

**Waihoru/
Spreydon-Cashmere Community Board
AGENDA**

Notice of Meeting:

An ordinary meeting of the Waihoru/Spreydon-Cashmere Community Board will be held on:

Date: **Wednesday 17 March 2021**
Time: **8am**
Venue: **Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham**

Membership

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Stewart-Ward

Jo Wells
Manager Community Governance, Spreydon-Cashmere
941 6451
jo.wells@ccc.govt.nz
www.ccc.govt.nz

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

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Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

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

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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Strategic Priorities

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

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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Mihi/Karakia Timatanga

Waiata

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 Waihoru/Spreydon-Cashmere Community Board meeting held on [Tuesday, 2 March 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.

4.1 Sunflower Competition

Ruth Vercoe, member of Spreydon Neighbourhood Network, will speak about the recent Sunflower Competition that she organised.

4.2 Environment Canterbury's Draft Long Term Plan

Phil Clearwater, Councillor, Environment Canterbury (ECan), will speak about ECan's Draft Long Term Plan for 2021-31.

4.3 Pedestrian and Cyclist Safety on Brougham Street

Jo Robertson, Chairperson, Board of Trustees, Addington Te Kura Taumatua, will speak about pedestrian and cyclist safety on Brougham Street.

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.

Waihoru/ Spreydon-Cashmere Community Board OPEN MINUTES

Date: Tuesday 2 March 2021
Time: 5.03pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Present

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Callum Stewart-Ward

Jo Wells
Manager Community Governance, Spreydon-Cashmere
941 6451
jo.wells@ccc.govt.nz
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Mihi/Karakia Timatanga: Keir Leslie

Waiata: The Board sang a waiata to open the meeting.

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved SCCB/2021/00011

That the apology received from Tim Scandrett be accepted.

Lee Sampson/Callum Stewart-Ward

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved SCCB/2021/00012

That the minutes of the Waihoru/Spreydon-Cashmere Community Board meeting held on Wednesday, 17 February 2021 be confirmed.

Keir Leslie/Melanie Coker

Carried

4. Public Forum / Te Huīnga Whānui

Part B

4.1 Somerfield Park Basketball Court

Curtis Higginson, Canterbury Youth Workers Collective, students from Cashmere High School and Julie Tobbell, Somerfield Residents Association, were scheduled to speak to the Board regarding the potential to have a basketball court on Somerfield Park, but did not attend.

5. Deputations by Appointment / Ngā Huīnga Whakaritenga

Part B

5.1 Traffic Safety in the Cashmere Road/Barrington Street Area

Nicola Williams, of Barrington Cashmere Safe Streets, spoke about safety concerns for pedestrians and cyclists in the Cashmere Road/Barrington Street area. Ms Williams explained this area is not a safe place to cross due to the high volume of traffic and the proximity of the pedestrian crossing to the roundabout.

Ms Williams suggested that a new pedestrian crossing be installed on Cashmere Road farther away from the roundabout and that traffic calming measures be introduced to slow traffic as it approaches the crossing.

Item 7 of these minutes refers.

After questions from members, the Chairperson thanked Ms Williams for her deputation.

Part B

The Waihoru/Spreydon-Cashmere Community Board agreed to refer the issues raised in the presentation to staff for advice.

Attachments

- A Barrington Cashmere Safe Streets Presentation
- B Barrington Cashmere Safe Streets

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence - Traffic Safety in the Cashmere Road/Barrington Street Area

The Board also took into consideration the deputation from Barrington Cashmere Safe Streets regarding traffic safety in the area (Item 5.1 of these minutes refers).

Officer Recommendations / Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report from Barrington Cashmere Safe Streets dated 02 March 2021.

Community Board Resolved SCCB/2021/00014

Part B

That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report from Barrington Cashmere Safe Streets dated 02 March 2021.
2. Refer the issues raised in the correspondence regarding traffic issues in the Cashmere Road/Barrington Street area to staff for advice.

Callum Stewart-Ward/Melanie Coker

Carried

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

Part B

Board members shared the following information:

- A Board member noted that St Mary's Church in Addington has requested additional lights in the Church Square to improve safety.
- A Board member went to the tour of gardens entered in the Edible and Sustainable Garden Awards
- Board members attended the Unveiling Ceremony at Rowley Resource Centre for a memorial for the victims of the terror attack in March 2019
- A Board member noted that an event at Cashmere View Park on Sunday, 7 March had been cancelled due to the recent change in COVID-19 Alert Levels
- A Board member noted that Cracroft Residents Association requested staff to come to their next meeting on Monday, 8 March to speak to the newly opened Gosford Way
- Board members attended the RATS (Riders Against Teen Suicide) event
- Board members visited King George V Reserve with residents and staff to discuss issues with dogs being off-leash and cyclists damaging grassy areas along the riverbank
- A Board member attended the St Martins Menzshed Opening Day
- The Board held a site visit at the Curletts Stormwater Basin. Staff advised that they are employing a strategy that uses protective canopy plants to help native plants grow.

Karakia Whakamutunga: Karolin Potter

Meeting concluded at 5.59pm.

CONFIRMED THIS 17th DAY OF MARCH 2021

**KAROLIN POTTER
CHAIRPERSON**

7. Briefing - Innovating Streets for People Projects in Beckenham and Selwyn

Reference / Te Tohutoro: 21/278374

Report of / Te Pou
Matua:

Amy Hart, Community Board Advisor, Amy.Hart@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager, Mary.Richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Innovating Streets for People Projects in Beckenham and Selwyn	Clare Piper, Senior Planner – Innovating Streets	Operations & Transport

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Notes the information supplied during the Briefing.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

8. Kidson Terrace Proposed No Stopping Restrictions

Reference / Te Tohutoro: 21/145830

Report of / Te Pou Matua: Toni Dakers, Traffic Engineer, toni.dakers@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting General Manager City Services,

Pouwhakarae: carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru / Spreydon-Cashmere Community Board to consider options to improve visibility for drivers exiting Iles Lane. This report has been written in response to a request from a resident of Iles Lane who raised safety concerns relating to parked vehicles obstructing visibility at its intersection with Kidson Terrace, specifically to the north.
- 1.2 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.
- 1.3 The community engagement and consultation outlined in this report reflects the assessment.
- 1.4 The recommended option is to Install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide Minimum Gap Sight Distance, allowing a driver entering the intersection sufficient visibility of approaching traffic to make the desired turn safely.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves, 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 east side of Kidson Terrace, commencing at its intersection with Iles Lane and extending in a northerly direction for a distance of 13 metres.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
3. 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. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 Safety concerns have been identified/raised at the intersection of Iles Lane and Kidson Terrace due to restricted visibility caused by on street parking close to the intersection. Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines to approaching traffic.
- 3.2 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.3 No Stopping restrictions are already marked on Kidson Terrace south of Iles Lane, these have been in place for many years.

