generally not site-specific, as they will have a similar impact along the street irrespective of placement beside one residential property or that of another.</p> <p>Where possible, bus stops are placed beside properties that have fences, mature shrubs or other screens that mitigate the impact that the bus stop may have on the adjacent residents.</p> <p>A bus will only stop at the bus stop if the passenger demand exists. Irrespectively, bus stops are located within a public space, and are there to improve the transport choices for the community.</p>

Table 2: Concern raised by submitters

5.7 Staff have investigated the possibility of relocating the existing bus stop

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

Strategic Alignment /Te Rautaki Tīaroaro

6.1 Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:

- community outcome of a well-connected and accessible city promoting active and public transport, and
- strategic priorities of meeting the challenge of climate change through every means available.

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

6.2.1 Activity: Public Transport Infrastructure

- Level of Service: 10.4.1 More people are choosing to travel by bus. - >=+0.63% (13,551,740 pax)

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.4 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

6.5 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport make it a more attractive travel option, thereby supporting mode shift and the associated benefits to the environment.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.6 Accessibility by access to opportunities: Improvements to bus stops have a positive impact to the well-being and accessibility of our community through freedom to access opportunities by other means than the private vehicle.

6.7 Accessibility by inclusive design:

- Improvements to the overall length of the bus stops improve access for people getting on and off the bus, and the operational performance of the buses that use the bus stop.
- The boarding and alighting area of passengers are considered to ensure it is beside a kerb to improve the step height for passengers.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

7.1 Cost to Implement – for the recommended option (Option C)

7.1.1 Approximately \$6,000 for the relocation of the bus stop from 108 Rossall Street to 108-112 Rossall Street. This includes the removal of the existing bus stop box, installation of new line markings and reinstating the redundant driveway of 108 Rossall Street.

7.1.2 \$1,000 for the planning, consultation and the writing of this report.

7.2 Maintenance/Ongoing costs - Transport Unit Operational Expenditure budgets, includes maintenance of bus stop infrastructure, which adds up to approximately \$400 annually.

7.3 Funding Source - Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.

7.4 If approved, the recommendations will be implemented within this financial year.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2018 provides Council with the authority to install stopping, standing and parking restrictions (including bus stops) by resolution.
- 8.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 The legal consideration is that the installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Not applicable.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Attachment A - Proposed bus stop relocation beside 108 Rossall Street near Highgate Avenue - Plan for approval	20
B ↓	Attachment B - Consultation Feedback - Proposed bus stop relocation beside 108 Rossall Street near Highgate Avenue	21
C ↓	Attachment C - Multi Criteria Analysis on the proposed bus stop relocation options	22

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

Document Name	Location / File Link
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Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

