

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

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**Notice of Meeting:**

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

**Date:** Tuesday 1 June 2021  
**Time:** 5pm  
**Venue:** Te Pokai, Cashmere Primary School,  
135 Hackthorne Road, Cashmere

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**Membership**

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

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Jo Wells  
Manager Community Governance, Spreydon-Cashmere  
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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

<b>Resilient communities</b> 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)	<b>Liveable city</b> 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	<b>Healthy environment</b> Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	<b>Prosperous economy</b> 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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Karakia Whakamutunga

## 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 [Wednesday, 19 May 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 Cashmere Residents Emergency Support Team

Alison Murphy, Cashmere Residents Emergency Support Team (CREST), will speak about the group's recent and upcoming activities.

#### 5. Deputations by Appointment Ngā Huinga Whakaritenga

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

##### 5.1 Age Friendly Spreydon-Cashmere Committee

David Troughton, Age Friendly Spreydon-Cashmere Committee, will speak about the Correspondence – Age Friendly Spreydon-Cashmere Committee Report in this agenda.

#### 6. Presentation of Petitions Ngā Pākikitanga

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



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## Waihoru Spreydon-Cashmere Community Board OPEN MINUTES

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**Date:** Wednesday 19 May 2021  
**Time:** 8.04am  
**Venue:** Boardroom, Beckenham Service Centre,  
66 Colombo Street, Beckenham

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**Present**

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

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**Part A Matters Requiring a Council Decision**

**Part B Reports for Information**

**Part C Decisions Under Delegation**

**Karakia Timatanga:** Callum Ward

**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**

There were no apologies recorded.

**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/2021/00041**

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on Tuesday, 4 May 2021 be confirmed.

Lee Sampson/Keir Leslie

Carried

**4. Public Forum / Te Huinga Whānui**

**Part B**

**4.1 Residences Near State Highway 76**

Paul Bonini, resident, was scheduled to speak to the Board about risks to residences from vehicles on State Highway 76 (Brougham Street), but did not attend.

**4.2 Safety Issues on Rapaki Road**

Kate Hodgins and Hugh Nicholson, residents, spoke to the Board about traffic safety issues on Rapaki Road. They noted that they support the recently approved mountain bikes tracks in Montgomery Spur Reserve, but are concerned with the impact on traffic safety on Rapaki Road.

Ms Hodgins suggested some improvements to increase safety, such as: implementing limited or resident only parking, reducing the speed limit to 30km/h, prioritising cyclists and pedestrians and bringing forward funding for a cycleway on Centaurus Road. Ms Hodgins also suggested an alternative access route for cyclists to improve safety at the Centuarus Road/Rapaki Road intersection (refer to attachment).

Mr Nicholson suggested promoting alternative access points to the Rapaki Track to ease traffic congestion. He also suggested giving vehicles and cyclists exiting Rapaki Road the right of way and noted that there is no continuous footpath on Rapaki Road.

After questions from members, the Chairperson thanked Ms Hodgins and Mr Nicholson for their presentation.

#### **Part B**

The Waihoru Spreydon-Cashmere Community Board agreed to refer the issues raised in the presentation to staff for advice, including:

- Traffic safety issues on Rapaki Road
- Improving safe access between Centaurus and Rapaki Roads, including an alternative route for cyclists via Vernon Terrace
- Implementing limited or resident only parking on Rapaki Road
- Lowering the speed limit on Rapaki Road to 30km/h
- Prioritising pedestrians and cyclists according to the road user hierarchy, including building a continuous footpath on Rapaki Road
- Promoting other entry points and parking areas to access Montgomery Spur Reserve
- Bringing forward funding in the Long Term Plan for a cycleway on Centaurus Road as soon as possible.

#### **Attachments**

- A Safety Issues on Rapaki Road - Rapaki Bike Alternative

### **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. Waihoru/Spreydon-Cashmere 2020/21 Discretionary Response Fund Application: Rowley Resource Centre and Ngaio Marsh House and Heritage Trust**

#### **Officer Recommendations / Ngā Tūtohu**

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$11,734 from its 2020/21 Discretionary Response Fund to Rowley Resource Centre Incorporated towards gazebos, public address system, flag, banner, banner stand and event advisor wages.
2. Approves a grant of \$8,136 from its 2020/21 Discretionary Response Fund to Ngaio Marsh Heritage Trust towards Ngaio Marsh House insurance costs.

**Community Board Resolved SCCB/2021/00042**

**Part C**

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$11,734 from its 2020/21 Discretionary Response Fund to Rowley Resource Centre Incorporated towards gazebos, public address system, flag, banner, banner stand and event advisor wages.

Melanie Coker/Callum Ward

**Carried**

**Part C**

That the Waihoru/Spreydon-Cashmere Community Board:

2. Approves a grant of \$8,136 from its 2020/21 Discretionary Response Fund to Ngaio Marsh Heritage Trust towards Ngaio Marsh House insurance costs.

Tim Scandrett/Lee Sampson

The following amendment was moved by Karolin Potter, seconded by Callum Ward.

**Part C**

That the Waihoru/Spreydon-Cashmere Community Board:

2. Lay the report on the table until the next Board meeting.

Karolin Potter/Callum Ward

**Lost**

The following amendment was moved by Melanie Coker, seconded by Callum Ward.

**Community Board Resolved SCCB/2021/00043**

**Part C**

That the Waihoru/Spreydon-Cashmere Community Board:

2. Approves a grant of \$5,000 from its Discretionary Response Fund to Ngaio Marsh Heritage Trust towards Ngaio Marsh House insurance costs.

Melanie Coker/Callum Ward

**Carried**

The division was declared **carried** by 4 votes to 2 votes the voting being as follows:

**For:** Karolin Potter, Lee Sampson, Melanie Coker, Callum Ward

**Against:** Tim Scandrett and Keir Leslie

**Community Board Resolved SCCB/2021/00044 as the substantive motion**

**Part C**

That the Waihoru/Spreydon-Cashmere Community Board:

2. Approves a grant of \$5,000 from its Discretionary Response Fund to Ngaio Marsh Heritage Trust towards Ngaio Marsh House insurance costs.

Melanie Coker/Callum Ward

**Carried**

## **8. Waihoru/Spreydon-Cashmere 2020-21 Discretionary Response Fund Basketball Half Court**

### **Officer Recommendations / Ngā Tūtohu**

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$45,000 from its 2020-21 Discretionary Response Fund towards the Basketball Half Court project.

### **Community Board Resolved SCCB/2021/00045**

#### **Part C**

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$45,000 from its 2020-21 Discretionary Response Fund towards the Basketball Half Court project.
2. Notes that any unused funds will be returned to the Board's Discretionary Response Fund.

Karolin Potter/Lee Sampson

**Carried**

## **9. Waihoru/Spreydon-Cashmere Community Board Area Report - May 2021**

### **Community Board Resolved SCCB/2021/00046**

**(Original officer recommendation accepted without change.)**

#### **Part B**

That the Waihoru/Spreydon-Cashmere Community Board:

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

Keir Leslie/Callum Ward

**Carried**

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

#### **Part B**

Board members shared the following information:

- A Board member attended a Hoon Hay Community Association meeting.

- A Board member attended a Spreydon Neighbourhood Network meeting.
- A Board member attended a Cracroft Residents' Association meeting.
- A Board member discussed potential locations for the Opawa Farmers' Market with the organiser.
- A Board member will speak to the Board's submission on the Council's Draft Climate Change Strategy at a hearing.
- A Board member discussed how to improve the health of Cashmere Stream.

#### **10.1 Garden Removal at Social Housing Complex**

A Board member expressed concern that a garden was removed at an Addington social housing complex, which is managed by Ōtautahi Community Housing Trust.

##### **Part B**

The Waihoru/Spreydon-Cashmere Community Board agreed to write to Ōtautahi Community Housing Trust for an explanation on this matter.

**Karakia Whakamutunga:** Tim Scandrett

**Meeting concluded at 9.58am.**

**CONFIRMED THIS 1st DAY OF JUNE 2021**

**KAROLIN POTTER**  
**CHAIRPERSON**



## 7. Correspondence - Age Friendly Spreydon-Cashmere Committee

Reference Te Tohutoro: 21/657787

Report of Te Pou Matua: Amy Hart, Community Board Advisor, Amy.Hart@ccc.govt.nz

General Manager Mary Richardson, General Manager Citizens & Community,

Pouwhakarae: Mary.Richardson@ccc.govt.nz

### 1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Helene Mautner, Age Friendly Spreydon-Cashmere Committee	Request for Additional Seating

### 2. Officer Recommendations Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the Correspondence Report regarding the Age Friendly Spreydon-Cashmere Committee's request for additional seating dated 01 June 2021.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Request for Additional Seating	12
B <a href="#">↓</a>	Request for Additional Seating - Mathers Street Map	17

Age-Friendly Spreydon Cashmere Committee – Transportation Subgroup

Recommendations to the Spreydon Cashmere Community Board on seating at bus stops and rest seating.

1 June 2021

Providing and supporting healthy transportation alternatives to older adults aligns with the Age-Friendly Spreydon Cashmere principles. The Age-Friendly Spreydon Cashmere Committee is committed to identifying ways and practices to achieve this. One of our objectives is to ensure there is adequate seating at bus stops as well as suitable rest seating for older adults while walking locally, especially between homes, bus stops and local amenities. Seats at bus stops encourage bus and foot travel by older adults by providing a ‘resting place’ while either waiting for a bus or walking locally.

To achieve this, we are routinely identifying sites where seats would improve the well-being of older adults. At this time, we would like the opportunity to bring to the attention of the Spreydon Cashmere Community Board several priority sites where seats are needed, and request the Board’s support for the installation of those seats.

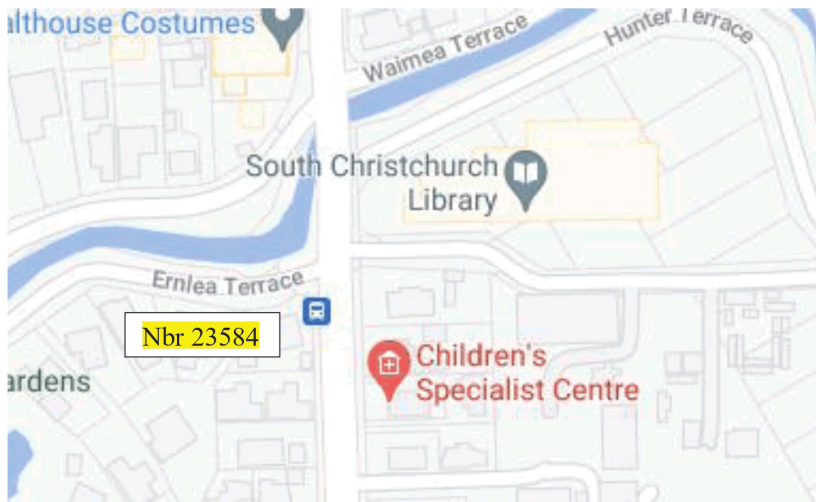
The S-F Spreydon Cashmere Committee recommends the installation of bus and rest seating on four sites.

1. Bus stop number 23584 located opposite the South Library in Beckenham on the corner of Colombo Street and Ernle Terrace.
2. Bus stop number 33025 on Mathers Road by the skateboard park by Hoon Hay Park
3. Bus stops 33311 and 33416 on Cashmere Road near Oderings Garden Centre
4. Rest Seating in a location near or about the Remuera Reserve.

Please note: bus stops without benches are highlighted in **yellow** in the attached maps.

1. Bus stop number 23584 is located opposite the South Library in Beckenham on the corner of Colombo Street and Ernle Terrace. See Attachment 1

**Attachment 1**



The S-F Spreydon Cashmere Committee recommends having a seat installed on bus stop 23584 located on Colombo St close to the Beckenham Library and Service Centre. There is a seat on the library grounds several meters from the footpath adjacent to the Council building.

The Beckenham Library has a wide customer base and as it is located on a key bus route to and from the city, seating is likely to encourage use of public transport. It is a popular destination for older adults who use library facilities including the CCC Service Centre, access to library books and other media, attending meetings and using services such as JP Services. The library also makes important up-to-date information available via free publications and pamphlets. As well, the library is a centre for social interactions with the popular café and activities such as knitting and Walk and Talk groups; all activities which go a long way to reduce social isolation.

2. Bus stop 33025 is located on Mathers Road by the skateboard park by Hoon Hay Park  
This issue was raised by the Hoon Hay Community Association. See Table 1 and Attachment 2

**Table 1**

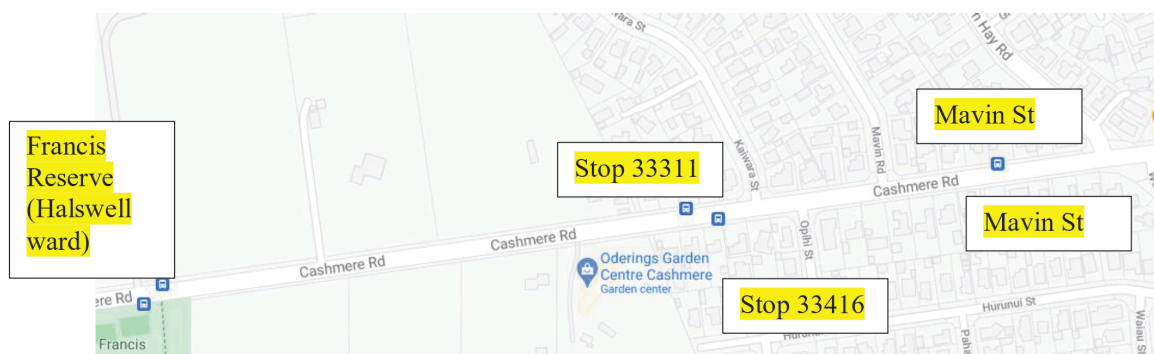
Bus Stop	Location	Seat	Shelter
<b>Inbound Buses</b>			
33025	Opposite skateboard	No	No
33143	40 Mathers Road	Yes	Yes
33115	4 Mathers Road	No	No
<b>Outbound Buses</b>			
33060	11 Mathers Road	No	No
33158	47 Mathers Road	No	No
33245	Opposite skateboard	Yes	No

**Attachment 2**

The S-F Spreydon Cashmere Committee recommends having a seat installed opposite the skateboard park by bus stop 33025. This location enables access to resident pedestrians and bus travellers from several streets leading onto Mathers Road either coming home from city destinations and carrying goods, or making their way to and from the McCarthy Street local shopping area and would well serve people living in Redgrave St, Fusilier St and Tankerville Road. Adult pedestrians from these streets would be more likely to use this side of the street to access local shops.