- 3.4 It is recommended to install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide Minimum Gap Sight Distance, allowing a driver entering the intersection sufficient visibility of approaching traffic to make the desired turn safely. The curvature of the road limits visibility further north.
- 3.5 Options within this report have been assessed against relevant industry-standard design guidance including the sight distance requirements of Council's Infrastructure Design Standard.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo -
- 4.2 The advantages of this option include:
 - 4.2.1 Retains two on-street parking spaces.
- 4.3 The disadvantages of the option include:
 - 4.3.1 Does not address the safety concern raised by residents of Iles Lane relating to parked vehicles restricting visibility at this intersection.

5. Detail / Te Whakamahuki

- 5.1 Iles Lane accesses off Kidson Terrace. It is classified as a private lane and provides access to around 18 residential properties. For this investigation it has been assessed in the same manner as any public road with respect to intersection safety and visibility, due to the number of properties.
- 5.2 Visibility can be limited by parked vehicles on Kidson Terrace. There is a moderate residential parking demand in this area.
- 5.3 There have been no reported crashes at this intersection over the last five years.
- 5.4 Approval is required by the Waihoru / Spreydon-Cashmere Community Board.
- 5.5 If approved, the recommendations will be implemented within the current financial year.

Community Views and Preferences

- 5.6 Affected property owners and residents were advised of the recommended option by letter.
- 5.7 The Iles Lane residents group are in support of the proposal.
- 5.8 The adjacent property owner opposed the installation of the No Stopping Restrictions due to the loss of on-street parking.
- 5.9 Minimising the loss of on-street parking was a consideration when the proposal was developed. The proposal removes two on-street parking spaces. Reducing the restrictions further would not have achieved the intended purpose of this proposal.
- 5.10 Maintaining convenient access to this property was also considered, the markings are proposed to only extend to the pedestrian gate along the property frontage.
- 5.11 The Team Leader Parking Compliance supports the preferred option.
- 5.12 The do nothing option is inconsistent with community requests to improve visibility at the intersection.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 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.
- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Policy Consistency / Te Whai Kaupapa here

- 6.3 The recommendations in this report are consistent with the [Christchurch Suburban Parking Policy](#).

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This proposal maintains the same level of safety and accessibility for pedestrians and cyclists. The No Stopping restrictions are intended to primarily be a safety improvement for drivers exiting Iles Lane.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$30 to install the line markings and around \$750 for investigation and preparation of this report
- 7.2 Maintenance/Ongoing costs – around \$30 per annum for renewing broken yellow lines
- 7.3 Funding Source – Traffic Operations Traffic Signs and Markings budget

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 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.
- 8.3 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 Hiraunga Tūraru

9.1 None identified

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Kidson Tce-Iles Lane Proposed No Stopping Lines	15

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

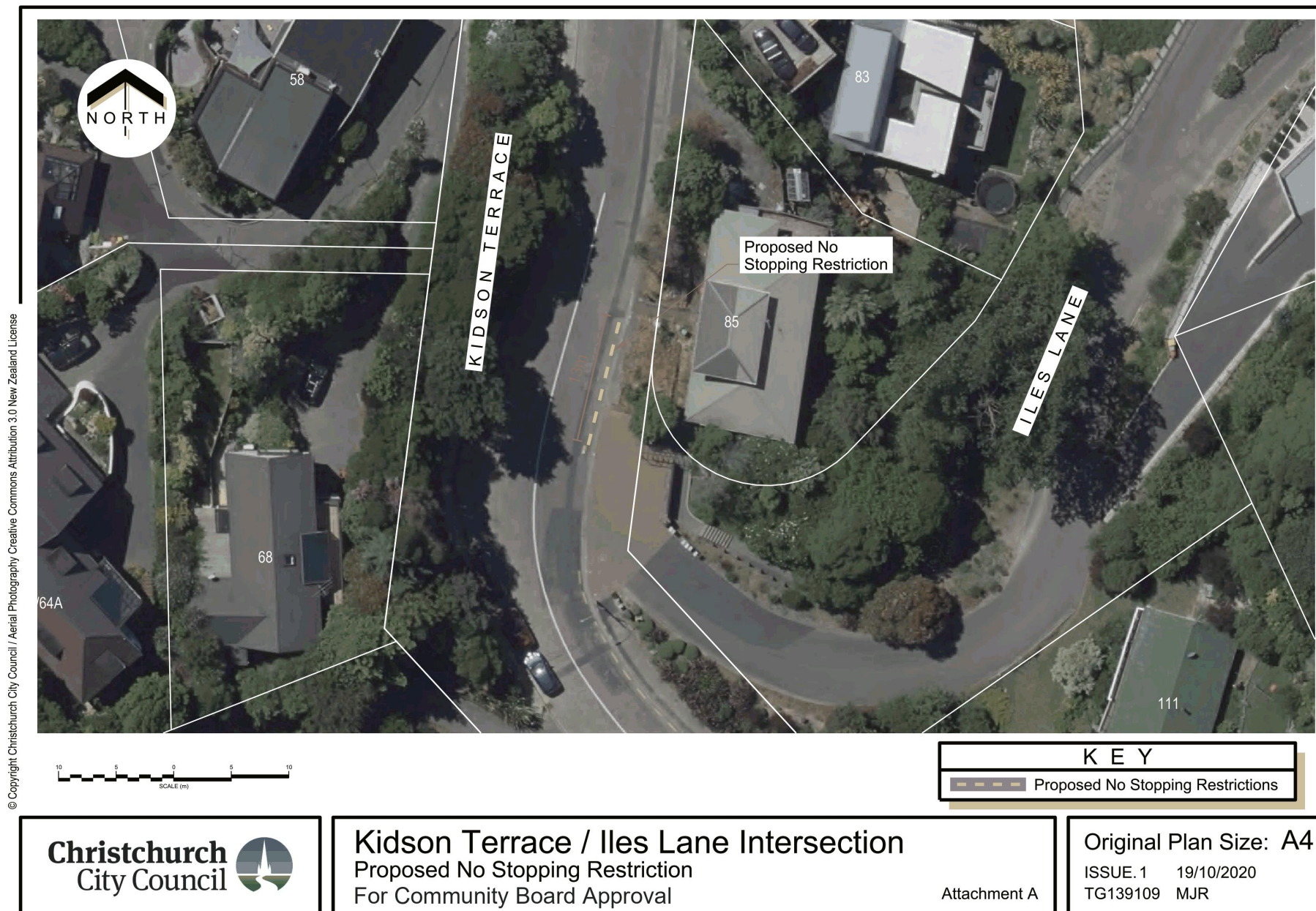
(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

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



9. Waihoru / Spreydon-Cashmere 2021/22 Discretionary Response Fund Application - Huntsbury Community Centre.

Reference / Te Tohutoro: 21/206792

Report of / Te Pou
Matua:

Jay Sepie, Community Development Adviser, jay.sepie@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

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere 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
62358	Huntsbury Community Centre	Huntsbury Trestles	\$768	\$768

- 1.2 There is currently a balance of \$108,893 remaining in the fund

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

- Approves a grant of \$768 from its 2020/21 Discretionary Response Fund to Huntsbury Community Centre towards the Huntsbury Trestles project.