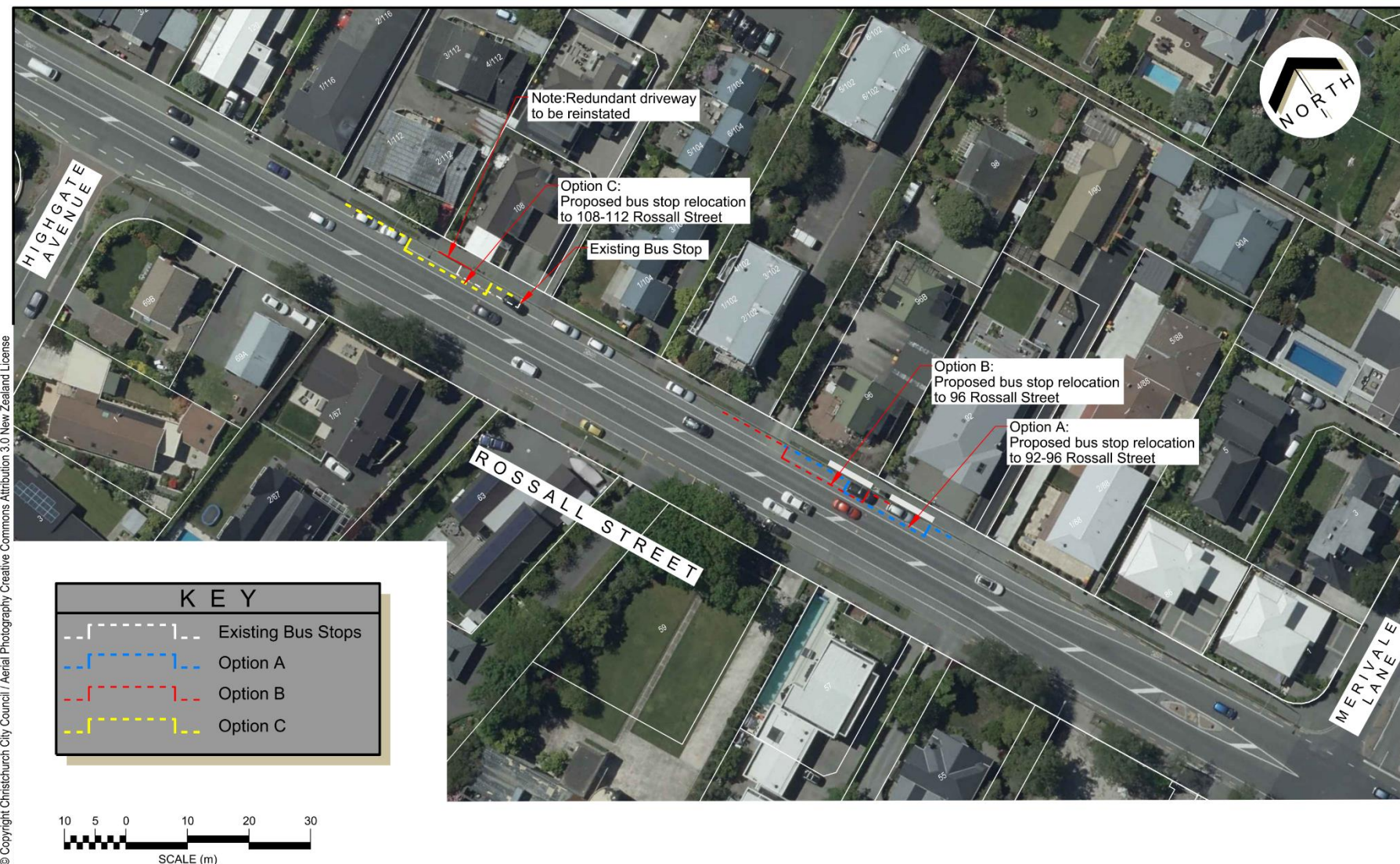
(a) This report contains:

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



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Christchurch
City Council

Rossall Street near Highgate Ave
Proposed relocation of existing bus stop
Plan for approval

Attachment A
Designed by: SC Approved by: SW

Original Plan Size: A4
ISSUE. 1 02/12/2020
TG135635 MJR

Proposed bus stop relocation options beside 108 Rossall Street near Highgate Avenue