Hoon Hay Park, well familiar to the Spreydon Cashmere Community Board, provides healthy sporting and recreational opportunities for adults and children of all ages.

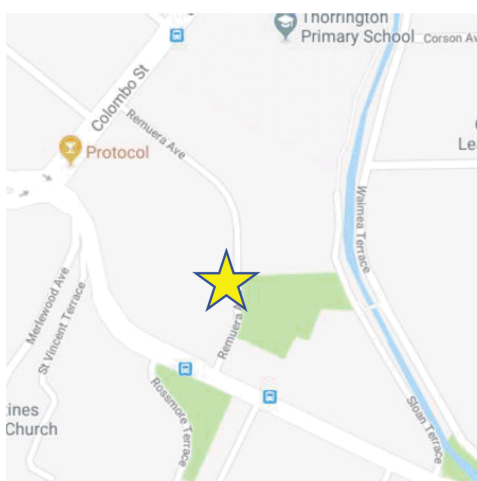
3. Bus stops 33311 and 33416 near Oderings Garden Centre, and near Mavin St on Cashmere Road.  
This issue was raised by the Older Adults Network, Spreydon Cashmere Ward. See Attachment 3  
**Attachment 3**



The S-F Spreydon Cashmere Committee recommends having seats installed by bus stops along Cashmere Road.

The bus route on Cashmere Road is a key linkage route that serves a large residential catchment with additional housing development currently underway in this area. There are no bus seats on either side of Cashmere Road at the bus stop by Francis Reserve (in the Halswell Ward) and in the bus stops 33311, 333416 and the two near Mavin St in the Cashmere Ward. The distance from Francis Reserve to Hoon Hay Road is more than 700 metres.

4. Rest Seating in a location near or about the Remuera Reserve  
This issue was raised by the Older Adults Network, Spreydon Cashmere Ward. See Attachment 4  
**Attachment 4**



In April 2019 the Spreydon-Cashmere Community Board responded to a request for seating for pedestrians accessing Thorrington shops and bus stops after the discontinuation of bus services in Bowenvale and Cashmere. Following discussions with the requesting customer, in August 2019 there was a Council staff commitment reported to the community board to site a seat in the Remuera Reserve in the 2019/20 financial year. This installation does not yet appear to have been actioned, and the committee has re-identified as a priority, to locate a seat on the park adjacent to the Remuera Ave footpath and the reserve walkway that leads to Sloan Crescent. The committee appreciates that there are several seating areas near the reserve and along Sloan Terrace beside the Opawaho/Heathcote River that serve riverside residents' access to amenities and enhance the recreational pedestrian experience.

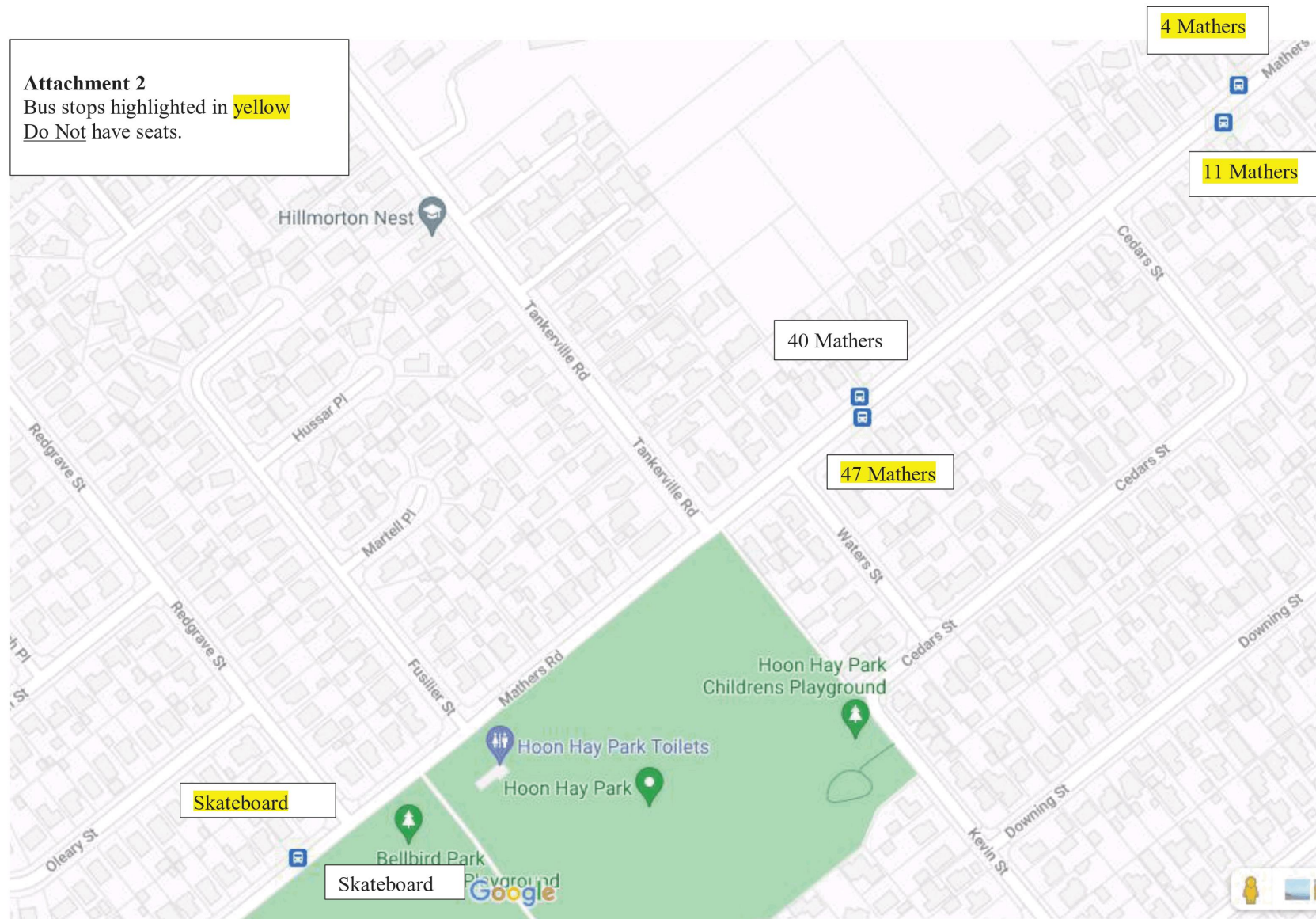
An objective of the Age-Friendly Spreydon Cashmere Committee is to achieve an environment which enables older adults to participate as fully as possible in our community. Providing appropriate rest seating will go a long way to achieving that objective.

Thank you,

Helene Mautner  
Jenny Goodman  
David Troughton  
Simon Templeton

For the Age-Friendly Spreydon Cashmere Committee, Transportation Subgroup.







## 8. Correspondence - Traffic Issues on Cobham Street

Reference / Te Tohutoro: 21/628358

Report of / Te Pou  
Matua:

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

General Manager /  
Pouwhakarae:

Mary Richardson, General Manager Citizens & Community,  
Mary.Richardson@ccc.govt.nz

### 1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Alex Worrall, resident	Traffic Issues on Cobham Street

### 2. Officer Recommendations / Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the Correspondence Report regarding traffic issues on Cobham Street dated 01 June 2021.

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Traffic Issues on Cobham Street	20

Hi,

I'd like to raise this issue with you as the first point of call.

I have been a resident of Cobham st for 5/6 years and have noticed a steady increase in traffic load in general and some horrific cases of speeding.

This street had many families with a wide demographic on it and at the lytellton st end it has the West Spreydon Baptist church where there is lots of youth groups, mums and babies, older people and disabled groups all needing to cross the road and come and go.

What I'm saying is that one day there will be a bad accident and as local councillor could you look at getting the right departments to get a traffic slowing solution or speed bumps.

And before they come back with; they can't put In speed bumps because it's a bus route. There is plenty of examples of bus friendly speed bumps. Also parking is at a premium already so chicanes would grate on the residents and are frankly a waste of money for meters lost.

Look forward to hearing back.

Regards

**Alex Worrall**

## 9. Lookaway Place - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 21/486779

Report of / Te Pou Matua: Toni Dakers, Traffic Engineer, [toni.dakers@ccc.govt.nz](mailto:toni.dakers@ccc.govt.nz)

General Manager / Carolyn Gallagher, Acting General Manager Infrastructure,

Pouwhakarae: Planning and Regulatory Services, [Carolyn.gallagher@ccc.govt.nz](mailto:Carolyn.gallagher@ccc.govt.nz)

### 1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Spreydon-Cashmere Community Board to consider options for No Stopping restrictions on Lookaway Place. This report has been written in response to a request from a member of the public for Council to consider parking restrictions to improve visibility to oncoming traffic.
- 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 reflect the assessment.
- 1.4 The recommended option is to Install No Stopping restrictions in accordance with Attachment A (Option A).

### 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 any time on the north/northeast side of Lookaway Place, commencing at a point 95 metres east of its intersection with Woodlau Rise, and extending in a southeast direction for a distance of 21 metres, in accordance with that shown on the plan provided as **Attachment A** to this report ('Option A: Proposed No Stopping Restrictions', Plan TG139123, dated 28/04/2021).
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 on Lookaway Place due to restricted visibility caused by on street parking on the bend towards the eastern end of the cul-de-sac. Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines to oncoming traffic.
- 3.2 Lookaway Place is a residential cul-de-sac which accesses from Woodlau Rise. It extends uphill to the east-northeast and accesses around 39 properties. A number of these properties also have access to Woodlau Rise via a private right of way at the southern end.
- 3.3 All Lookaway Place properties have off street parking available.
- 3.4 A footpath is installed on the southern side only. This extends the full length of Lookaway Place terminating at the northern boundary of Number 12 Lookaway Place.

- 3.5 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.6 It is recommended to install No Stopping restrictions in accordance with Option A (Attachment A).
- 3.7 The recommended Option A will result in the removal of three kerbside parking spaces.

#### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 **Maintain the status quo – Do not install any parking restrictions.**
  - 4.1.1 The advantages of this option include that it retains up to three kerbside parking spaces compared to the recommended Option A;
  - 4.1.2 The disadvantages of the option include that it does not address community concern about limited visibility in this location.
- 4.2 **Option B (as per Attachment B): Implement parking restrictions on the north side (between No. 11 to 17).** This option was intended to ensure uphill vehicles travel further to the left, thereby allowing separation to downhill traffic.
  - 4.2.1 This option is a variation of the recommended Option A, however it also restricts parking on the lower curve, the reason this Option hasn't progressed as the recommended option is discussed further in item 5.7.4 below.
  - 4.2.2 This option was largely proposed as there is no footpath on this side of the road. There are also more driveways so the overall loss of parking is minimised.
  - 4.2.3 This options would result in the loss of around five parking spaces.
- 4.3 **Option C (as per Attachment C): Implement parking restrictions on the south side along the frontage of No. 6:**
  - 4.3.1 This option was proposed as it would provide the biggest improvement to visibility by restricting parking on the inside of the curve;
  - 4.3.2 The main disadvantage of this option is that it would prevent drivers from parking along the kerb adjacent to the footpath. The alternative parking locations on the opposite side of the road do not have an adjoining footpath.
  - 4.3.3 This option results in the loss of around six parking spaces.

#### 5. Detail / Te Whakamahuki

- 5.1 Visibility can be limited by parked vehicles on Lookaway Place. There is a moderate parking demand in the area due to residential activity.
- 5.2 There have been no reported crashes on Lookaway Place in last five years.
- 5.3 Approval is required by the Waihoru/Spreydon-Cashmere Community Board.
- 5.4 If approved, the recommendations could be implemented within the current financial year or early next financial year.

##### Community Views and Preferences

- 5.5 All Lookaway Place property owners and residents were consulted by letter on two Proposed Options for No Stopping restrictions on Lookaway Place - Options B and C (included as Attachments B and C of this report) as described in items 4.2 and 4.3 of this report.
- 5.6 A total of 10 submissions were received, two were opposed to any parking restrictions on Lookaway Place and eight were in support of at least one of the proposed Options. Of those in



support, five specified support for Option B and two supported Option C (note these options were titled Option 1 and Option 2 respectively in the consultation documentation). One submitter was in support of No Stopping restrictions but did not have a preference for either option.

5.7 The main points raised through consultation are summarised below:

- 5.7.1 One of the comments received through a number of submissions was that there are other more critical locations for No Stopping Lines to be installed, such as along Woodlawn Rise and that this location should not be a priority compared to other sites. This is a fair comment however it is exactly locations such as Lookaway Place where No Stopping restrictions are most appropriate. We do not install No Stopping restrictions on all curves or at all intersections as often it is clear to drivers that it is unsafe to park in these locations and therefore on-street parking is not generating a safety concern that needs to be addressed in this manner.
- 5.7.2 We consider requests for new No Stopping restrictions on a case by case basis where residents have raised a concern or where there is a safety issue identified through other means, such as there being a history or pattern of reported crashes. In all cases the proposal is considered in the context of surrounding road environment.
- 5.7.3 A number of submissions mentioned that the majority of parking on Lookaway Place was associated with a particular property whose residents moved out shortly before consultation commenced. Parking demand is therefore not as high as originally observed. There was still support for parking restrictions in this location and the revised plan has tried to address this while also considering the change in parking volume/behaviour and feedback from other submissions.
- 5.7.4 There was opposition to parking restrictions outside 11 Lookaway Place, as shown on Option B. Residents in this vicinity were opposed to these restrictions as they periodically require parking in this location to access their properties. In response to this feedback and due to the lower overall parking demand on Lookaway Place as described in 5.7.3 above, the proposal has been amended to remove parking in this location. This will also continue to moderate speed by requiring drivers to slow before commencing uphill.

5.8 The Team Leader Parking Compliance supports the preferred option.

5.9 The do nothing option is inconsistent with community requests for actions to improve visibility along Lookaway Place.

## 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 is principally intended to improve safety for through traffic, however the proposal has considered pedestrians when recommending Option A which will retain kerbside parking adjacent to the existing footpath.

## 7. Resource Implications / Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – Approximately \$54 for new line marking and \$750 for investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs – approximately \$54 per annum for line marking renewal.
- 7.3 Funding Source – Traffic Operations Traffic Signs and Markings budget.

### Other

- 7.4 None identified.