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 strategic priority of enabling active and connected communities to own their future. It will provide resilient communities outcomes to this priority.

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 decision in this report is 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
\$172,609	\$63,716	\$108,893	\$108,125

- 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 ↓	Decision Matrix Spreydon-Cashmere 2020-21 Discretionary Response Fund - Huntsbury Community Centre 62358	19

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Jay Sepie - Community Development Advisor
Approved By	Jo Wells - Manager Community Governance, Spreydon-Cashmere

2020/21 DRF SPREYDON-CASHMERE 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.

00062358	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Huntsbury Community Centre Incorporated	Huntsbury Trestles The Huntsbury Community Centre seeks funding to replace fold up trestle tables used by groups hiring the centre.	\$ 768 Requested \$ 768 (100% requested)	\$768 - Trestle tables x 12	\$ 768 That the Spreydon-Cashmere Community Board approves a grant of \$768.00 from its 2020-21 Discretionary Response Fund to the Huntsbury Community Centre towards the costs of replacing trestle tables.	2

<p>Organisation Details</p> <p>Service Base: 30H Huntsbury Avenue, Huntsbury Legal Status: Incorporated Society Established: 6/05/1971 Target Groups: Community Development Annual Volunteer Hours: 480 Participants: 1,000</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Spreydon-Cashmere Community Board Plan Community Outcome - Resilient Communities <p>CCC Funding History</p> <p>2019/20 - \$5,000 Capital Endowment (repairs)</p> <p>2019/20 - \$2,000 DRF (Huntsbury 100 years event)</p>	<p>Other Sources of Funding</p> <p>none</p> <p>Staff Assessment</p> <p>The Huntsbury Community Centre is a community owned and operated building that is located on Council land. The centre was officially opened in 1975, and in 2015 celebrated 40 years of operating in the Huntsbury community. Apart from loans from Council, a small grant to celebrate Huntsbury's centennial year and a Capital Endowment Fund grant for earthquake related strengthening repairs last financial year, the centre has been fully self-sufficient.</p> <p>The centre is regularly booked for a range of social connection and leisure activities, including the Huntsbury Playcentre for four days per week. There are ongoing building development and maintenance needs for which the centre committee has set aside income from bookings and secured funding from charities.</p> <p>The centre has a set of outdated and worn storable trestle tables that need to be replaced. Quotes were sought from two office supply retailers, Mitre 10, and Bunnings. Mitre 10 and Bunnings proved to have affordable replacement trestles, and the committee found the Mitre 10 stock at \$64 per item was most suited to their need for lightweight, portable folding tables. Twelve trestle tables will be purchased for use by community groups and others hiring the centre.</p>
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10. Waihoru/Spreydon-Cashmere Community Board Area Report - March 2021

Reference / Te Tohutoro: 21/157455

Report of / Te Pou

Matua:

Jo Wells, Community Governance Manager, jo.wells@ccc.govt.nz

General Manager /

Pouwhakarae:

Mary Richardson, General Manager Customer and Community,
mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receive the Waihoru/Spreydon-Cashmere Community Board Area Report for March 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Board Plan Priorities	Update attached. Refer to item 3.3.1	Ongoing	Community Board Plan
Community Service Awards	Nominations for the Community Service and Youth Service Awards 2021 are open and close on Friday 16 April 2021.	Ongoing	Strengthening Communities
Edible and Sustainable Garden Awards	An awards function to acknowledge Spreydon-Cashmere award recipients is to be held on 29 March 2021.	Ongoing	Strengthening Communities

3.2 Community Funding Summary

- 3.2.1 At its 1 September 2020 meeting, the Board granted \$303,080 to 22 community groups from its 2020/21 Strengthening Communities Fund.
- 3.2.2 The Board's Discretionary Response Fund unallocated balance for 2020/21 is \$108,893 (refer to **attached** for details).
- 3.2.3 The Board's Youth Achievement and Development Fund unallocated balance for 2020/21 is \$5,000 (refer to **attached** for details).
- 3.2.4 The Board's Off the Ground Fund unallocated balance for 2020/21 is \$500 (refer to **attached** for details).

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- The Board adopted its [Community Board Plan](#) at its meeting on 18 August 2020.
- The Chairperson and Deputy Chairperson presented the Board Plan to Councillors at Long Term Plan Briefings on 15 September and 17 November 2020. The presentation included an overview of why the outcomes sought in the Board Plan are important to the community and identification of where significant outcomes in the Board Plan are not reflected in proposed levels of service.
- The first six-monthly monitoring report on the Board Plan is **attached**.

3.3.2 Entrance to Barrington Mall – work has begun on the entrance to Barrington Mall off Barrington Street and is planned to be completed this month.

3.3.3 The St Martins Menzshed was officially opened on Saturday 20 February. Some 50 people attended the event at the site on St Martins Road, including several new members. Instead of a ribbon, lead instigator of the initiative, Dugald Wilson along with committee member Brian Davies sawed through a length of timber at the steps entrance. Following a tour through the workshops, morning tea was provided in the St Martins Presbyterian Church building next door.



3.3.4 Council Engagement and Consultation.

- **Draft Long Term Plan** – Consultation on the Council's Draft Long Term Plan (LTP) for 2021-2031 will be open from 12 March to 18 April 2021. For more details, follow this [link](#).