Consultation Feedback

Submitter ID#	Submitters name	Bus stop relocation options				Submitters comments
		Option A (92-96 Rossall Street)	Option B (96 Rossall Street)	Option C (108-112 Rossall Street)	Not indicated	
1	Justine McCrory Wally McCrory			1		Great location currently. Privacy issue for [REDACTED] Rossall Street as entertaining and living area is at the front of the property. Bus users will look directly in. Safety issue and privacy issue. Can do see exiting driveway. 3 houses affected. Not at [REDACTED] please.
2	Graham and Lynne King			1		Option C I believe is the preferred option, it is the safest. The intersection at Rossall Street, Merivale Lane and Holmwood Road is already very busy especially rush hours morning and evenings and a bus stop is only going to create more problems which I believe will place lives at risk. Option C is the logical choice as this is furthest from this busy intersection. The school Rangin Ruru is also an issue, located at the corner of Merivale Lane and Rossall Street, this in itself also creates a safety issue. Children crossing and parents picking up adds to the mix.
3	Richard Schneidoman	1				None
4	K.J. Thomson			1		I live at [REDACTED] Rossall Street, my property shares a common driveway with [REDACTED] Rossall Street. I strongly oppose Option A and Option B above as a bus stop outside 96 would pose a serious imposition on the privacy of my neighbours. Their residence is close to the footpath and the vehicle engine noise and the bus fumes would be offensive to them.
5	Sally Roome	1				Option C would presumably mean that occasionally residents will have the driveway of 112 blocked. This doesn't matter so much if we are driving out on to the road, but at busy times of day, it is certainly quite uncomfortable and dangerous to not be able to turn into the driveway when on that side of the road. If we had to miss it due to a bus being stationary there, it would cause dangerous hesitation, U-turns, right-hand turns and so on. Please do not put the stop at no.112. Thank you.
6	C Regnault			1		Due to having a back section with no off street parking, having a bus stop outside would eliminate parking options for us. Our place being [REDACTED] Rossall Street.
7	Jonathan and Ellen Hood	1				We have attached a print out of where the 2 closest bus stops are in relation to where the current bus stop is. The closest bus stop is 150 metres away outside 140 Rossall Street and the next closest one is 450 metres away outside 20 Rossall Street. We would have thought this would have been an easy decision to relocate the bus stop to outside 92 Rossall Street so then the bus stops are a lot more evenly spaced out. Also the fact that relocating it to 108-112 Rossall Street will be over a driveway is a safety issue which we're concerned about. We live at 112 Rossall Street along with another 7 other households - the carprks on the roadside are highly valuable to us as we can only have 1 car parked off street each. Beside us at 116 Rossall Street are another 4 households with the same issue. We believe it's in the best interests of the neighbourhood to leave the bus stop where it currently is or relocating it to 92-96 Rossall Street. Thanks.
8	Rebecca and John Gilbert		1			Option B will have the least impact on residents. Option A would be our second option. Option C is not acceptable because it limits on street parking for multi-unit addresses eg. 112.
9	Trent Brown			1		As the owner at [REDACTED] Rossall Street, I feel the existing one (or slight changes) is the better option for traffic flow and congestion.
10	Ted Benfell				1	Please accept this email as my submission in lieu of completing the feedback form. My comments relating to this new proposal are as follows: Consideration should be given that re-positioning the bus stop to 92 Rossall Street will place it within 3 households of the busy intersection of Merivale Lane, Holmwood Road and Rossall Street. At peak times traffic often becomes gridlocked with motorists trying to get in and out of the respective streets and I have often observed th city bound traffic in the afternoon to bank up well past 92 Rossall Street. In addition the pedestrian island situated 2 households from 92 Rossall Street further compounds traffic congestion. Adding a bus either parked or attempting to enter the queue of traffic is going to be very interesting as well as forcing cyclists out into the traffic stream to get around the bus. In conclusion, and in my opinion, adding a bus stop to an already congested intersection is not a good idea, potentially an accident waiting to happen, and in the circumstances I must therefore strongly oppose it.
11	Vanessa Alcock		1			Options B: Rationale being will have least impact to ALL residence and visitors to the street as will not lose as many car parks as the other options due to the 'no stopping area' being over a driveway. Option C: I don't believe it is acceptable to have the bus stopping over a driveway where avoidable.

Assessment of potential bus stop relocation options for existing bus stops beside 108 Rossall Street

Location		Bus stop catchment			Bus stop and network operation						Surrounding Environment									
Ref	Address	Separation distances (m)		Distance between bus stops (the smaller the value, the more balanced the distance between the bus stops)	Previous bus stop: 140 Rossall Street	Pedestrian connectivity (proximity to nearby road and pedestrian laneways)	Is there a pedestrian crossing facility close by (less than 50 metres)?	Score 1-5 (5 best, 1 poor)	Horizontal clearance: Obstacles located within 600mm of the kerb	Appropriate step height (level of platform to level of bus floor)	Bus stop located across a driveway	Located by an intersection or pedestrian crossing	Impact on nearby pedestrian crossing facility sightlines	Score (1-5)	On-street parking reallocation	Privacy screening to the adjacent property	Street lighting within the marked area of the bus stop	Score (1-5)	Total score	Advance to consultation
		Next bus stop: 20 Rossall Street																		
A	92-96 Rossall Street	377	124	253	Closer to Merivale Lane and pedestrian island, further away from Highgate Avenue. Have a more balanced distance between previous and next bus stops	Yes		4.5	Yes (however the existing school sign + post location will be relatively close to the back door of the bus when the bus stops to pick up or drop off passengers)	Standard kerb and channel	No	Approach side of the pedestrian crossing	Sightlines checked, no impact	3.5	4	Lower height fence. No windows facing the road. However, frontage is very exposed due to the type of gate.	Yes	3	11	Yes
B	96 Rossall Street	390	148	242	Closer to Merivale Lane and pedestrian island, further away from Highgate Avenue. Have a more balanced distance between previous and next bus stops	Yes		4	Yes (there is an existing school sign + post located near the front of the bus stop, but it will have little impact on the clearance as there will be an offset between the school sign + post and bus stop box marking)	Standard kerb and channel	No	Approach side of the pedestrian crossing	Sightlines checked, no impact	4	3	Standard height boundary wall. House is double storey with a window in the 2nd storey facing the road and a few windows on the first level partially facing the road.	Yes	3	11	Yes
C	108-112 Rossall Street	457	285	172	Closer to Rugby Street and Highgate Avenue, further away from Merivale Lane.	No		3.5	No	The redundant section of the driveway of 108 Rossall Street will be reinstated to standard kerb and channel height	Rear section of the bus coincides with the driveway of unit 2/112 Rossall Street (however does not coincide with the back door of the bus)	Approach side of the pedestrian crossing	Sightlines checked, no impact	3.5	2	Standard height boundary wall. House is double storey with the window on the 2nd storey facing the road.	Yes	3	10	Yes