## 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 Hīraunga Tūraru

- 9.1 None identified.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Option A: Lookaway Place-Proposed No Stopping Restrictions	26
B <a href="#">↓</a>	Option B: Lookaway Place-Proposed No Stopping Restrictions	27
C <a href="#">↓</a>	Option C: Lookaway Place-Proposed No Stopping Restrictions	28

## 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:

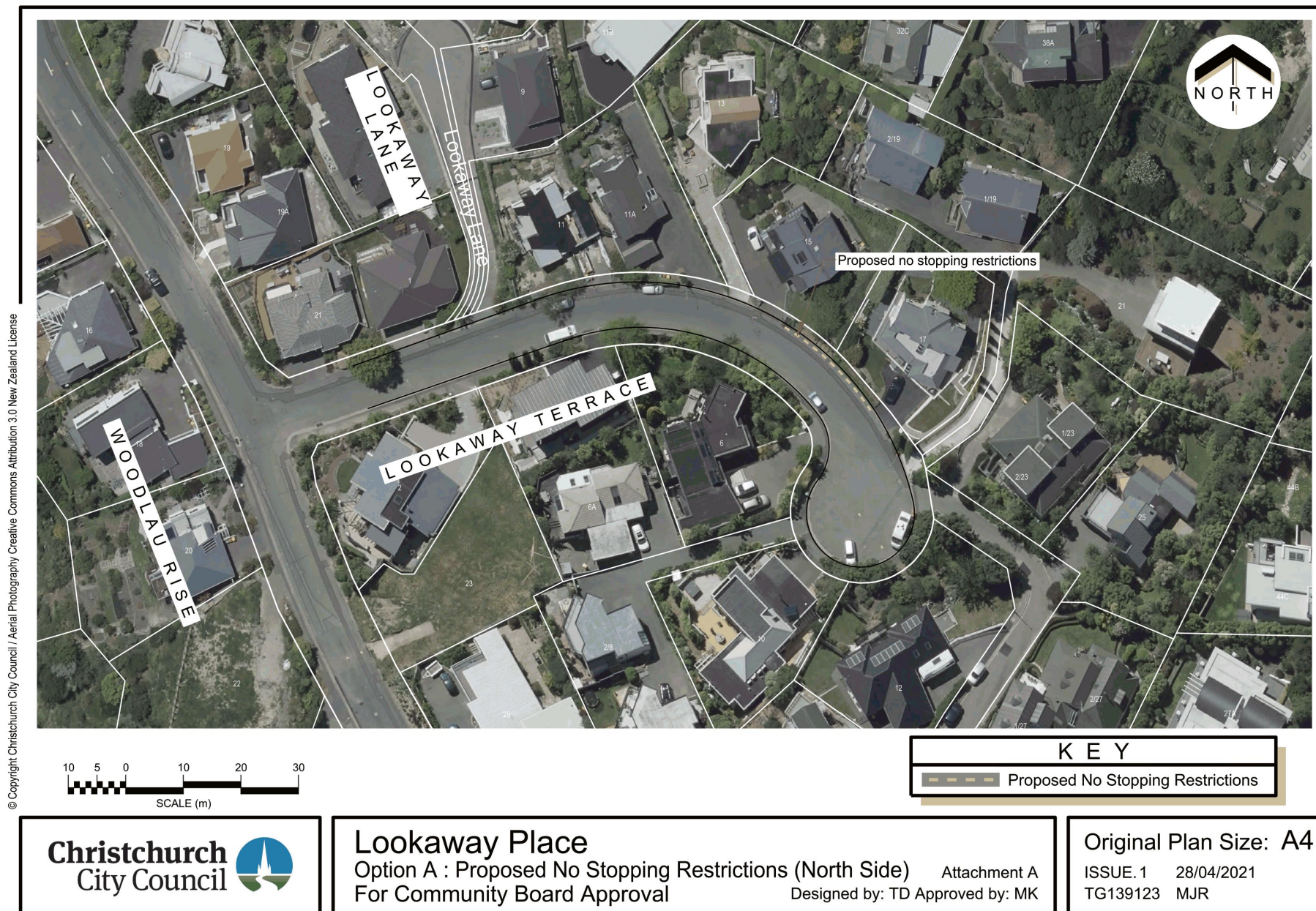
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

<b>Author</b>	Toni Dakers - Traffic Engineer
<b>Approved By</b>	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Acting Head of Transport







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Christchurch  
City Council

### Lookaway Place

Option B : Proposed No Stopping Restrictions (North Side) Attachment B  
For Community Board Approval Designed by: TD Approved by: MK

Original Plan Size: A4

ISSUE.1 28/04/2021  
TG139123 MJR



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Christchurch  
City Council

### Lookaway Place

Option C : Proposed No Stopping Restrictions (South Side)  
For Community Board Approval

Attachment C  
Designed by: TD Approved by:MK

Original Plan Size: A4

ISSUE.1 28/04/2021  
TG139123 MJR



## 10. Innovating Streets - Beckenham Loop - Slow Traffic Neighbourhood Improvements

Reference / Te Tohutoro: 21/539804

Report of / Te Pou Clare Piper, Senior Planner/Project Coordinator Streets for People  
Matua: clare.piper@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting GM – Infrastructure, Planning and  
Pouwhakarae: Regulatory Services.

### 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 the consultation feedback and views on the various interventions within the Beckenham Loop area (shown in **Attachments A - D**), and to make a recommendation to Council for those interventions requiring Council approval.
- 1.2 The Innovating Streets for People Beckenham Neighbourhood Slow Traffic project involves a set of temporary design interventions, which seek to make the area safer and more people-friendly. This report is staff generated and has been written to support the successful, and lawful, implementation of the interventions.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the safety and amenity benefits to all users.
- 1.4 The early community engagement conducted by the Better Beckenham Community Project Team provided the recommendation for council to consider a range of issues, such as reducing the speed within the Beckenham Loop area and improved pedestrian crossing points. Subsequent Council traffic engineering investigation into the proposals occurred, and was supportive of the interventions proposed.
- 1.5 The community engagement and consultation outlined in this report reflects the community desire for a safer neighbourhood environment for all users.

### 2. Officer Recommendations / Ngā Tūtohu

#### Part A

That the Waihoru/ Spreydon-Cashmere Community Board recommends to the Council that it:

1. Revokes the existing permanent speed limit of 50 kilometres per hour on Beckenham Street (entire length).
2. Revokes the existing permanent speed limit of 50 kilometres per hour on Norwood Street (entire length).
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Eastern Terrace commencing at its intersection with Tennyson Street and extending in a southerly direction to its intersection with Birdwood Avenue.
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Birdwood Avenue (entire length).

5. Revokes the existing permanent speed limit of 50 kilometres per hour on Waimea Terrace (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Fisher Avenue (entire length).
7. Revokes the existing permanent speed limit of 50 kilometres per hour on Tuscany Place (entire length).
8. Revokes the existing permanent speed limit of 50 kilometres per hour on Sandwich Road (entire length).
9. Revokes the existing permanent speed limit of 50 kilometres per hour on Martin Avenue (entire length).
10. Revokes the existing permanent speed limit of 50 kilometres per hour on Malcolm Avenue commencing at its intersection with Waimea Terrace and extending in an easterly direction to its intersection with Eastern Terrace.
11. Revokes the existing permanent speed limit of 50 kilometres per hour on Corson Avenue (entire length).
12. Revokes the existing permanent speed limit of 50 kilometres per hour on Riverview Street (entire length). Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Beckenham Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
13. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Norwood Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
14. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Eastern Terrace commencing at its intersection with Tennyson Street and extending in a southerly direction to its intersection with Birdwood Avenue be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
15. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Birdwood Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
16. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Waimea Terrace (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
17. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Fisher Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.

18. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Tuscany Place (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
19. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Sandwich Road (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
20. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Martin Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
21. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Malcolm Avenue commencing at its intersection with Waimea Terrace and extending in an easterly direction to its intersection with Eastern Terrace be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
22. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Corson Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
23. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Riverview Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.

### Part C

That the Waihoru/ Spreydon-Cashmere Community Board:

#### Beckenham Street

24. Approves the scheme design for Beckenham Street between Fisher Avenue and Tennyson Street as shown on the drawing TP357901 Issue 1, dated 26/05/2021, including all road markings, delineators, signage, kerb alignment and road surface treatments and attached to this report as **Attachment B**.
25. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Beckenham Street, commencing at a point 113 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 17 metres as detailed in the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment B**.
26. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Beckenham Street, commencing at a point 116 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 23 metres as detailed in the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment B**.

27. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of three minutes on the west side of Beckenham Street, commencing at a point 139 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 17 metres. This restriction is to apply 8:15am to 9:15 am, and 2:30pm to 3:30pm on school days only as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment B**.

#### **Colombo Street/ Fisher Avenue Intersection**

28. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue, commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of ten metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment C**.
29. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of ten minutes on the north side of Fisher Avenue, commencing at a point ten metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 26 metres. This restriction is to apply Monday to Friday, 8:00am to 6:00pm as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment C**.

#### **Fisher Avenue/ Norwood Street Intersection**

30. Approves the scheme design for Fisher Avenue and Norwood Street intersection as shown on the drawing TP357901 Issue 1, dated 26/05/2021, including all road markings and signage and attached to this report as **Attachment D**.
31. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 26 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
32. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a southerly direction for a distance of 17 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
33. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 18 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
34. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a southerly direction for a distance of 27 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
35. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in

an easterly direction for a distance of 17 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.

36. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in an easterly direction for a distance of 17 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
37. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in a westerly direction for a distance of 13 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
38. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in a westerly direction for a distance of 14 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
39. Revokes 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 recommendations 24-38 above.
40. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

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

- 3.1 The Innovating Streets for People (ISFP) Beckenham Neighbourhood Slow Traffic project has been approved for 90% funding assistance by Waka Kotahi – NZ Transport Agency. The recommendations within this report support the successful, and lawful, implementation of the Beckenham Neighbourhood Slow Traffic project.
- 3.2 The preferred option is to make the changes as outlined in the staff recommendations in this report for the following reasons:
  - Aligns with the objectives of the NZTA Speed Management Guide 2016
  - Better aligns the posted speed limit with the actual operating speeds.
  - Supports safety improvements for all users.

### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Various alternative options have been considered during the engagement process with the community and immediately affected parties. However, the recommendations within this report reflect those which provide greater safety of users.

### 5. Detail / Te Whakamahuki

#### Background

- 5.1 This project has been made possible through the successful funding application to the Waka Kotahi – NZ Transport Agency's Innovating Streets for People – Pilot Fund. The purpose of this

funding is to assist councils to create more people-friendly spaces in cities, and pilot new, safer and easier ways for people to move around and access places and spaces using tactical urbanism and place making approaches.

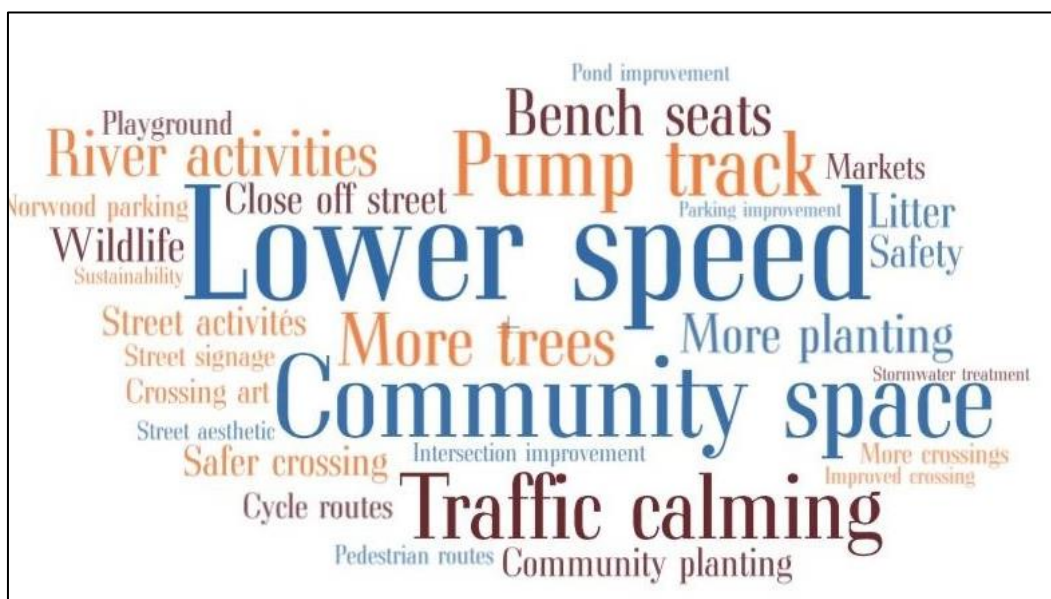
- 5.2 The Beckenham Neighbourhood Slow Traffic project was awarded this funding in June 2020 (Round 1), and is to be delivered by June 2021. This project provides for the trialling of a low speed environment through design solutions that seek to reduce the operating speeds, and creating visual amenity improvements to support improved perception of safety of users throughout the Beckenham Loop area.
- 5.3 The Beckenham Loop is bounded by Tennyson Street, Eastern Terrace, Palatine Terrace, Waimea Terrace, and Colombo Street.
- 5.4 There are three main components to this project:
- Speed limit reduction within the Beckenham Loop: 50 km/h to 40 km/h (**Attachment A**)
  - Pedestrian crossing improvements:
    - Beckenham Street: Mid-block pedestrian courtesy crossing (**Attachment B**)
    - Norwood Street/Fisher Avenue intersection: Intersection build out areas (**Attachment D**).
  - One additional P10 parking space in Fisher Avenue (near Colombo Street) (**Attachment C**).

5.5 **Speed Limit Reduction: Beckenham Loop**

*Background:*

- 5.5.1 Early engagement with the local community was conducted by the Better Beckenham Project Team, which included two events held at the Beckenham Primary School in September 2020. The main themes of improvement sought were then developed into a word cloud.
- 5.5.2 Lower speed was one of the most commonly mentioned issues that the community wanted to improve in the Beckenham Loop area.





5.5.3 A review of the area was conducted, including a review of traffic count data, which supported a reduction in speed in the area from 50 km/h to 40 km/h. The location of the proposed speed limit reduction is shown in **Attachment A**.

#### 5.5.4 **Community Views and Preferences**

- Consultation on the Beckenham Loop area speed limit review was open from 22 February to 22 March 2021.
- We hand delivered a flyer to 985 residents and businesses in the area.
- We supplied Christchurch South Library and service centre with copies of the engagement flyer, and had a Have Your Say consultation page.
- There was one post on Beckenham neighbourhood community group Facebook page, and this generated 101 views on our Have Your Say page.
- As speed limits are a safety initiative, we asked for people's comments on the proposal, rather than if they supported or did not support the plans.