The Board is holding the following LTP drop in sessions:

Wednesday 24 March 2-3.30pm – Barrington Mall

Wednesday 24 March 4.30 – 6pm – South Library

Saturday 27 March 11.30 – 1pm – South Library

- **Draft Climate Change Strategy** – Consultation on the Council’s Draft Climate Change Strategy will be open from 12 March to 26 April 2021. For more details, follow this [link](#).
- **Representation Review** - Open for feedback from 20 March 2021 until 16 May 2021.
- **Development Contributions** – Consultation on the Council’s Draft Development Contributions Policy will be open from 12 March to 18 April 2021. For more details, follow this [link](#).
- **Beckenham Speed Review** – Consultation on safer speeds in Beckenham will be open until 22 March 2021. For more details, follow this [link](#).
- **Way Better Roads** - The Way Better Roads (formally CRAF) consultation opened on 18 February 2021 and closed on 15 March 2021. The consultation provided interactive maps for feedback and included local drop in sessions with the Spreydon area drop being held from 4.30pm to 6.30pm at the Boardroom at South Library on 25 February 2021.

4. Advice Provided to the Community Board

- 4.1 **Parking on Moana Street** – At its 4 August 2020 meeting, the Board heard that vehicles are often parked over driveways on Moana Street in Somerfield, which causes issues for residents.
- Staff provided the following advice. Moana Street is a residential street located near Cashmere High School in Somerfield. Site visits over the last few weeks (during the school holiday period) indicated parking demand outside of the school term is relatively low. We have no history of regular complaints relating to parking behaviour on Moana Street, however I have spoken to one of our Senior Parking Enforcement Officers who has put this location on their list to monitor for enforcement when schools return. All driveways on Moana Street are clearly defined and therefore there is no basis to support installing any new road markings, such as parking limit lines at this time. Vehicles can already be ticketed for parking within one metre of a driveway or blocking access therefore these parking concerns are best addressed through parking enforcement. If residents are observing this behaviour then I recommend they report this to our parking enforcement team via the Council Call Centre on 941 8999.
- 4.2 **Parking on Studholme Street** – At its 15 September 2020 meeting, the Board heard that vehicles are often parked over driveways on Studholme Street in Somerfield, which causes issues for residents. The Board asked for staff advice on this matter, which is **attached**.
- 4.3 **Parking on Grove Road** – At its 15 September 2020 meeting, the Board heard from George Hayward, resident, about parking on Grove Road in Addington. Mr Hayward had concerns that future residential development would cause on-street parking congestion as the Government no longer requires developments to provide off-street parking. This would compound existing on-street parking congestion from commuters and employees of nearby businesses. The Board asked for staff advice on this matter, which is **attached**.
- 4.4 **Begging at Barrington Mall** – At its 15 December 2020 meeting, the Board heard from Jill Kearns, Centre Manager, and Katie Nash, Centre Administrator, of Barrington Mall, about ongoing concerns with begging on Council property near Barrington Mall. Ms Kearns noted that an individual often stands on the pedestrian island at the entry/exit to Barrington Mall from Barrington Street and has stepped into traffic to get the attention of drivers. At other

times, an individual stands on the nearby footpath and has blocked older adults from passing by.

The Board asked for staff advice on whether there are any traffic safety or footpath obstruction issues resulting from this matter. Staff advised that this is not something Council can enforce. If people are intimidating pedestrians on the footpath or walking on the road causing a safety concern, this is a Police enforcement matter that should be called through to Police.

- 4.5 **Parking on Rose Street** – At its 15 December 2020 meeting, the Board heard from Wayne Nolan, resident, about the limited parking around this area as protected grass verges block cars from parking on the side of the road. Mr Nolan also noted that steel waratahs and large rocks that have been placed on the roadside to protect the verges could pose a health and safety risk to passers-by, including cyclists who could fall onto them. The Board asked that staff investigate this matter. Staff advised that warratahs and rocks on the roadside are considered a safety issue and should be removed. A request will be put through to the Compliance team for investigation.
- 4.6 **Farmers Market at Old Stone House** – At its 2 February 2021 meeting, the Board heard from Ursula Ryan, Chairperson of Cracroft Community Centre, and Geoff Venning about Mr Venning's proposal to hold a farmers market at Holmcroft Reserve and the Old Stone House. The Board asked for staff advice on this matter. Staff met with the Cracroft Community Centre and discussed options for a farmers market and other events on the Centre and surrounding land titles. The meeting concluded that a weekly farmers market at Holmcroft Reserve would not be feasible.
- 4.7 **Capital Delivery Update from Community Unit** – The bi-monthly update from the Community Unit on the capital delivery programme as of January 2021 is **attached**.
- 4.8 **Graffiti Snapshot** – The Graffiti Snapshot for January 2021 is **attached**.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Board Funds Allocations for 2020-21	26
B ↓	Spreydon-Cashmere Community Board Plan - Monitoring Report as of February 2021	28
C ↓	Memo - Parking on Studholme Street	31
D ↓	Memo - Parking on Grove Road	33
E ↓	Capital Delivery Update from Community Unit - January 2021	37
F ↓	Graffiti Snapshot - January 2021	39

Signatories / Ngā Kaiwaitohu

Authors	Amy Hart - Community Board Advisor Jo Wells - Manager Community Governance, Spreydon-Cashmere Karina Sulistio - Support Officer Heather Davies - Community Development Advisor Jay Sepie - Community Development Advisor Wendy Gunther - Community Support Officer
Approved By	Jo Wells - Manager Community Governance, Spreydon-Cashmere Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton John Filsell - Head of Community Support, Governance and Partnerships

Item 10

Discretionary Response Fund 2020/21	
Starting Balance	\$172,609.00
Description	
Youth Achievement and Development Scheme	\$7,000
Off the Ground Fund	\$2,500
Communicating with the Community	\$1,500
Community Awards	\$10,000
Events	\$8,500
Summer with your Neighbours	\$4,000
Community Events Fund	\$8,000
Rowley Resource Centre - Computer project	\$5,500
LJ & Friends	\$3,000
Sydenham Junior Cricket	\$2,000
Shape Your Place Toolkit – Community-Led Projects	\$3,500
Landsdowne Terrace Playcentre - Landsdowne Community Centre Mural	\$1,050
Needs Analysis/Feasibility for the Adults Playground project	\$5,000
Communicating with the Community	\$1,100
Community Board Conference in Gore (April 2021)	\$1,066
Total Allocated	\$63,716
Remaining Balance	\$108,893

Youth Achievement and Development Scheme 2020/21	
Description	\$7000
Ngaire Ferriss	\$250
Sophie Hartshaw	\$250
Lewis Chihiro Stewart	\$200
Blake Mullaly Bamford	\$500
Hamish Allan Sherrat	\$200
Maria Gladys Laurie	\$200
John David Laurie	\$200
Louis Hamilton	\$200
Total Allocated	\$2,000
Remaining Balance	\$5,000