9. 234-238 Maidstone Road - Proposed Remediation of an Existing Bus Stop Markings

Reference / Te Tohutoro:	21/21372
Report of / Te Pou Matua:	Edwin Tiong – Area Traffic Engineer edwin.tiong@ccc.govt.nz
General Manager / Pouwhakarae:	David Adamson, General Manager City Services, david.adamson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider for approval the remediation of an existing bus stop markings by 234 Maidstone Road.
- 1.2 This report is staff generated in response to a concern raised by a member of the public that parked cars are impeding buses' access to the bus stop beside 234 Maidstone Road. Staff's investigations have subsequently identified that the bus stop markings does not meet the Christchurch City Council Construction Standard Specifications (CSS) (2018).
- 1.3 Appropriate length of no stopping restrictions would be installed before and after the bus stop in accordance with the CSS. This will provide the necessary space to enable buses to stop parallel to the kerb and to make it accessible for passengers to get on and off the bus and thereby improves operational performance of the bus service. The proposal will help resolve the issue raised by the member of the public.
- 1.4 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 consideration of the criteria set out in the Council's Significance and Engagement Policy.
- 1.5 The community engagement and consultation outlined in this report reflect the assessment.
- 1.6 The recommended option is to install the bus stop marking and No Stopping restrictions in accordance with **Attachment A**.

2. Officer Recommendations / Ngā Tūtohu

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

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That all existing parking and stopping restrictions on the north side of Maidstone Road commencing at its intersection with Withells Road, and extending in a easterly direction for a distance of 63.5 metres be revoked.
 - b. That all existing parking and stopping restrictions on the south side of Maidstone Road commencing at its intersection with Withells Road, and extending in an easterly direction for a distance of 16.5 metres be revoked.
 - c. That the stopping of vehicles is prohibited at all times on the north side of Maidstone Road commencing at its intersection with Withells Road, and extending in an easterly direction for a distance of 16.5 metres.

- d. That the stopping of vehicles is prohibited at all times on the north side of Maidstone Road commencing at 21.5 metres east of its intersection with Withells Road, and extending in an easterly direction for a distance of 23 metres.
 - e. That a marked bus stop be installed on the north side of Maidstone Road (beside 234 - 236 Maidstone Road) commencing at a point 44.5 metres east of its intersection with Withells Road, and extending in an easterly direction for a distance of 15 metres.
 - f. That the stopping of vehicles is prohibited at all times on the north side of Maidstone Road commencing at 59.5 metres east of its intersection with Withells Road, and extending in an easterly direction for a distance of 4 metres.
 - g. That the stopping of vehicles is prohibited at all times on the south side of Maidstone Road commencing at its intersection with Withells Road, and extending in an easterly direction for a distance of 16.5 metres.
2. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