#### 5.5.5 **Submissions**

- We received 157 submissions from the Have your Say page, emails and phone calls.
- We heard from two organisations – Royal School of Church Music and the Beckenham Neighbourhood Association.
- Below is the total number of submissions and common themes:

Support	118
Do not support	26
Lower speed to 30km/h	40
Extend the lower speed to Tennyson	9
Traffic calming	8
Extend the reduced speed area	6
Safer crossings on Tennyson	3
More policing of the speed	3
Pedestrian crossing on Birdwood	2
30km/h on Waimea only	2

- People that supported the reduction in speed

Supported reduction but wanted 30km/h	70
Wanted 30km/h only	40
Support 40km/h	88

## Pedestrian crossing improvements

### 5.6 Beckenham Street - Pedestrian courtesy crossing

*Background:*

5.6.1 Beckenham Street is a 14-metre wide street with deep dish channels. A street renewal project was planned in 2010; however, due to the Canterbury Earthquakes, this project was not progressed. The street renewal plan did provide for a courtesy crossing point near the St. Peters Primary School entry located at a point mid-block along Beckenham Street.



*Photo showing existing environment of Beckenham Street, facing north.*

5.6.2 This proposal is for a temporary pedestrian courtesy crossing to be located on Beckenham Street, near the entry to St. Peters Primary School. Plans shown in **Attachment B** to this report show the location, and the road marking and parking changes sought.



*Artist's impression of proposed temporary pedestrian courtesy crossing*



### 5.6.3 **Community Views and Preferences**

- Council staff visited those properties immediately affected by this proposal on Wednesday 7 April 2021 to provide an opportunity to review the concept and provide initial feedback. Two residents made further contact with Council staff to review the location and impact of the crossing. As a result of these discussions, changes were made to the location and additional parking restrictions were supported by staff prior to public consultation.
- Consultation on the pedestrian crossing was open from 10 May to 24 May 2021.
- We hand delivered an engagement flyer to the immediately affected residents on 10 May 2021.

### 5.6.4 **Submissions:**

- One written submission was received, which raised concerns in relation to the temporary versus permanent nature of the courtesy crossing, and requested that Council undertake a full feasibility study of this proposal. Other concerns raised were in relation to parking availability, and parking manoeuvres, particularly at school drop off and pick up times.

## 5.7 **Norwood Street/Fisher Avenue - Intersection build out**

### *Background*

5.7.1 Norwood Street is an existing grass verged, tree-lined street. The intersection with Fisher Avenue has been widened and asphalted near the intersection area. The community has let us know that this asphalted space usually has cars parked there, which decreases visibility of on-coming traffic. If a car is parked in this area, those cars exiting from Fisher Avenue have to 'creep out' over the stop line, which is unsafe for users, including those pedestrians crossing Norwood Street.



*Photo above showing Norwood Street intersection with Fisher Avenue, looking south.*

- 5.7.2 The temporary proposal for this intersection is to create a build out area that restricts cars from parking within the intersection asphalt area and narrows the pedestrian crossing space on Norwood Street. Plans shown in **Attachment D** to this report show the location, and the road marking and parking changes sought.



*Artist's impression of proposed design intervention*

#### 5.7.3 **Community Views and Preferences**

- The Better Beckenham Project Team initially contacted those in the vicinity of the intersection in February 2021 to seek their support for this concept. Of those four residents approached, initial feedback was supportive.
- Consultation on the pedestrian crossing was open from 10 May to 24 May 2021.
- We hand delivered an engagement flyer to the immediately affected residents on 10 May 2021.

#### 5.7.4 **Submissions**

- One written submission was received in relation to this proposal, which was generally in support. However, the submitter did raise concerns in relation to pedestrian safety being worsened, and would like to see a continuation of the grass verge, rather than planter boxes and seating, or other obstructions. The submitter is also concerned about encouraging gathering of people at this location, as it is right outside their bedroom.

### 5.8 **Additional P10 parking space - Fisher Avenue, near Colombo St**

#### *Background*

- 5.8.1 During the early Beckenham Loop community events, the Better Beckenham Project Team identified a concern with the P10 on-street parking restrictions on Fisher Avenue, near Colombo Street. A request was made to support the extension of the P10 parking space to have one additional space. Plans shown in **Attachment C** to this report show the location, and the road marking and parking changes.

#### 5.8.2 **Community Views and Preferences, and Submissions.**

- Council staff visited the florist business (Central City Flowers), and adjacent residents in the area on Tuesday 4 May 2021.

- The florist was supportive of the proposed changes.
- The adjacent resident was provided information to contact Council, and no submission has been received.

5.9 The decision affects the following wards/Community Board areas:

5.9.1 Cashmere Ward

5.9.2 Waihoru/Spreydon-Cashmere Community Board

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

### Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The Innovating Streets for People Beckenham Neighbourhood Slow Traffic project supports the Council's Strategic Priority of enabling active and connected communities to own their future.
- 6.2 It also aligns with the Council's Community Outcomes of a Liveable City and Resilient Communities, which provides for a well-connected and accessible city promoting active and public transport modes, and safe and healthy communities.
- 6.3 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 \(2018 - 2028\)](#)
- 6.3.1 Activity: Active Travel
- Level of Service: 16.0.10 Improve the perception that Christchurch is a walking friendly city. - >=85%

### Policy Consistency / Te Whai Kaupapa here

- 6.4 The decision is consistent with Council's Plans and Policies. This project aligns with:
- 6.4.1 The Council's Traffic and Parking Bylaw, which enables the Council to resolve decisions related to parking and the control of traffic, including parking restrictions.

### Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.5 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

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

### Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 This proposal will result in vehicles travelling at reduced speeds, which will provide a safer and more accessible environment for all road users, including pedestrians and cyclists.

## 7. Resource Implications / Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – total \$83,600, comprising of;
- 7.1.1 Speed limit reduction: \$37,600 for poles, signs and red road marking paint.
- 7.1.2 Beckenham Street pedestrian courtesy crossing: \$15,000 for road marking paint, signs, tactile pavers, decals in build out area, and colour designed flexi-posts.

- 7.1.3 Norwood Street/ Fisher Avenue intersection build out: \$28,000 for road marking, tactile pavers, reflectors, planters and landscaping within build out area.
- 7.1.4 Additional P10 in Fisher Avenue: \$3,000 for signs and road marking.
- 7.2 Maintenance/Ongoing costs – covered within the existing maintenance budget.
- 7.3 Funding Source - Waka Kotahi has approved funding assistance of 90% of the application cost estimate for project implementation, with Council funding 10% of the project from within the Transport programme.

## 8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Speed Limits must be set in accordance with the Land Transport Rule: Setting of Speed Limits 2017.
- 8.2 The Council has the authority to make the decision included in the recommendations of this report in relation to the speed limit change.
- 8.3 Clause 27 (Part 4) of the Christchurch City Council Traffic & Parking Bylaw 2017 provides Council with the authority to set speed limits by resolution.

### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.4 There is no legal context, issue or implication relevant to this decision
- 8.5 This report has not been reviewed and approved by the Legal Services Unit

## 9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 The key risk associated with this project is public and/or political rejection of a tactical urbanism approach to trialling and testing low cost, temporary measures for intersection designs. To mitigate this risk, a monitoring and evaluation plan has been prepared for implementation to measure the success or otherwise of the temporary measures. It is also considered that the community engagement and fronting of this project by the Better Beckenham Project Team will assist with mitigation of this risk.
- 9.2 The concept design has been assessed by an independent road safety audit team, as well as being reviewed by the Waka Kotahi – NZ Transport Agency Innovating Streets team.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Attachment A - Innovating Street- Beckenham - 40kph speed limit plan For Board Approval TP357901 - 2021-05-26	42
B <a href="#">↓</a>	Attachment B - Innovating Street - Beckenham - Beckenham Street - For Board Approval TP357901 - 2021-05-26	43
C <a href="#">↓</a>	Attachment C - Innovating Street - Beckenham - Colombo Fisher For Board Approval TP357901-2021-05-26	44
D <a href="#">↓</a>	Attachment D - Innovating Street - Beckenham - Fisher Norwood For Board Approval TP357901-2021-05-26	45

Additional background information may be noted in the below table:

Document Name	Location / File Link

## 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:

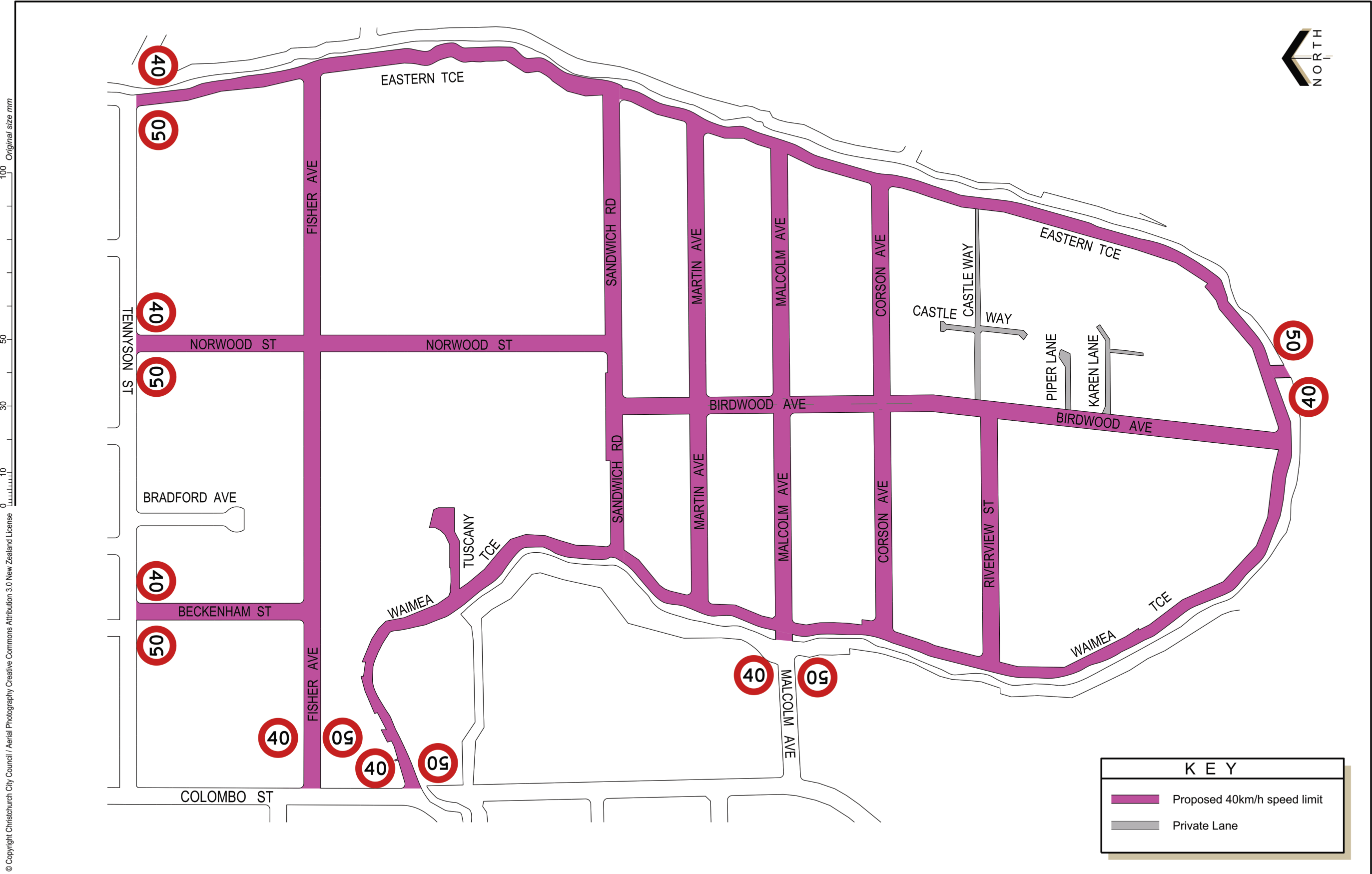
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

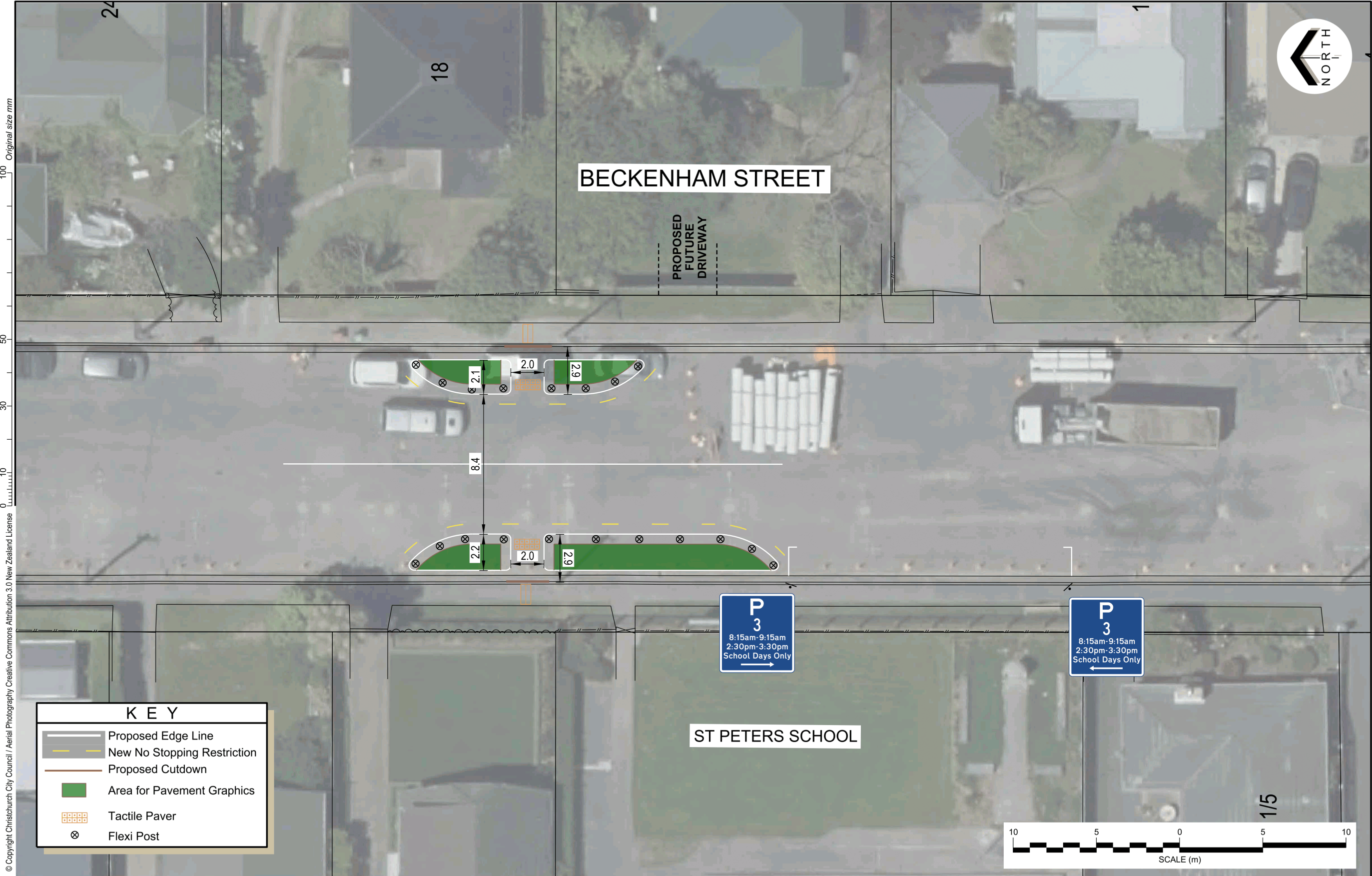
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories / Ngā Kaiwaitohu