Off the Ground Fund 2020/21	
Description	\$2,500
Better Beckenham BBQ	\$300
St Martins Bowls	\$300
Cobham Street Community Garden	\$300
Bayley Place Planting	\$300
Probus Bus Trip	\$200
Healthy Opawaho	\$300
Hoon Hay Theatre Company	\$300
Total Allocated	\$2,000
Remaining Balance	\$500

Waihoru/Spreydon-Cashmere Community Board Plan 2020-22 – Monitoring

Priority: Accelerate the completion of planned traffic and safety measures at the intersection of Cashmere, Hoon Hay and Worsleys Road and at the Barrington Mall entrance/exit onto Barrington Street.		
What the Board will do	Measures of Success	Progress to date/actions taken
<ul style="list-style-type: none"> Advocate to have work completed as a matter of urgency. 	<ul style="list-style-type: none"> Works being completed ahead of schedule. 	<ul style="list-style-type: none"> The Board approved safety improvements to the Barrington Mall entry/exit in July 2020. Construction is scheduled to start in late-February and be complete in mid-March 2021. Construction is scheduled to start on the Worsleys/Hoon Hay/Cashmere Roads intersection improvements in March and be complete in June 2021.

Priority: Progress the integrated cycle network in Spreydon-Cashmere.		
What the Board will do	Measures of Success	Progress to date/actions taken
<ul style="list-style-type: none"> Seek investigation of an extension of the proposed Nor West Arc Cycleway west to Westmorland and advocate for early completion. 	<ul style="list-style-type: none"> The completion of investigations into the West Arc Cycleway west to Westmorland. 	<ul style="list-style-type: none"> The Board has been advocating for the Nor'West Arc Major Cycleway to be extended, or a new local cycleway built, west to Westmorland. The Nor'West Arc Cycleway is not planned to be extended and there is no funding for the Local Cycleway programme until FY25. The Board will consider requesting this in its submission on the Long Term Plan 2021-31.
<ul style="list-style-type: none"> Work with council staff to investigate the inclusion of an Ōpawaho-Heathcote River cycle route as part of the city's cycle network. 	<ul style="list-style-type: none"> The inclusion of the Ōpawaho-Heathcote River cycle route into the city's cycle network. 	<ul style="list-style-type: none"> The Board received a briefing on the Ōpawaho-Heathcote River Cycleway and provided early feedback on preliminary route options. Funding is allocated in FY27 and FY28 as the route cannot be finalised until the Heathcote Bank Stabilisation project, which could impact the suitability of a route along the river, is complete in FY25.
<ul style="list-style-type: none"> Investigate and promote low-cost, temporary initiatives or community-led projects to increase the safety and use of cycling and other modes of active transport. 	<ul style="list-style-type: none"> Low-cost, temporary initiatives or community-led projects are implemented. 	<ul style="list-style-type: none"> The Beckenham and Selwyn Innovating Streets projects, which were granted Government funding in mid-2020, are community-led, temporary initiatives that aim to make it easier and safer for people to move around. The Board appointed liaisons to the two Innovating Streets Community Focus Groups. The Board will next consider a report with the proposed initiatives in March 2021, when it will make decisions on matters it has delegation for and recommendations to the Council on other matters. The projects are scheduled to be implemented by mid-2021. The Board has been advocating for new local cycleways to connect Major Cycleways with Key Activity Centres, including connecting the existing Quarryman's Trail Major Cycleway with Barrington Mall, but there is not currently funding for the Local Cycleway programme until FY25. The Board will consider requesting that this funding is brought forward in its submission on the Long Term Plan 2021-31. The Board advocated for funding for the Selwyn Street Master Plan, which includes cycle and pedestrian safety improvements. Funding is allocated for FY27.
<ul style="list-style-type: none"> Advocate for funding in the Long Term Plan to support these measures. 	<ul style="list-style-type: none"> Securing funding through the Long Term Plan. 	<ul style="list-style-type: none"> Refer above.

Priority: Improve road safety and travel efficiency on Dyers Pass, Hackthorne and Cashmere roads, particularly at intersections.		
What the Board will do	Measures of Success	Progress to date/actions taken
<ul style="list-style-type: none"> Work with council staff to identify issues, including anti-social road behaviour, and look at options for short, medium and long-term solutions. 	<ul style="list-style-type: none"> Appropriate short-term and medium-term solutions are established. Meaningful relationships are maintained with the Police and New Zealand Transport Agency. 	<ul style="list-style-type: none"> In December 2020, construction started on the Dyers Pass Road safety improvements project to widen the road in places and install three kilometres of guardrails. Construction is expected to be complete by mid-2021. The Board has been advocating for a new pedestrian crossing across Cashmere Road near Barrington Street. Staff are developing design options to bring to the Board, but there is not currently funding for this project. The Board will consider requesting this in its submission on the Long Term Plan 2021-31. The Board has been advocating for a detailed study to be completed on options to improve traffic safety and travel efficiency within the Dyers Pass / Hackthorne / Cashmere Roads triangle, particularly at intersections, but there is not currently funding for this. The Board will consider requesting this in its submission on the Long Term Plan 2021-31.
<ul style="list-style-type: none"> Advocate to include funding for solutions into the long term plan. 	<ul style="list-style-type: none"> Funding is secured in the long term plan for long-term solutions. 	<ul style="list-style-type: none"> Refer above.

Priority: Upgrade the toilets, changing room facilities and sports storage at Hoon Hay Park.		
What the Board will do	Measures of Success	Progress to date/actions taken
<ul style="list-style-type: none"> Engage with the community to identify the requirements for improving the facility at Hoon Hay Park. 	<ul style="list-style-type: none"> The community identified the requirements for improving the facility at Hoon Hay Park. 	<ul style="list-style-type: none"> Opportunities to engage with the community and key stakeholders to identify the requirements for improving the facility at Hoon Hay Park are currently being explored.
<ul style="list-style-type: none"> Advocate for the upgrade or rebuilding being included in the long term plan if required. 	<ul style="list-style-type: none"> The upgrade or rebuild being completed. Securing funding in the long term plan. 	<ul style="list-style-type: none"> The Board has been advocating for the upgrade of the toilets, changing room facilities and sports storage at Hoon Hay Park to be prioritised within the programme budget. Funding is currently allocated for this programme starting in FY25, but prioritisation has not yet been undertaken. The Board will consider requesting that this project is prioritised in its submission on the Long Term Plan 2021-31.