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

- 3.1 There are accessibility and operational issues associated with the existing bus stop:
 - 3.1.1 Operational issue:
 - The absence of no stopping restrictions before and after the bus box and the under-dimensioned marked bus stop makes it hard for buses to make a stop parallel to the kerb for passengers to get on and off. This also cause buses to have difficulty in manoeuvring into and out of the bus box, as vehicles could park close to the bus stop.
 - 3.1.2 Accessibility issue:
 - The boarding area of the bus stop coincide with the property driveway. This has a negative impact on inclusive access, as it increases the step height or ramp gradient for people boarding or alighting the buses. A large step height between the footpath and the bus can make access to opportunities by public transport restrictive for people with limited mobility. As such, it is best practice to locate the front door of the bus stop away from a driveway to a location beside a raised kerb.
 - The existing marked bus stop beside 236 Maidstone Road is located across a property driveway which results in the front door of the bus to coincide with a tree. In addition, there is potential conflict with vehicles using the driveway and people who may be disembarking the bus.
- 3.2 The advantages of this recommended option include:
 - Provides clear guidance to other motorists not to park their vehicles in the designated bus stop area.
 - Adherence to the recommended bus stop length improves access for people getting on and off the bus.
- 3.3 The disadvantages of this recommended option include:
 - Removal of three unrestricted on-street parking spaces. There is sufficient on-street parking capacity in the general area for other motorists to continue to park on-street.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Option 2 – Do nothing, no change to the existing unmarked bus stop.
- 4.2 This option does not assist the Council in achieving its Long Term Plan or Strategic Framework outcomes as indicated in section 6 of this report and does not address the concerns regarding parked cars impeding buses' access to the bus stop.

5. Detail / Te Whakamahuki

Analysis Criteria / Ngā Paearu Wetekina

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

Community Views and Preferences / Ngā mariu ā-Hāpori

- 5.2 The consultation notice including the plan and feedback form were sent to Environment Canterbury, Red Bus Company and the property owner/occupiers of the following properties:
 - 234 Maidstone Road;
 - 236 Maidstone Road; and
 - 238 Maidstone Road
- 5.3 A total of two submissions were received, from Environment Canterbury and Red Bus Company and are both in favour with the proposal.
- 5.4 Staff have consulted with the Parking Compliance Team in relation to the proposal and no concerns were raised in response to staff's proposal.

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

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:
 - community outcome of a well-connected and accessible city promoting active and public transport, and
 - strategic priorities of meeting the challenge of climate change through every means available.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.2.1 Activity:
 - Level of Service: Activity: Public Transport Infrastructure
 - Level of Service: 10.4.12 Reduce the number of customer service requests relating to quality and cleanliness of public transport infrastructure facilities.

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans, Policies and Strategic Framework.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 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

- 6.5 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport make it a more attractive travel option, thereby supporting mode shift and the associated benefits to the environment.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 Accessibility by inclusive design:
- Improvements to overall length of the bus stop including the no stopping restrictions will provide buses the necessary space to pull into the stop, stopping parallel to the kerb, and to safely pull out of the stop to merge into the traffic lane. Bus stopping parallel to the kerb provides inclusive access as it decreases the step height or ramp gradient for people boarding or exiting the bus. This is particularly important typically for people with limited mobility.
 - The overall space designated for the bus stop could help improve the operational performance and efficiency of the buses that use the bus stop.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$400 for the installation of new line markings, plus \$1,000 for the planning, consultation and the preparation of this report.
- 7.2 Maintenance/Ongoing costs - Transport Unit Operational Expenditure budget, includes maintenance of bus stop infrastructure, which may cost approximately \$100 annually.
- 7.3 Funding Source – Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.
- 7.4 If approved, the recommendations will be implemented within three months, dependant on the contractor's availability.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install stopping, standing and parking restrictions by resolution.
- 8.2 The Community Board 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, standing and parking restrictions.
- 8.3 The legal consideration is that the installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.4 There is a legal context, issue or implication relevant to this decision.
- 8.5 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 8.1 – 8.3.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Should the Community Board proceed with the 'Do Nothing' option (Option 2 of this report), this means the space beside the bus stop sign cannot be considered as given for buses to come to a halt for passengers to board and alight the bus. Hence the issue raised regarding parked cars impeding buses' access to the bus stop will continue.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	234-238 Maidstone Road - Proposed Remediation of Existing Bus Stop Markings drawing TG135639 FOR BOARD APPROVAL	28
B ↓	234-238 Maidstone Road Proposed remediation of an existing bus stop marking - Consultation Feedback Summary	29