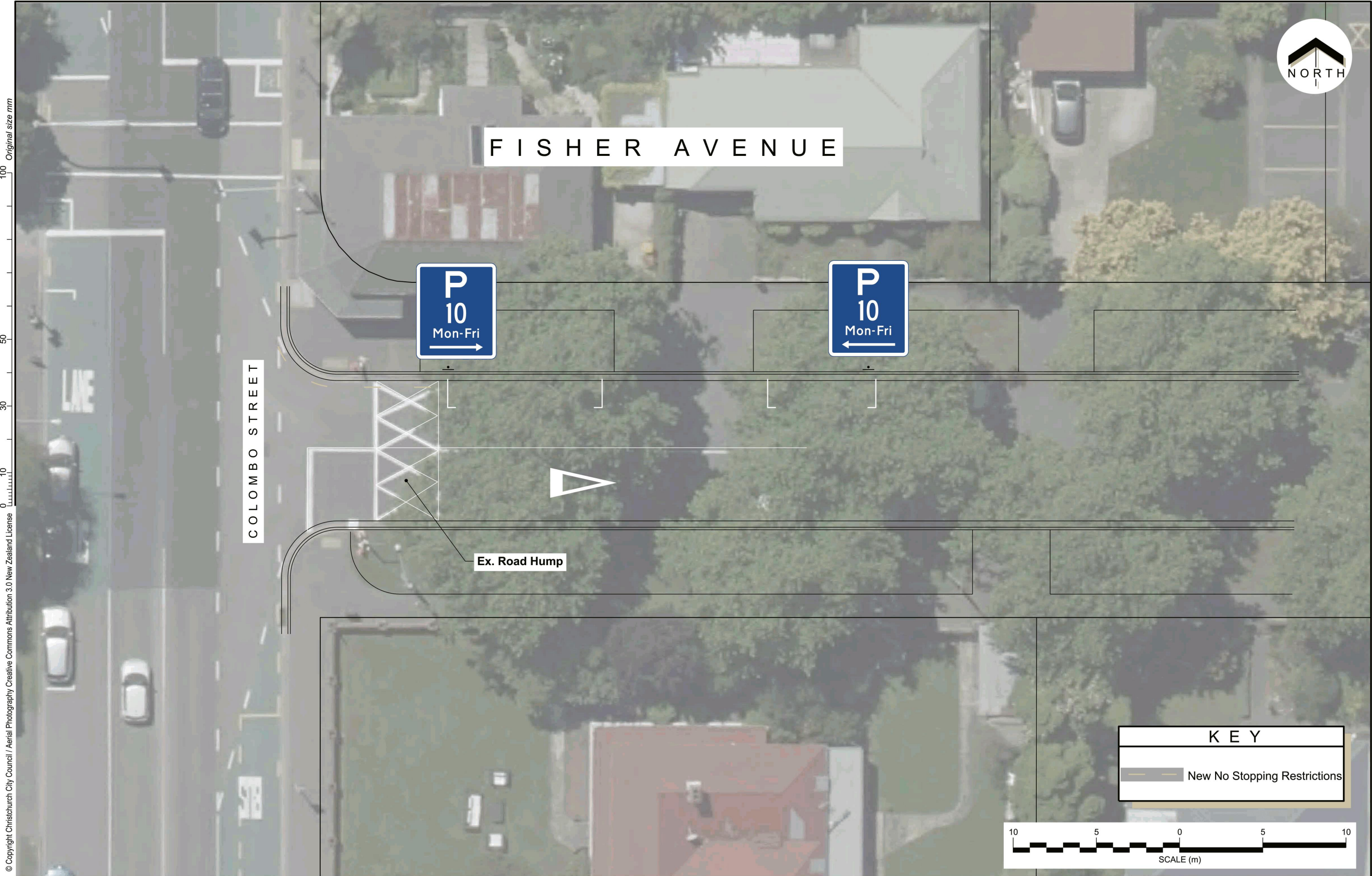
<b>Authors</b>	Clare Piper - Senior Planner - Innovating Streets Kirsty Mahoney - Project Manager
<b>Approved By</b>	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Acting Head of Transport Carolyn Gallagher - Acting General Manager Infrastructure Planning & Regulatory Services



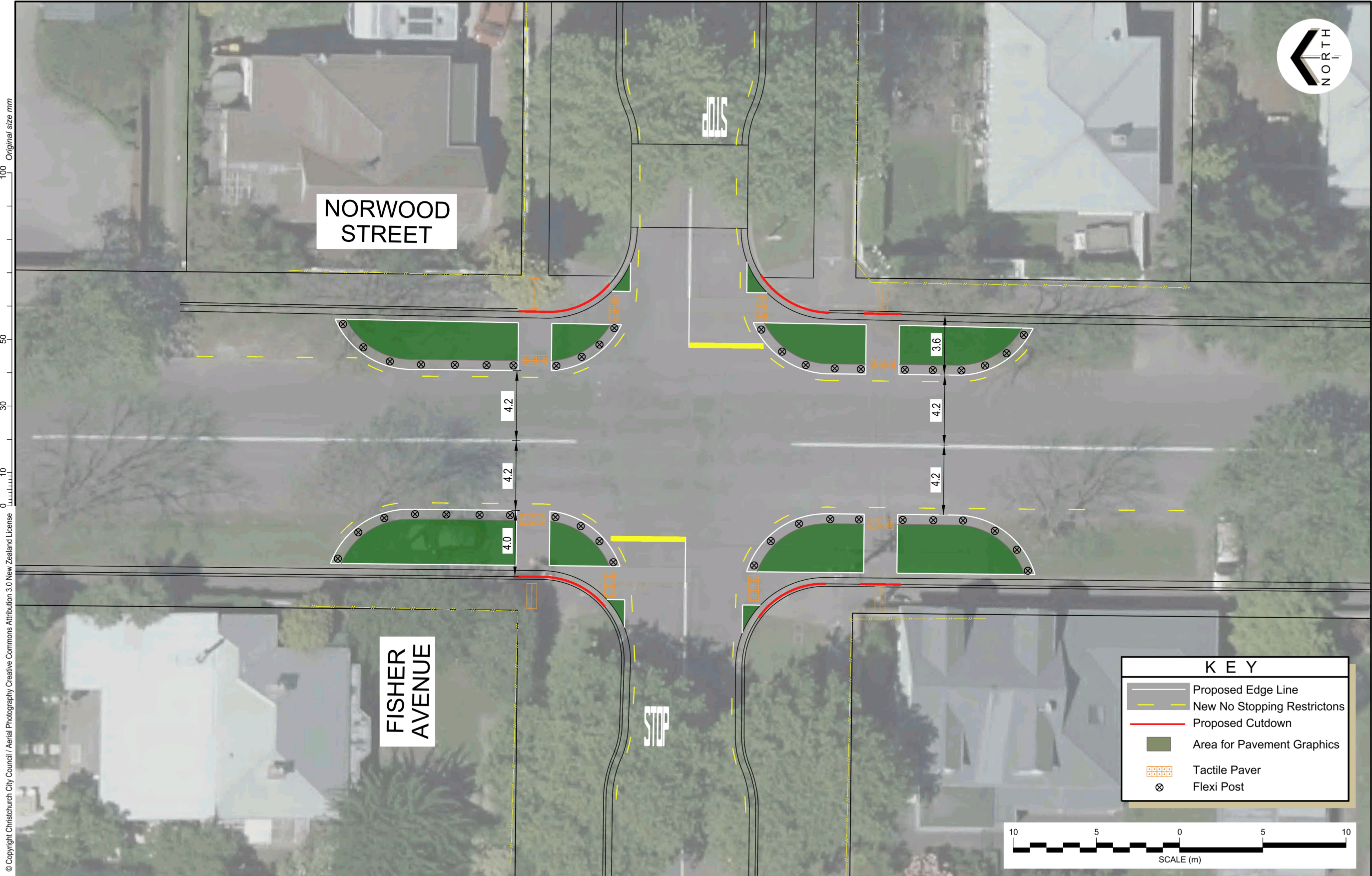














## 11. Innovating Streets - Selwyn Street - Safer Routes to School Improvements (Brougham Street to Somerfield Street)

Reference / Te Tohutoro: 21/540345

Report of / Te Pou  
Matua: Clare Piper, Senior Planner/Innovating Streets Project Coordinator  
clare.piper@ccc.govt.nz

General Manager /  
Pouwhakarae: Carolyn Gallagher, Acting GM – Infrastructure, Planning and  
Regulatory Services.

### 1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval from the Waihoru/Spreydon-Cashmere Community Board for the scheme plan shown in **Attachments A and B** to this report, which includes changes to traffic controls, parking and stopping restrictions, and to recommend to Council to approve the reduction in the posted speed limit from 50km/h to 40km/h as shown in the plans at Attachment A.
- 1.2 These changes are related to the Innovating Streets for People - Selwyn Street Safer Routes to Schools project and is part of a wider set of interventions, which seeks to make the area safer and more people-friendly. This report is staff generated and has been written to support the successful, and lawful, implementation of the project.
- 1.3 The purpose of the Waka Kotahi – NZ Transport Agency's Innovating Streets for People - Pilot Fund is to trial approaches to projects that are lighter, quicker and cheaper to implement than normal transport projects. It is action of the trial and testing of the agile and temporary interventions, along with continuous evaluation, monitoring and adaptation through the lifecycle of the project, which supports the on-going and interactive engagement process of this project.
- 1.4 The decisions in this report are of low significance in relation to the Council's Significance and Engagement Policy. The level of significance was determined through a review of the low risks and positive impacts of the project.
- 1.5 Early engagement with the schools and residents' associations in the area provided the recommendation for Council to consider ways to make it safer for students walking, cycling and scootering to school, such as improved pedestrian crossing points. Subsequent Council traffic engineering investigation into the proposals put forward by the students in the area occurred, and was supportive of the interventions proposed.
- 1.6 The community engagement and consultation conducted by Council, and outlined within this report, reflects the community desire for safer pedestrian crossing points.

### 2. Officer Recommendations / Ngā Tūtohu

#### Part A

That the Waihoru/ Spreydon-Cashmere Community Board recommends to the Council that it:

1. Revokes the existing permanent speed limit of 50 kilometres per hour on Selwyn Street commencing at its intersection with Brougham Street and extending in a southerly direction to its intersection with Coronation Street.



2. Revokes the existing permanent speed limit of 50 kilometres per hour on Selwyn Street commencing at its intersection with Coronation Street and extending in a southerly direction for a distance of 40 metres.
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Somerset Crescent (entire length).
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Wilard Street (entire length).
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Rosewarne Street (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Coronation Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 59 metres.
7. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Selwyn Street commencing at its intersection with Brougham Street and extending in a southerly direction to its intersection with Coronation Street be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
8. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Selwyn Street commencing at its intersection with Coronation Street and extending in a southerly direction for a distance of 40 metres be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
9. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Somerset Crescent (entire length) be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
10. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Wilard Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
11. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Rosewarne Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
12. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Coronation Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 59 metres be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
13. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south-eastbound cycles, be established on the northeast side of Selwyn Street, commencing at a point 23 metres northwest of its intersection with Milton Street and extending in a south-easterly direction to its intersection with Milton Street, as detailed on drawing TP358001\_ Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

14. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south-eastbound cycles, be established on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of ten metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
15. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north-westbound cycles, be established on the southwest side of Selwyn Street, commencing at a point 22 metres southeast of its intersection with Milton Street and extending in a north-westerly direction for a distance of 22 metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
16. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north-westbound cycles, be established on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 22 metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

### Part C

That the Waihoru/ Spreydon-Cashmere Community Board:

For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway; and (2) If the resolution states "Note 1 applies", any distance specified in the resolution relates to the approved temporary kerb line location on the road resulting from the Council resolutions on the 1 June 2021, at the Community Board meeting of Innovating Street for People - Selwyn Street project.

17. Approves the scheme design for Selwyn Street between Somerset Crescent and Somerfield Street as shown on the drawing TP358001 Issue 1, dated 25/05/2021, including all road markings, delineators, signage, kerb alignment and road surface treatments and attached to this report as **Attachment B**.