Priority: Establish Hoon Hay Community Centre (90 Hoon Hay Road).		
What the Board will do	Measures of Success	Progress to date/actions taken
<ul style="list-style-type: none"> Successfully engage with the community. 	<ul style="list-style-type: none"> Engagement is undertaken with the community. 	<ul style="list-style-type: none"> Discussions are taking place with Hoon Hay Community Association on the use of facility.
<ul style="list-style-type: none"> Support increased use of the facility. 	<ul style="list-style-type: none"> Community use of the facility increasing. 	<ul style="list-style-type: none"> The Hoon Hay Community Association is preparing a Strategic Plan with a shared vision, goals, objectives and a work programme towards these, including a marketing plan and facility activation plan.
<ul style="list-style-type: none"> Investigate the viability of continued use as a community facility into the future. 	<ul style="list-style-type: none"> A business case being built for the future use of the facility. 	<ul style="list-style-type: none"> A Feasibility Study and Business Case for Hoon Hay Community Centre/Association Building, 90 Hoon Hay Road was completed in October 2020.

	<ul style="list-style-type: none">• Securing funding in the long term plan, if appropriate.• A longer-term lease being issued to the lease holder.	<ul style="list-style-type: none">• One of the recommendations was to prepare a Strategic Plan, which is underway. This needs to be completed before determining next steps and any potential funding.
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Priority: Plan for an adult playground in the Spreydon-Cashmere area.		
What the Board will do	Measures of Success	Progress to date/actions taken
<ul style="list-style-type: none">• Successfully engage with the community.	<ul style="list-style-type: none">• Engagement is undertaken with the community.	<ul style="list-style-type: none">• Board engagement with the Spreydon-Cashmere Older Adults Network and the Spreydon-Cashmere Age-Friendly Committee has indicated support for the concept of games and exercise equipment for older adults being installed in playgrounds.
<ul style="list-style-type: none">• Undertake a feasibility study and a business case, if required.	<ul style="list-style-type: none">• Completing a feasibility study and, if appropriate, build a business case for the playground.	<ul style="list-style-type: none">• In February 2021, the Board granted funding from its Discretionary Response Fund for a feasibility study, which is currently underway.
<ul style="list-style-type: none">• If viable, secure funding in the long term plan.	<ul style="list-style-type: none">• If appropriate, secure funding through the long term plan.	<ul style="list-style-type: none">• A feasibility study and business case need to be prepared before determining next steps and any potential funding.

Memos



Memorandum

Date: 26 January 2021
From: Toni Dakers, Traffic Engineer
To: Amy Hart, Community Board Advisor
Cc: Jo Wells, Manager Community Governance
Subject: **Parking on Studholme Street, Somerfield**
Reference: 21/52127

1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to a request from the Waihoru/Spreydon-Cashmere Community Board for staff to provide advice on options for preventing vehicles parking over driveways on Studholme Street in Somerfield.

2. Update

- 2.1 Background
- 2.1.1 Studholme Street is located in Somerfield, it is a Local Road providing access to Somerfield Primary School. The section of Studholme Street between Somerfield Street and Barrington Street has indented sealed parking bays. There are also marked kerbside car parks along the school frontage. South of Somerfield Street, Studholme Street has standard kerbs with well-defined driveways.
- 2.2 Parking Enforcement
- 2.2.1 Our parking enforcement team is aware of concerns with the parking behaviour on Studholme Street and have responded to parking complaints associated with school traffic in the past.
- 2.2.2 Vehicles blocking property access during school times is largely considered to be a behavioural issue and best addressed by parking enforcement. Drivers can be ticketed for parking within one metre of a driveway or blocking access.
- 2.3 Parking Limit Lines
- 2.3.1 Options such as installing parking limit lines have been considered. It is our position on these that they are not installed on either side of residential driveways on local roads where the driveway is clearly defined and there are no extenuating circumstances unique to that particular location that differentiate it from other locations in the same proximity. In these cases, it is simply an enforcement matter.
- 2.3.2 On the section of Studholme Street between Barrington Street and Somerfield Street, most of the driveways access within the sealed parking areas. In isolation this may make the adjacent driveway less conspicuous to approaching drivers looking for a park, particularly during busy periods. However, on Studholme Street this layout is consistent throughout the whole section of the street; drivers will generally be familiar with the area and the driveways themselves are clearly defined. On this basis we do not support installing further parking limit lines on Studholme Street at this time.

Memos



- 2.4 Time Restricted Parking
 - 2.4.1 Unrestricted kerbside car parks are marked on Studholme Street along the rear boundary of the school, opposite the Community Hall.
 - 2.4.2 Installing P3 time restrictions is an option to encourage higher turnover and ensure these spaces are available for school traffic during the peak times. The intention being to encourage higher turnover and potentially move some of the school traffic off other parts of the road.
 - 2.4.3 P3 restrictions generally apply between 8.15 to 9.15 am and 2.30 to 3.30 pm on School Days, outside of these times the area would be available for general unrestricted parking.
 - 2.4.4 This option will be discussed with school staff when school returns after the holiday period. Parking occupancy surveys will also need to be undertaken before confirming if this is a viable option to progress further.

3. Conclusion

- 3.1 Council's parking enforcement team is aware of concerns about parking in this location and have it on their list to monitor for enforcement when school returns. Residents are encouraged to report concerns about parking to our enforcement team via the council call centre on 941 8999.
- 3.2 The option of installing P3 time restrictions on the car parks adjacent to the school boundary will be investigated when school returns in February.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations

Memos



Memorandum

Date: 26 January 2021
From: Toni Dakers, Traffic Engineer
To: Amy Hart, Community Board Advisor
Cc: Jo Wells, Manager Community Governance
Subject: **Parking on Grove Road, Addington**
Reference: 21/18304

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide advice to the Waihoru/ Spreydon-Cashmere Community Board on the feasibility of options to improve the provision of parking for residents of Grove Road in Addington.
- 1.2 The Board is specifically seeking advice on the following four options:
 - Nearby parking options;
 - Resident parking permits;
 - Clearly delineating car parking spaces; and
 - Making certain roads one-way.
- 1.3 This memo is written in response to issues raised about parking availability by a resident of Grove Road during the public forum on 15 September 2020.