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

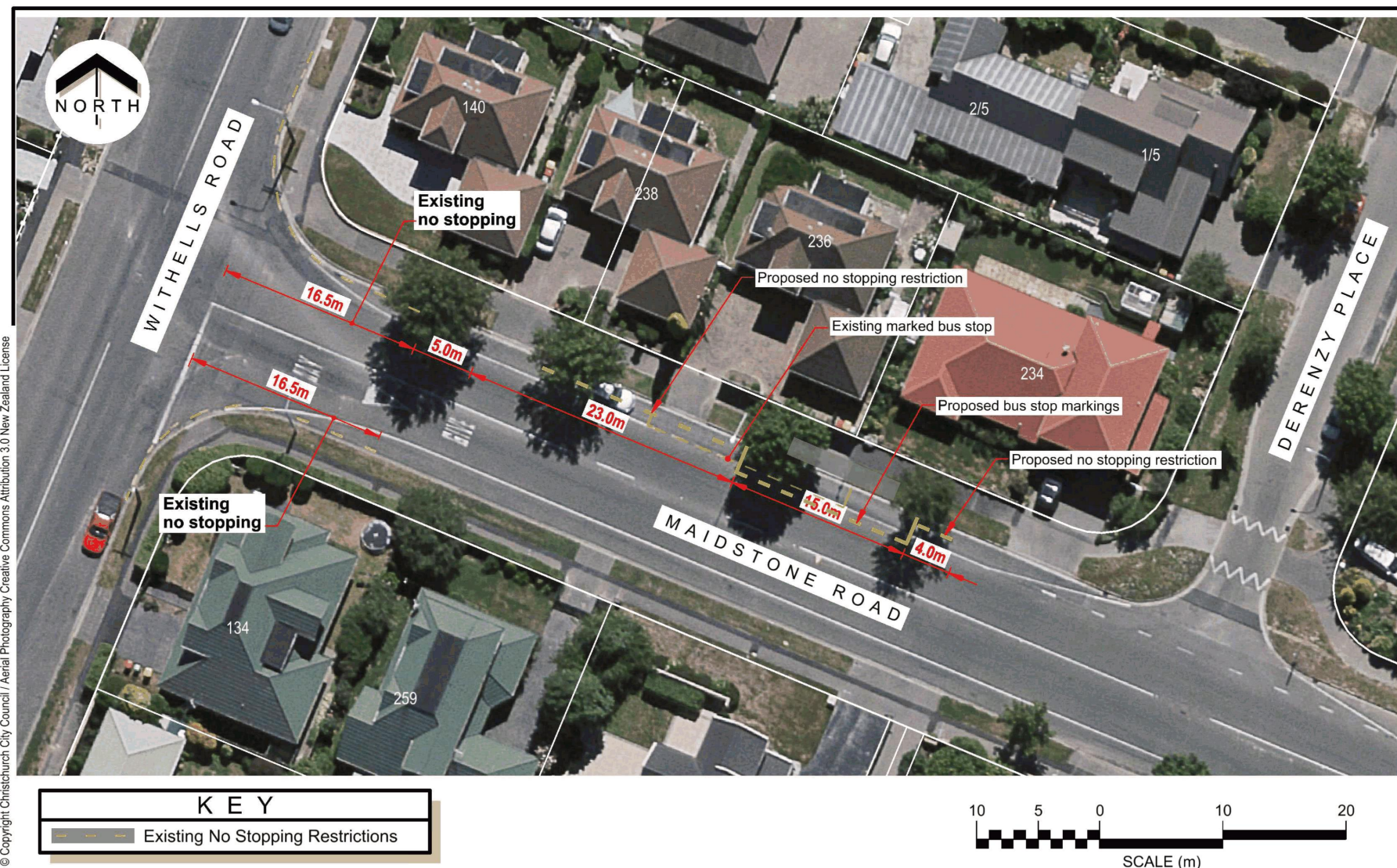
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- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
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(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

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



Christchurch City Council

234 - 238 Maidstone Road
Proposed remediation of existing bus stop markings
For Board Approval

Attachment A

Original Plan Size: A4
ISSUE: 1 12/01/2021
DRAWN: MJR DESIGNED: PS
APPROVED: WG TG135639

234-238 Maidstone Road - Proposed remediation of an existing bus stop markings - CONSULTATION FEEDBACK SUMMARY

Submitter ID#	Submitters Name/ Address	Support	Do Not Support	Neutral	Submitters Comments	Designer Comments
1	Red Bus Ltd	1			Red Bus fully supports this plan as I have had a number of drivers concerned that there is not enough room to manoeuvre. This will be of great help.	
2	Ecan	1			Thank you for sending us the consultation information regarding remediation of bus stop 10383, 234 Maidstone Road. Environment Canterbury is in support of the proposal to mark this stop to meet the CCC Construction Standard Specifications (2018) which will make it easier for buses to pull in parallel to the kerb out of the live traffic lane and thus safer for the bus and its passengers, and it will further improve accessibility for passengers.	