### Selwyn Street at Cheviot Street

18. Approves that a shared pedestrian/cycle path where cycles can travel north-westbound only, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the southwest side of Selwyn Street commencing at a point ten metres southeast of its intersection with Cheviot Street and extending in a south-easterly direction for a distance of 18 metres, as detailed on drawing TP358001\_3 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
19. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cheviot Street and extending in a south-easterly direction for a distance of 35 metres as detailed on the drawing TP358001\_3 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

### Milton Street/ Selwyn Street Intersection

20. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 54 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
21. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 15 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
22. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of 30 minutes on the northeast side of Selwyn Street, commencing at a point 15 metres southeast of its intersection with Milton Street and extending in a south-easterly direction for a distance of 29 metres. This restriction is to apply Monday to Sunday, 8:00am to 6:00pm except public holiday as indicated in the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
23. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Roker Street and extending in a north-westerly direction for a distance of 38 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
24. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 52 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
25. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 33 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

### Cooke Street/ Selwyn Street Intersection

26. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 34 metres northwest of its intersection with Leitch Street and extending in a north-westerly direction for a distance of 41 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 1 Applies.*
27. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a north-westerly direction for a distance of 19 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 1 Applies.*

28. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.  
*Note 1 Applies.*
29. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 17 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.  
*Note 1 Applies.*
30. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 17 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.  
*Note 1 Applies.*
31. Approve that a Give Way control be placed against Cooke Street approach at its intersection with Selwyn Street as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

#### **Leitch Street/ Selwyn Street Intersection**

32. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a north-westerly direction for a distance of 15 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.  
*Note 1 Applies.*
33. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a south-easterly direction for a distance of 22 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.  
*Note 1 Applies.*
34. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at a point 34 metres southeast of its intersection with Cooke Street and extending in a south-easterly direction for a distance of 48 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.  
*Note 1 Applies.*
35. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 17 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.  
*Note 1 Applies.*

36. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 17 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
37. Approve that a Give Way control be placed against Leitch Street approach at its intersection with Selwyn Street as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B.**

#### **Selwyn Street/ Stenness Avenue Intersection**

38. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 33 metres southeast of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 39 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B.**
39. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a north-westerly direction for a distance of 21 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
40. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
41. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 18 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
42. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 18 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
43. Approve that a Give Way control be placed against Stenness Avenue approach at its intersection with Selwyn Street as detailed on the drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B.**



### Selwyn Street/ Somerfield Street Intersection

44. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 20 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
45. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 19 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
46. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
47. Revokes 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 recommendations 17-47 above.
48. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

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

- 3.1 The Selwyn Street Safe Routes to School project has been approved for 90% funding assistance by Waka Kotahi – NZ Transport Agency. The recommendations within this report support the successful, and lawful, implementation of this project. .
- 3.2 The preferred option is to make the changes as outlined in the staff recommendations in this report for the following reasons:
  - 3.2.1 Aligns with the objectives of the NZTA Speed Management Guide 2016
  - 3.2.2 Supports safety improvements for all users.

### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Various alternative options have been considered during the engagement process with community. These included building a cycle tunnel under Selwyn Street by Roker Street, using tyre planters for landscaping within the road, and other various designs and materials to use for pedestrian crossing points.
- 4.2 However, the recommendations within this report reflect those that provide greater safety of users, and are within the scope and budget of the project.

## 5. Detail / Te Whakamahuki

### Background

- 5.1 This project has been made possible through the successful funding application to the Waka Kotahi – NZ Transport Agency’s Innovating Streets for People – Pilot Fund. The purpose of this funding is to assist councils to create more people-friendly spaces in cities, and pilot new, safer and easier ways for people to move around and access places and spaces using tactical urbanism and place making approaches.
- 5.2 The Selwyn Street Safer Routes to School project was awarded this funding in June 2020 (Round 1), and is to be delivered by 30 June 2021. This project provides for the trialling of a low speed environment, intersection and crossing design solutions that seeks to provide safer pedestrian crossing points and may reduce the operating speeds.
- 5.3 In addition, this project has worked with the three schools in the local area – Addington Primary, Christchurch South Intermediate, and Somerfield Primary - to review problems and solutions, and to create visual amenity improvements within the temporary intersection build-out areas, that aim to support improved perception of safety of users of Selwyn Street.
- 5.4 There are three main components to this project
  - Speed limit reduction review: 50 km/h to 40 km/h – Selwyn Street shops and surrounds (**Attachment A**)
  - Pedestrian crossing improvements: (**Attachment B**)
    - Kea crossing at Christchurch South Intermediate: Crossing build out area
    - Cooke Street/Selwyn Street intersection: Intersection build out area
    - Leitch Street/Selwyn Street intersection: Intersection build out area
    - Stenness Street/Selwyn Street intersection: Intersection build out area
    - Somerfield Street/Selwyn Street intersection: Partial intersection build out area
  - Cycle lane minor improvements: (**Attachment B**)
    - Kea crossing at Christchurch South Intermediate: Cycle exit to kea crossing
    - Milton Street/Selwyn Street intersection: Cycle departure lanes from intersection

### 5.5 Speed Limit Reduction: Selwyn Street shops and surrounds

#### *Background*

- 5.5.1 During staff updates and briefings to the Community Board on the Selwyn Street Safe Routes to School project, a request was made for Council officers to review the opportunity to lower the speed within the Selwyn Street shopping area and surrounding streets.
- 5.5.2 A review of the area was conducted by Council traffic engineers, and subsequently the request for a reduction in speed in in this area from 50 km/h to 40 km/h was regarded as appropriate. The location for the proposed speed limit reduction is shown in **Attachment A**.
- 5.5.3 **Community Views and Preferences**
  - Consultation on the Selwyn Street area speed limit review was open from 19 April to 17 May 2021.
  - We hand delivered a flyer to 220 residents and businesses in the area.
  - We supplied Christchurch South Library and service centre with copies of the engagement flyer and had a Have Your Say consultation page.

- To help promote the consultation more widely, we have the consultation on area specific Facebook pages.
- As speed limits are a safety initiative, we asked for people's comments on the proposal, rather than if they supported or did not support the plans.

#### 5.5.4 **Submissions**

- All 20 submitters indicated a specific preference in their feedback.

Support	15
Do not support	5

- The key themes were:
  - 30km/h on the side streets off Selwyn Street
  - Extend the lower speeds to include a larger area
  - Install speed humps, at Coronation St, and at the entrances to the local streets
  - Frustration with traffic management and turning restrictions
  - Roads are already narrow, and people drive slowly anyway.

#### 5.6 **Pedestrian crossing improvements – Selwyn Street intersections**

##### *Background*

5.6.1 This section will outline the five intersection improvements proposed along Selwyn Street, from Coronation Street to Somerfield Street. Plans for these are shown in **Attachment B**, and include:

- Kea crossing at Christchurch South Intermediate: Crossing build out area.
- Cooke Street/Selwyn Street intersection: Intersection build out area.
- Leitch Street/Selwyn Street intersection: Intersection build out area.
- Stenness Street/Selwyn Street intersection: Intersection build out area
- Somerfield Street/Selwyn Street intersection: Partial intersection build out area.

5.6.2 Selwyn Street is a 14-metre wide street that is well used by students, and other pedestrians in the area to get to and from school. During the design phase students, from primarily Christchurch South Intermediate and Somerfield Primary, outlined the concerns they experienced with the ability to safely cross Selwyn Street, and the side streets to Selwyn Street (south of Milton Street in particular), which are also 14 metres wide.

5.6.3 The creation of temporary build out areas was explored as a way to reduce the distance for pedestrians to cross the road (e.g. from 14 metres to 8.4 metres). It was also considered that the space within these build out areas could be used for students in the local area to add design, creativity and colour to the street.

5.6.4 The students also wish to monitor a reduction of operational speed – currently averaging 55 km/h south of Milton Street - through the installation of these design interventions, such as a narrower road width and the installation of vertical elements, such as flexi-posts, around the temporary kerb out areas.

5.6.5 During the review and development phase it was considered that two of the intersection improvements areas were deemed to be of importance to meet the objectives the project, and as such were 'in' the project without further investigation required. These included the kea crossing build-out by Christchurch South Intermediate, and the Somerfield Street intersection with Selwyn Street.

5.6.6 For the remaining intersection improvements, the students from Christchurch South Intermediate and Somerfield Primary were provided the costs to complete the intersection improvements and, given the small budget provided for this project, were asked to consider the best use of the money that would provide overall assistance with safer routes to school. Basically, we could get best ‘bang for buck’, and to trial and test the concepts they wanted to explore.

5.6.7 As a result of this participatory budgeting exercise, students were asked to select only three intersections of the eight on Selwyn Street, south of Milton Street. They supplied their top three, and Council traffic engineers then conducted observational surveys to confirm the pedestrian demand and use of these intersections. As such, the intersections of Cooke, Leitch and Stenness Streets were selected for the temporary trialling and testing of these design interventions.

5.6.8 **Community Views and Preferences**

- Consultation on the Selwyn Street intersection improvements was open from 19 April to 17 May 2021.
- We hand delivered an engagement flyer to 45 residents and businesses in the areas immediately affected by the proposed changes.
- Two residents associations in the area were also provided with electronic copies of the engagement flyer for their information.
- As the interventions are safety initiatives, we asked for people’s comments on the proposal, rather than if they supported or did not support the plans.

5.6.9 **Submissions**

- There were two submissions received in relation to the Milton Street / Selwyn St intersection, one of which was from the dairy owner. This submitter was very concerned to lose on-street car parking, however, would support a time restricted no-stopping in this space in the afternoon between 2:30pm – 3:30pm. The other submitter supported the changes especially the improvements for cyclists, despite the loss of on-street car parking.
- There was one submission received in relation to the Cooke Street / Selwyn Street intersection. The primary concerns of this submitter were in relation to safe ingress and egress to her property, and that the speeds will not reduce as a result of this proposal.
- There were three submissions received in relation to the Leitch Street / Selwyn Street intersection. The primary concerns of these submitters were in relation to speeding traffic, fast turning into Leitch Street, loss of on-street parking, and access to private properties.
- There were five submissions received in relation to the Somerfield / Selwyn intersection improvement, which raised concerns about the dangerous nature of the intersection, and how the current proposal will not address these. Submitters have requested a full traffic survey and assessment to be carried out to understand the many varied movements by many different modes, particularly at school drop off and pick up times. Submitters have also requested that on-street parking beside the pre-school not be removed. It was noted that the safety of pedestrians crossing Somerfield Street is more of a concern than crossing Selwyn Street. One submitter was in support of the proposal.

## 5.7 Cycle lane minor improvements

### *Background*

- 5.7.1 During the site visit and street walk over with the Christchurch South Intermediate students, it was highlighted to Council staff that the Milton Street/Selwyn Street intersection was a concern for students cycling. Concerns raised included safety concerns of cyclists departing the intersection and poor driver behaviour towards cyclists.
- 5.7.2 Upon review it was found by Council traffic engineers that with some minor road marking changes, and changes to the on-street parking/no stopping areas, that cycle departure lanes could be installed either side of the Milton Street/Selwyn Street intersection to provide a visual delineation for cyclists to use, and also to provide drivers with a clear indication of lanes at this location.
- 5.7.3 When reviewing the kea crossing and working up the concept plans for this, students alerted us to the need to encourage cyclists heading to the school in the morning, northbound, to use the kea crossing as a safe way to cross Selwyn Street to school. This meant student cyclists were entering the footpath area from an existing vehicle crossing, which with the new build out design, was not a safe option.
- 5.7.4 The installation of a cycle lane / cycle path exiting off Selwyn Street to allow for cyclists to disembark off their cycles and use the kea crossing was considered a safer way for cyclists to access the school.
- 5.7.5 Both the above minor improvements are shown within **Attachment B** plans for the Milton Street/Selwyn Street and Cheviot Street/Selwyn Street intersections.
- 5.7.6 **Community Views and Preferences**
- Consultation on the Selwyn Street cycle lane minor improvements was open from 19 April to 17 May 2021 as part of the engagement flyer delivery for the intersection improvements.
  - As the interventions are safety initiatives, we asked for people's comments on the proposal, rather than if they supported or did not support the plans.
- 5.7.7 **Submissions**
- There were no specific submissions received relating to the cycle lane minor improvements.

5.8 The decision affects the following wards/Community Board areas:

5.8.1 Cashmere Ward

5.8.2 Waihoru/Spreydon-Cashmere Community Board

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

### **Strategic Alignment /Te Rautaki Tīaroaro**

- 6.1 The Innovating Streets for People Selwyn Street Safer Routes to School project supports the Council's Strategic Priority of enabling active and connected communities to own their future.
- 6.2 It also aligns with the Council's Community Outcomes of a Liveable City and Resilient Communities, which provides for a well-connected and accessible city promoting active and public transport modes, and safe and healthy communities.



- 6.3 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 \(2018 - 2028\)](#)

6.3.1 Activity: Active Travel

- Level of Service: 16.0.10 Improve the perception that Christchurch is a walking friendly city. - >=85%

**Policy Consistency / Te Whai Kaupapa here**

- 6.4 The decision is consistent with Council's Plans and Policies. This project aligns with:

6.4.1 The Council's Traffic and Parking Bylaw, which enables the Council to resolve decisions related to parking and the control of traffic, including parking restrictions.

6.4.2 The Council's Transport Strategic Plan, and the Christchurch Cycle Design Guidelines, which collectively highlights the importance of cycle connections for the city.

**Impact on Mana Whenua / Ngā Whai Take Mana Whenua**

- 6.5 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**

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

**Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.7 The Innovating Streets project team has previously met with accessibility group representatives, including Blind Low Vision New Zealand, CCS and Council's Accessibility team. Measures incorporated into this design include the provision of tactile pavers at the appropriate locations for safer pedestrian crossings.

**7. Resource Implications / Ngā Hīraunga Rauemi**

**Capex/Opex / Ngā Utu Whakahaere**

- 7.1 Cost to Implement – total \$102,000, comprising of;
- 7.1.1 Speed limit reduction: \$17,000 for poles, signs and red road marking paint.
  - 7.1.2 Selwyn Street shops minor improvements: \$13,000 for road marking paint and artistic flexi-post installation.
  - 7.1.3 Cheviot Street/Selwyn Street kea crossing: \$12,000 for road marking paint, design within build out area, re-positioning of kea crossing pole and cycle path.
  - 7.1.4 Milton Street/Selwyn Street improvements: \$14,000 for road marking and green cycle lane paint.
  - 7.1.5 Cooke / Leitch / Stenness Streets' intersection improvements: \$50,000 for road marking paint, creative design installation, and flexi-post delineators.
  - 7.1.6 Somerfield Street/ Selwyn Street intersection improvement: \$10,000 for road marking and flexi-post delineators.
- 7.2 Maintenance/Ongoing costs – covered within the existing maintenance budget.
- 7.3 Funding Source - Waka Kotahi has approved funding assistance of 90% of the application cost estimate for project implementation, with Council funding 10% of the project from within the Transport programme.

## 8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Under the Traffic and Parking Bylaw 2017, the Community Board can make resolutions to set out the requirements for parking and control of vehicular or other traffic on any road or area under the care, control or management of the Council.

### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.2 There is no legal context, issue or implication relevant to this decision
- 8.3 This report has not been reviewed and approved by the Legal Services Unit

## 9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 The key risk associated with this project is public and/or political rejection of a tactical urbanism approach to trialling and testing low cost, temporary measures for intersection designs. To mitigate this risk, a monitoring and evaluation plan has been prepared for implementation to measure the success or otherwise of the temporary measures.
- 9.2 The concept design has been assessed by an independent road safety audit team, as well as being reviewed by the Waka Kotahi – NZ Transport Agency Innovating Streets team.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Attachment A - Innovating Streets - Selwyn Street - For Board Approval - TP358001	61
B <a href="#">↓</a>	Attachment B - Innovating Street - Selwyn Street - For Board Approval TP358001_1 to 9	62

Additional background information may be noted in the below table:

Document Name	Location / File Link

## Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

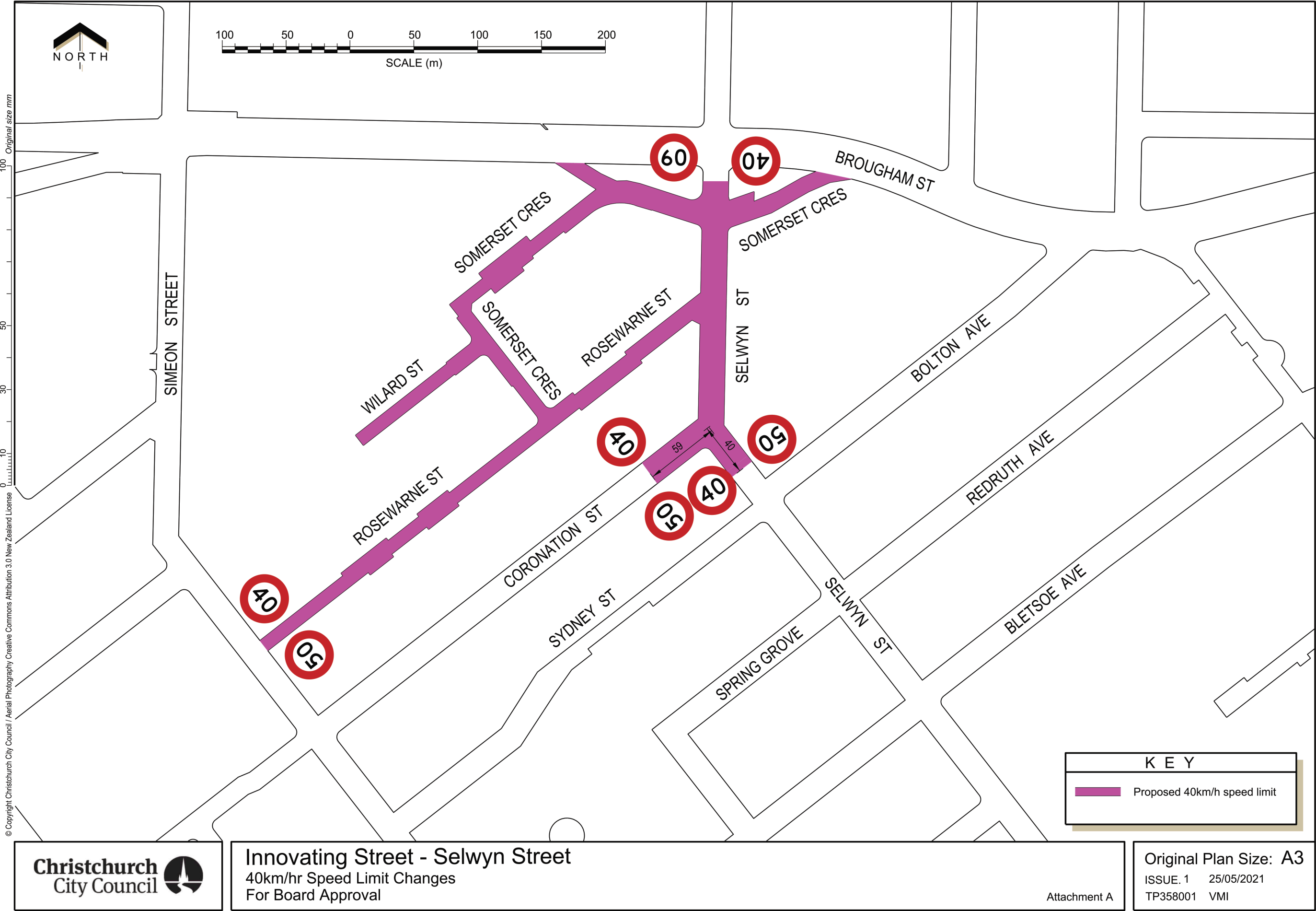
(a) This report contains:

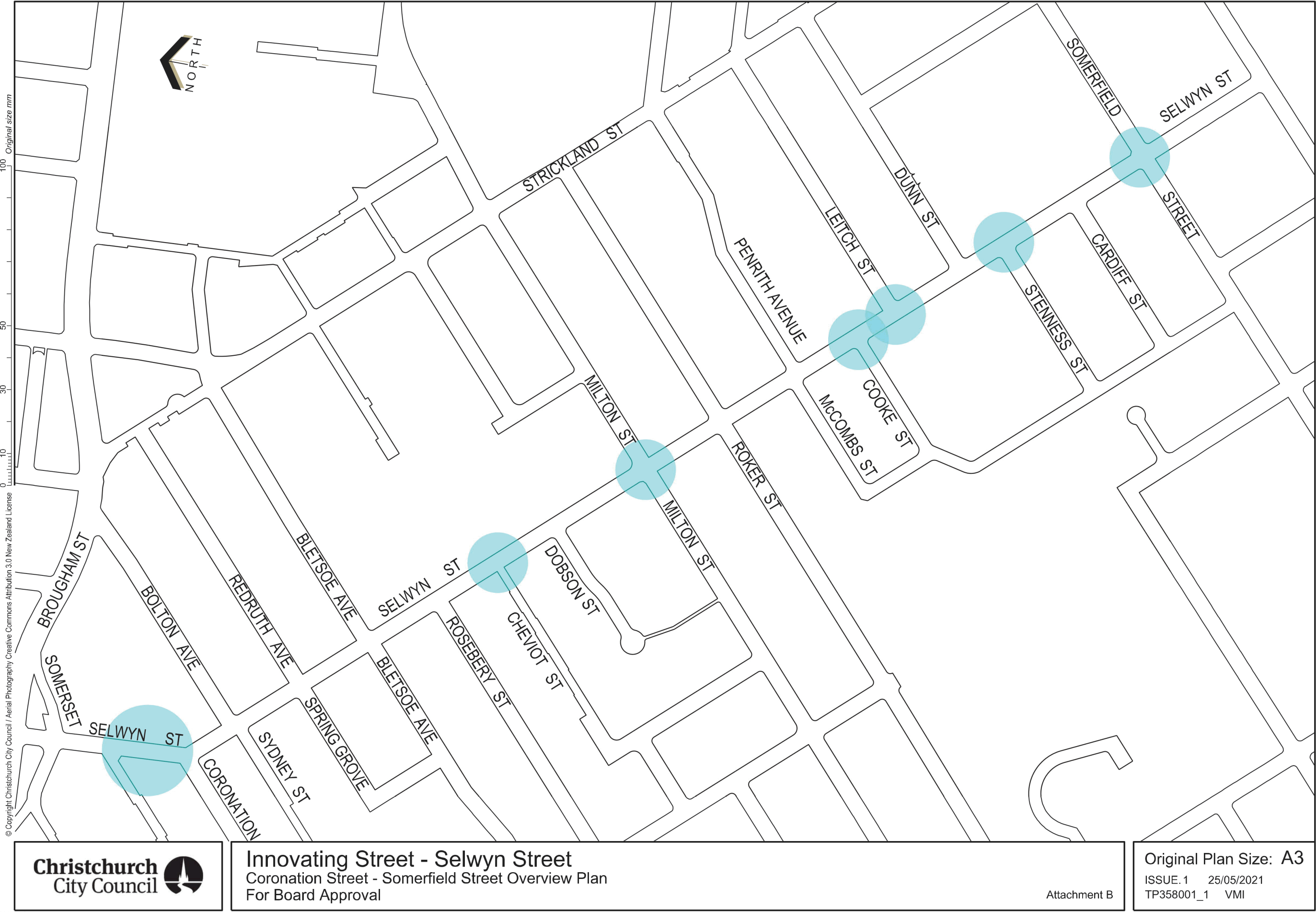
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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.

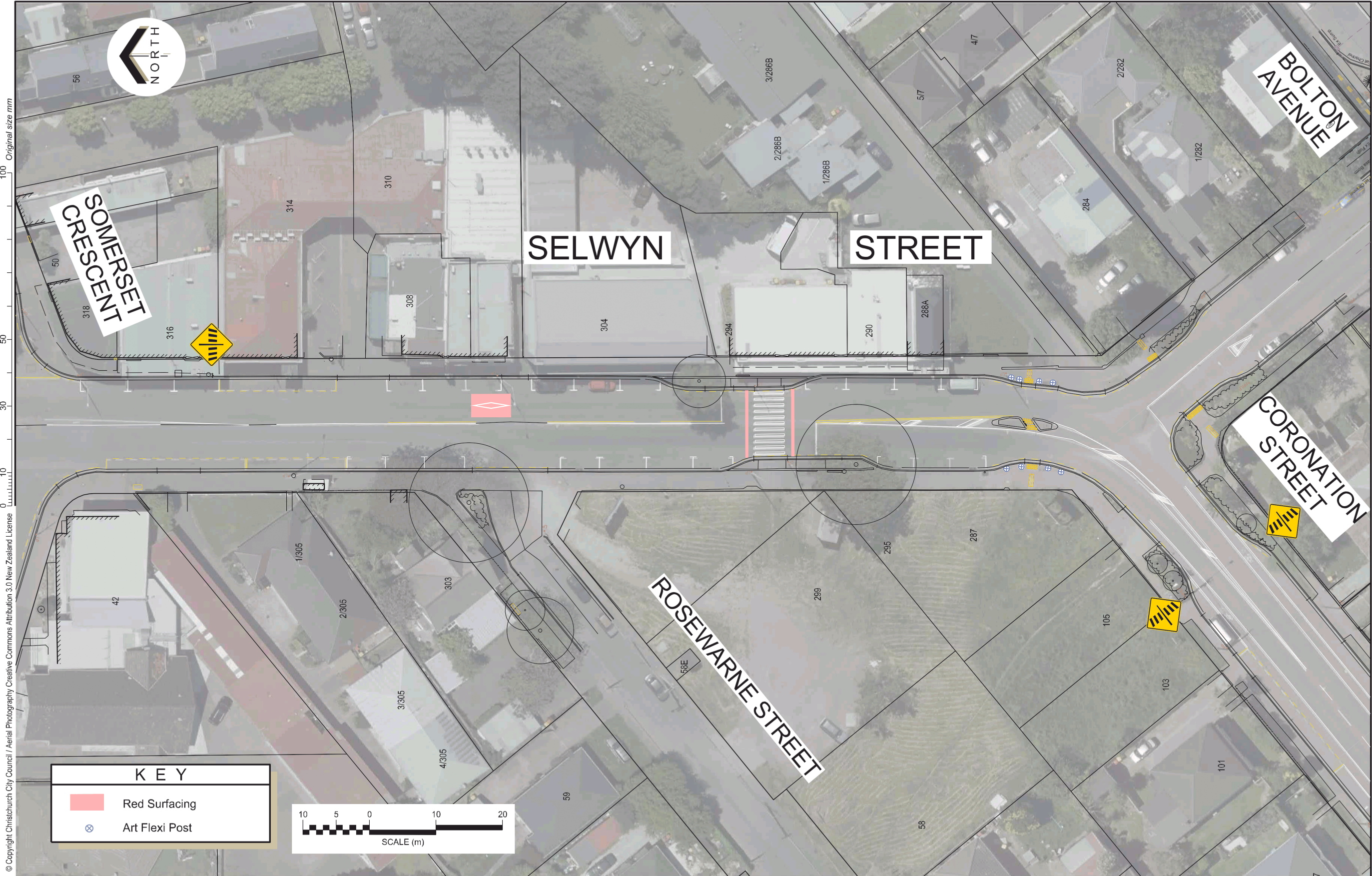
## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Clare Piper - Senior Planner - Innovating Streets Kirsty Mahoney - Project Manager
<b>Approved By</b>	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Acting Head of Transport Carolyn Gallagher - Acting General Manager Infrastructure Planning & Regulatory Services