2. Update

- 2.1 Existing environment and background
 - 2.1.1 Grove Road connects between Lincoln Road and Church Square. The Little River Rail Link Major Cycle Route extends along the west side of Grove Road, providing a two-way separated cycle path adjacent to the footpath.
 - 2.1.2 Adjacent activity on Grove Road, north of Harman Street is a mix of business and commercial. There is unrestricted kerbside parking and sections of No-Stopping Restrictions in place on both sides.
 - 2.1.3 South of Harman Street, Grove Road accesses residential properties. There are 'No-Stopping' restrictions (broken yellow lines) in place on the west side adjacent to the cycle path. Parking on the east side of Grove Road within the residential area is restricted to P60 between the hours of 11am and 3pm, Monday to Friday.
 - 2.1.4 Photo 1 shows the section of Grove Road opposite Number 20, looking north towards Harman Street (and Lincoln Road).

Memos



Photo 1: Grove Road (between Harman Street and Church Square)
looking north towards Harman Street

- 2.2 Nearby parking and previous assessments
 - 2.2.1 An area wide parking assessment, including comprehensive survey and investigation of parking occupancy in Addington was undertaken in 2012/2013. This was in response to the development of the Addington area following the Canterbury earthquakes and was intended to resolve safety issues associated with on-street parking and reduce residential access issues. The plan was designed to provide businesses and residents with some short-term parking. At the time many streets were being used for all day parking by employees working in nearby businesses. As a result of this, various time restrictions were installed.
 - 2.2.2 The majority of these restrictions remain in place, however in 2016 further changes were approved as part of the Major Cycle Route project. This included the construction of the cycle path on Grove Road and the installation of P60 time restrictions on the east side of the road (south of Harman Street) to encourage higher turnover. These time restrictions apply 10am to 3pm Monday to Friday.
 - 2.2.3 There are no specific off-street public parking areas in the vicinity of Grove Road.
- 2.3 Parking management criteria
 - 2.3.1 Council's Suburban Parking Policy outlines a Christchurch-wide strategy on how to address competing demands for public space in suburban streets. The top priorities for the allocation of road space are **Safety** followed by **Movement** and **Amenity**.
 - 2.3.2 The Policy sets out a parking management criteria which can be applied to areas with a high demand for parking, such as Addington. The initial response is to apply time restrictions to sections of a street. If the occupancy of these time restricted spaces then regularly exceeds 75% at peak times, the next step is to consider extending these restrictions to all on-street parking.

Memos



- 2.3.3 To confirm actual parking availability, parking occupancy surveys need to be undertaken. Further time restrictions can be considered, however this is not something we would currently pursue without some evidence that it is what the residents are wanting. We have no recent history of recurrent complaints about the availability of time restricted car parks on Grove Road or the surrounding area to support this being a priority for further action (and funding) at this time.
- 2.3.4 However, we can monitor this over the coming months by doing spot checks of parking occupancy when in the area. If the data indicates these spaces are at the above threshold and if there is feedback from the wider community to show support, we can consider this further and undertake formal surveys at that time.
- 2.4 Residents parking permits
 - 2.4.1 The Council's Suburban Parking Policy 2017 allows for resident exemption permits to be considered where the occupancy of restricted spaces regularly exceeds 75%. This differs from the previously issued 'residents-only' parking space permits where specific parking areas were allocated to residential permit holders only.
 - 2.4.2 Council has previously consulted on proposals to issue resident exemption permits. These permits would make residents (with a paid permit) exempt from having to adhere to time restrictions in certain areas.
 - 2.4.3 Consultation was undertaken in 2018/19 for a selection of pilot sites. These included areas around the University and other residential roads with a high demand for parking such as Merivale Lane/Holmwood Road.
 - 2.4.4 There were issues identified through this process relating to difficulties with enforcement, administration and eligibility. It also opened up complications around equity- specifically how to prioritise who would be issued with a permit when demand is too high. These proposals were not widely supported through consultation and were consequently not progressed further. The issues identified through this process have not been resolved and currently there are no plans to develop further proposals for resident exemption permits.
 - 2.4.5 Other than a small number of resident exemption permits issued through the above pilot scheme, only existing 'resident only' parking space permits are recognised. These existing permits were issued a number of years ago under the Council's previous Parking Policy. They operate in a small number of areas including those with historic cottages that do not have any form of off-street parking or ability to provide any due to the age of these properties. The current parking policy allows for these existing permits to continue, but does not provide for new permits to be issued.
- 2.5 Making certain roads one-way (to increase the parking provision)
 - 2.5.1 Grove Road is only six metres wide between Harman Street and Church Square. While it is a 'two- way' road, drivers are required to give way to oncoming traffic when passing parked vehicles. This moderates speeds, discourages its use by non-local through traffic and provides connectivity for residents of this area. Converting Grove Road to one-way would not allow any further parking between Harman Street and Church Square.
 - 2.5.2 Converting roads to one-way limits accessibility and diverts traffic to other locations, therefore the flow on effects need to be evaluated thoroughly. One-way restrictions would generally only be considered if there is a safety or network capacity/connectivity reason to proceed. We would not currently support this in Addington for the purpose of parking, especially when the actual increase in the number of car parks is expected to be very minimal.

Memos



- 2.5.3 Comprehensive investigation into the feasibility of this has not been undertaken as part of this assessment.
- 2.6 Clearly delineating car parking spaces
 - 2.6.1 Marked parking bays are only generally supported in locations where there is a fee for parking, or on Arterial Roads where there is a short to medium term parking restriction. The purpose of this is to minimise the impact of vehicles entering and leaving spaces through traffic, not to achieve a particular number of parked vehicles within a certain area.
 - 2.6.2 On this basis, we would not support marked parking bays on Grove Road or the surrounding residential streets as traffic is expected to be travelling slowly and traffic volumes are relatively low (compared to busy Arterial Routes).

3. Conclusion

- 3.1 Addington is a high parking demand area with many competing demands for parking due the medium density housing and proximity to the City and Addington business areas. Existing time restrictions are intended to increase parking provision for local residents by encouraging turnover and restricting all-day commuter vehicles from occupying these spaces.
- 3.2 In accordance with Council's Suburban Parking Policy, further time restricted parking can be considered to encourage turnover and therefore increase the number of spaces available for local residents. We have no recent history of recurrent concerns about the availability of time restricted parking spaces in and around Grove Road to support this being a priority for further action (and funding) at this time. However this will be monitored over the coming months.
- 3.3 Addington is well situated to encourage alternatives to car travel with its proximity to the city centre and provision of separated cycle paths, nearby bus routes and the pedestrian network.
- 3.4 While every effort is made to maximise parking for residential traffic where practicable, parking is one of many considerations people need to take into account when buying/building /renting a property. If choosing a house with limited (or no) off-street parking there cannot be an expectation that space will always be available on-street, particularly in areas with high parking demand such as Addington.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations

Spreydon-Cashmere Community Board

January 2021

Capital Delivery Community Unit Project in the Board Area

4 Advice provided to the Community Board

Council current construction projects map

<https://ccc.govt.nz/the-council/future-projects/current-capital-works-programme-map>

Project: **Coronation Hall Project**

Project Phase: Plan / Procurement

Scope of works is being finalised in discussion with Suburbs Rugby (approved future use) to repair fire damage and return the building to a compliant state for tenancy. Any further required modifications to make the building fit for purpose will be undertaken by the tenant. Potential disposal of the building for community use will be considered in the LTP process.