10. Fendalton-Waimairi-Harewood Community Board 2020-21 Discretionary Response Fund - Application - The Village Community Centre-Bryndwr

Reference / Te Tohutoro: 21/153281

Report of / Te Pou
Matua: Natalie Dally, Community Development Advisor,
natalie.dally@ccc.govt.nz

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

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider an application for funding from its 2020-21 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00062324	The Village Community Centre - Bryndwr	Kid's Club	\$4,000	\$4,000

- 1.2 There is currently a balance of \$119,316 remaining in the fund

2. Officer Recommendations / Ngā Tūtohu

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

- Approves a grant of \$4,000 from its 2020-21 Discretionary Response Fund to The Village Community Centre - Bryndwr towards wages for their Kids Club staff to increase programme hours.

3. Key Points / Ngā Take Matua

Strategic Alignment / Te Rautaki Tīaroaro

- 3.1 The recommendation is strongly aligned to the Strategic Framework and in particular the Community Outcome of Resilient Communities.

Decision Making Authority / Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community
- 3.2.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council
- 3.2.2 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

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

Discussion / Kōrerorero

- 3.6 At the time of writing, the balance of the 2020-21 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$195,696	\$76,300	\$119,396	\$115,396

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A A	Fendalton-Waimairi-Harewood DRF Village Community Centre - Bryndwr Decision Matrix	33

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

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

Signatories / Ngā Kaiwaitohu

Author	Natalie Dally - Community Development Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

2020/21 DRF FENDALTON-WAIMAIRI-HAREWOOD 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.

00062324	Organisation Name The Village Community Centre - Bryndwr	Name and Description Kids' Club The Village kids club is an After School Club from primary age's children. They are looking to take on more staff to increase the availability of the programme to the community based on community need.	Funding History 2020/21 - \$14,000 (Community Centre programmes and operations) SCF FWH 2019/20 - \$500 (Community Centre Programmes and operations) SCF PI 2019/20 - \$13,800 (Community Centre Programmes and operations) SCF FWH Other Sources of Funding User Fees - \$1,000 On Hand - \$2,000 Other Grants - \$1,600	Request Budget Total Cost \$ 8,600 Requested Amount \$ 4,000 47% percentage requested Contribution Sought Towards: Salaries and wages - \$4,000	Staff Recommendation \$ 4,000 That the Waimāero/Fendalton-Waimairi-Harewood Community Board approves a grant of \$4,000 from its 2020-21 Discretionary Response Fund to The Village Community Centre - Bryndwr towards wages for their Kids Club staff, to increase programme hours.	Priority 2
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Organisation Details: Service Base: 365A Ilam Road, Bryndwr Legal Status: Other Established: 1/07/1997 Staff – Paid: 3 Volunteers: 16 Annual Volunteer Hours: 3000 Participants: 40 Target Groups: Children/Youth Networks: PCANZ, Volunteering Canterbury Organisation Description/Objectives: To foster friendship and build community amongst the cultural and socio-economic diversity of the area. To support and strengthen children, families and older people through groups and classes.	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities StrategyChildren's Strategy Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityProvide community based programmesReduce or overcome barriers Outcomes that will be achieved through this project The number of children attending after-school programmes will increase. How Will Participants Be Better Off? With After-school care children that may stay at school after school without supervision will have a safe space to go and will learn social and basic life skills. Parents will be supported to maintain employment and make connections with others using the services and supports at the Village Community Centre.	Staff Assessment The Village Kids' Club is a low-cost after-school programme for primary aged children. The group engages students in activities, such as: storytelling, cooking, crafts, games, and sport, all in a fun and nurturing environment. Children can share about their day or anything else on their minds, with staff and helpers during afternoon tea. The students create connections in their community, learn social skills such as sharing, taking turns and working as a team along with practical experience in cooking, building confidence and self-reliance. The Village facilitates participation of lower income families in Kids Club by being a lower cost after-school care programme. Currently they operate one day a week but in 2021 the Village Community Centre would like to offer Kids' club more than this as attendance has grown in the past year. There has been a noticeable increase in financial pressures on families since COVID and families are looking to use the support this service provides more. To increase the hours of the programme to better meet the community need the Village would need to take on further staff. The staff recommendation will allow the organisation the opportunity to trial the days and hours best suited to meet community need and further establish the programme.
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11. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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.