The engagement of consultants is underway.

Project: **Coronation Reserve development**

Project Phase: Execute / Construction

Coronation Reserve - re-vegetation planting for hillside stabilisation and track construction.

This is a multi year funded project with the final stage of planting programmed for May 2021.

Project: **Mid Heathcote Masterplan Implementation**

Project Phase: Execute / Detailed Design

Project is to provide Restoration and protection of the sections of the Heathcote River and it's margins. The project is currently at the Detailed Design & Cost Estimating Stage. Construction is planned to commence June 2022

Project: **N1 Selwyn Street Reserve - Landscaping**

Project Phase: Execute / Detailed Design

Landscaping plan approved by Community Board May 2019. Physical works are currently on hold. Funding for this project has been reallocated to another project to replace rubbish bins in community parks.

Project: **Pioneer Pool EQ Repairs and R&R Cycle Shutdown**

Project Phase: Execute / Construction

City Care Limited was appointed as the Main Contractor. The main pool hall was closed to the public on 13 November 2020 and construction works are tracking on schedule for pools to re-open by end-May 2021.

GRAFFITI SNAPSHOT JANUARY 2021

Ward & Suburb Insights



Ward Reporting

This is an indication (compared to the previous month) of how active our citizens are. Several people may report the same "tag" so this is not the best way to determine the amount of graffiti present.

Ward	# of Tickets	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change
Banks Peninsula	35	23	12	92% ●
Burwood	163	78	85	-8% ●
Cashmere	36	17	19	-11% ●
Central	1,132	534	598	-11% ●
Coastal	478	305	173	76% ●
Fendalton	161	74	87	-15% ●
Halswell	46	33	13	154% ●
Harewood	62	16	46	-65% ●
Heathcote	132	88	44	100% ●
Hornby	48	26	22	18% ●
Innes	142	51	91	-44% ●
Linwood	167	73	94	-22% ●
Papanui	108	47	61	-23% ●
Riccarton	67	31	36	-14% ●
Spreydon	93	49	44	11% ●
Unknown	6	4	2	100% ●
Waimairi	15	6	9	-33% ●
Total	2,891	1455	1436	+1%

Ward Removal

This is an indication (compared to the previous month) of how much graffiti has been removed. This gives a better indication of the amount of graffiti present.

- Latest Month	Previous Month
M ²	M ²
140	44
203	208
47	44
1,825	1,649
931	251
176	259
189	424
58	118
248	156
70	50
198	260
317	561
130	201
71	108
189	213
35	54
4,826	4,599

Reporting Hot Spots

Streets/Locations with the most reported graffiti

Brighton	29
Colombo	26
Rawhiti Domain	24
Bealey	20
Hagley Park South	18
Oxford	18
Hawke	17
Papanui	16
Shaw	16
Shaw Avenue	16

Removal Hot Spots

Streets/Locations with the most graffiti removed (m2)

Lismore Street	288
Colombo	215
Thomson Park	191
Washington Way Reserve	130
Lincoln Road \ Bernard Street	120
Linwood Park	115
Rauora Park	111
Brighton	98
Kilmore Street \ Colombo Street	93

GRAFFITI SNAPSHOT JANUARY 2021

Further Insights

Volunteer Activity

Reports made by Graffiti Programme Volunteers

37%

551 Reports

14 Active Volunteers

Top Reporter

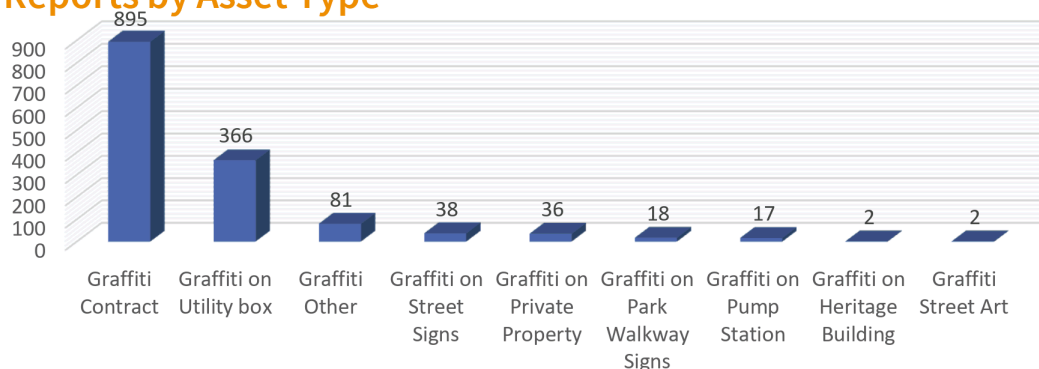
246 Joanne (Coastal Ward)

Most reported TAG

Locations and details of these TAGs are forward to the Police each month.

DOPEY intel
BADER MONG

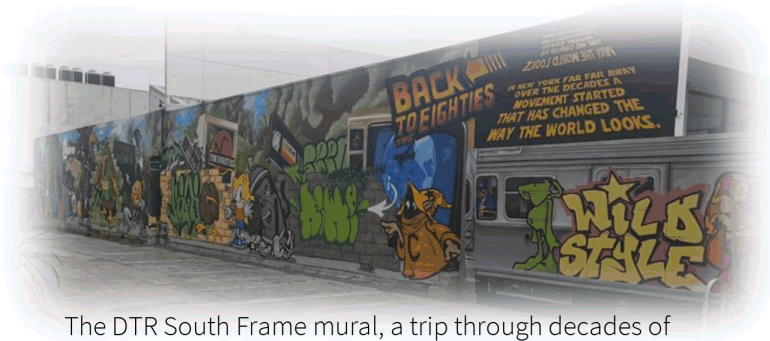
Reports by Asset Type



New Murals



Chorus Cabinet – Greg Pilbrow
Forth St



The DTR South Frame mural, a trip through decades of graffiti and pop culture history
Between Durham & Montreal

From the Police

2 proceedings

	Station	Action	Age
1	ChCh South	Formal Warning	17+
2	Papanui	Court Action	17+

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.