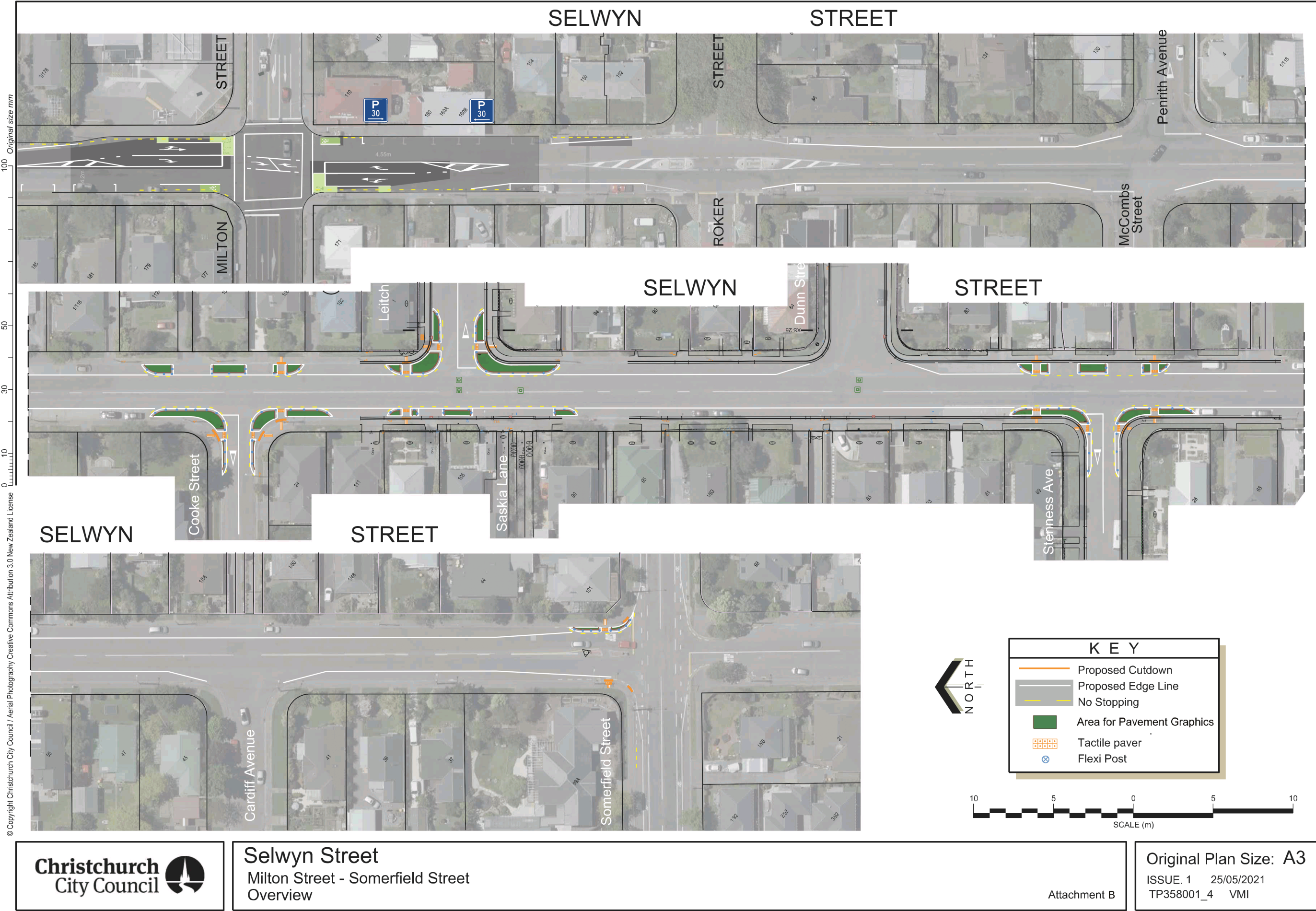
















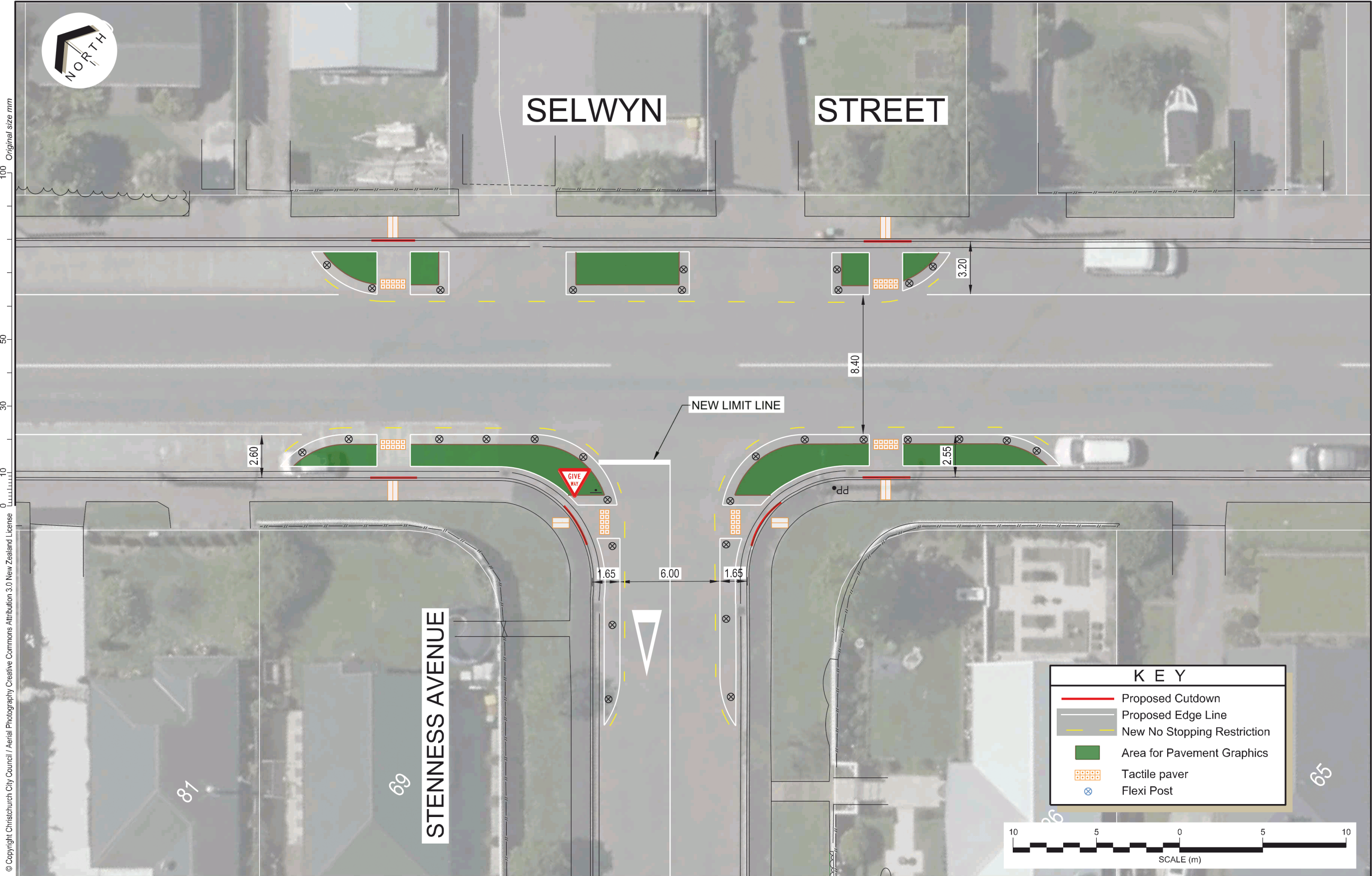




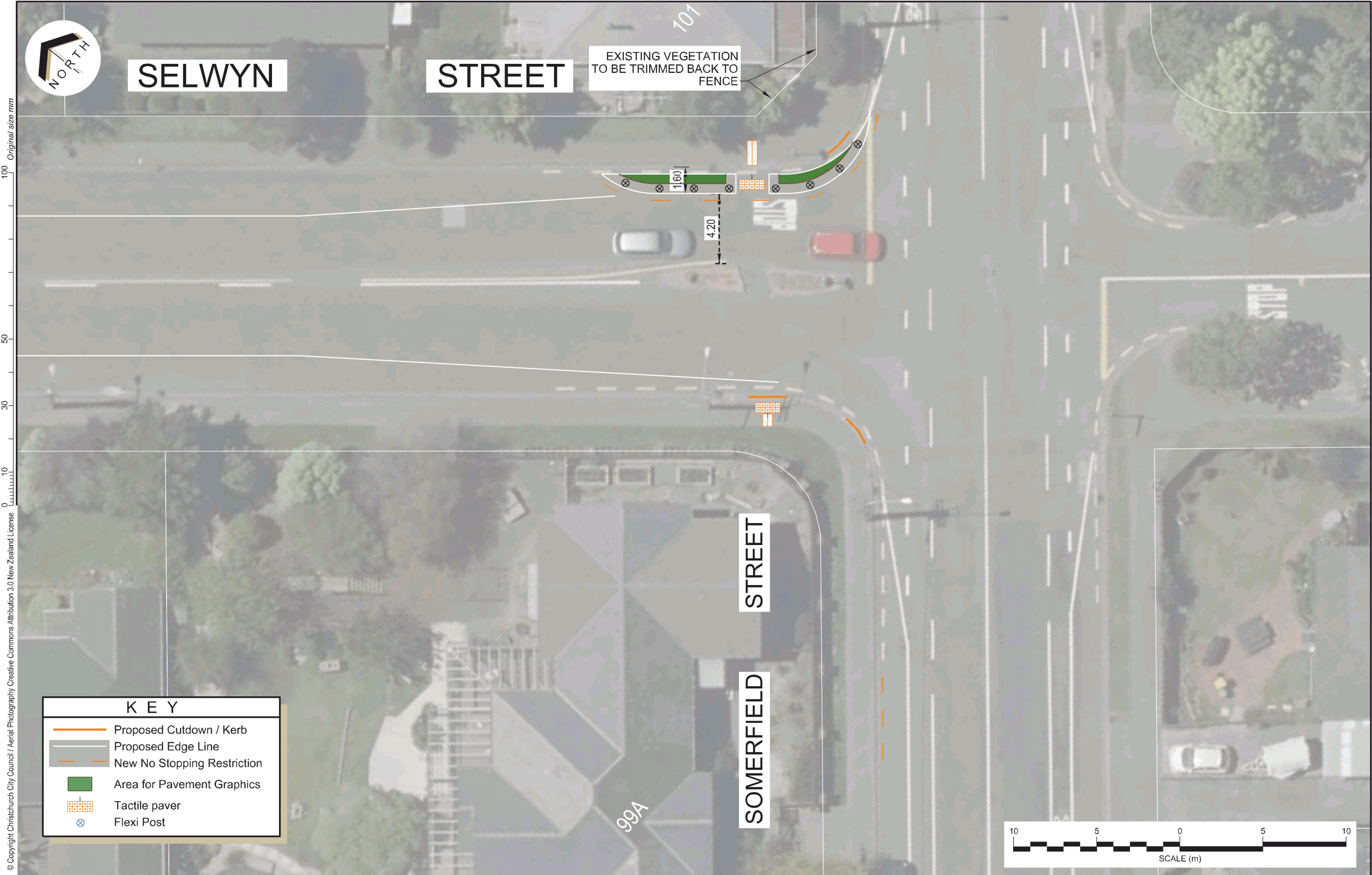












## 12. Waihoru/Spreydon-Cashmere Community Board Discretionary Response Fund 2020/2021 Christchurch South Community Gardens Trust Waste Minimisation Project, Hohepa Community Centre Kitchen Upgrade Project

Reference / Te Tohutoro: 21/557119

Report of / Te Pou  
Matua:

Heather Davies Community Development Advisor,  
heather.davies@ccc.govt.nz , Jay Sepie Community Development  
Advisor, jay.sepie@ccc.govt.nz

General Manager /  
Pouwhakarae:

Mary Richardson, General Manager Citizens and Community

### 1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider applications for funding from its 2020/2021 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
62645	Christchurch South Community Gardens Trust	Waste Minimisation Project	\$8,000	\$3,000
63086	Hohepa Services Limited	Community Centre Kitchen Upgrade	\$29,004	\$4,100

- 1.2 There is currently a balance of \$94,603 remaining in the fund

### 2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

- Approves a grant of \$3,000 from its 2020/2021 Discretionary Response Fund to Christchurch South Community Gardens Trust towards the Waste Minimisation Project.
- Approves a grant of \$4,100 from its 2020/21 Discretionary Response Fund to Hohepa Services Limited towards the costs of a dishwasher installation at the Artemis Activity Centre in Somerfield as part of the Community Centre Kitchen Upgrade project.

### 3. Key Points / Ngā Take Matua

#### Strategic Alignment / Te Rautaki Tīaroaro

- 3.1 The recommendations are strongly aligned to the Strategic Framework and in particular the strategic priority of meeting the challenge of climate change through every means available; and enabling active and connected communities to own their future. They will support resilient communities, liveable city, and prosperous economy community outcomes.

### 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
\$172,609	\$69,484	\$94,603	\$87,503

- 3.7 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.8 The attached Decision Matrices provide detailed information for the applications. This includes organisational details, project details, financial information and staff assessments.

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	63086 - Spreydon-Cashmere DRF Decision Matrix - Hohepa Services Limited 1 June 2021	74
B <a href="#">↓</a>	63094 Decision Matrix - Christchurch South Community Gardens Trust	75

### 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**

<b>Authors</b>	Heather Davies - Community Development Advisor Jay Sepie - Community Development Advisor
<b>Approved By</b>	Jo Wells - Manager Community Governance, Spreydon-Cashmere

## **Item 12**

## 2020/21 DRF SPREYDON-CASHMERE DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> 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.

00063086	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Hohepa Services Limited	<b>Community Centre Kitchen Upgrade</b> Hohepa Services seeks funding towards the costs of upgrading the kitchen in the Artemis Activity Centre community facility in the Birchfield Campus located in Somerfield. The project will improve assistance to 140 adults with disabilities, their families, and organisations from the wider community undertaking volunteer activities, community projects, and social connection events.	\$31,204 <b>Requested</b> \$29,004 (93% requested)	Appliances and joinery - \$4,100  <b>Other Sources of Funding</b> Trillion Trust - \$30,000 Christchurch South Lions - \$1,000 Sausage sizzle - \$1,200	<b>\$ 4,100</b>  Approves a grant of \$4,100 from its 2020/21 Discretionary Response Fund to Hohepa Services Limited towards the costs of a dishwasher installation at the Artemis Activity Centre in Somerfield as part of the Community Centre Kitchen Upgrade project.	<b>2</b>

<b>Organisation Details</b> Service Base: Barrington St. Legal Status: Charitable Trust Established: 1/01/1965 Target Groups: Disability General Community Annual Volunteer Hours: 1040 Participants: 140	<b>Staff Assessment</b> Hohepa Canterbury is an operational branch of the Hohepa Services Ltd charitable company. It is governed by a local voluntary board and manages its own discrete operational expenses. Housing and social services are supplied to adult residents with intellectual disabilities of some 20 homes located both at the campus site and elsewhere in Spreydon-Cashmere..Hohepa has been present in the Cashmere Ward since 1967 when the Barrington Street site with a 1910 built two storey family home was purchased to provide a home school. A day centre and several residences were built the following year. In 1984 a forty acre farm near Halswell was purchased, largely financed by philanthropes. Core operations and programmes are funded through government agencies. Any operating profits are allocated to operational budgets and capital expenditures. The group is currently financially constrained for this project due to legislation driven wage rises, the need to upgrade information technology systems and equipment, and a major building expansion programme to cater for the housing demand from a 60 strong 18 month wait list.  The kitchen in the Artemis Activity Centre is used for resident activities and by local and wider Christchurch groups such as the Lower Cashmere Residents Association, a karate group, and a city wide Autism support group. Volunteers have found difficulties using the run-down kitchen equipment and believe the upgrade will increase their capacity to make it available to more local organisations in evenings and weekends, as well as better serving their own community for cooking and baking classes and events with residents' families. The Artemis centre also works as the catering base to the nearby hall building that is used for wider community events such as a popular annual art exhibition, and also this year Matariki events including a hangi are planned.  Hohepa Canterbury is recognised locally for the work it does to support its 140 residents into social, recreational, cultural and democratic participation. Regular use is made of local cafes and libraries, and individual residents are supported into and contribute positively to community groups such as a ukele group at the Cashmere Club, a knit and natter group, a local kindergarten, and gardening at Thorrrington School. Hohepa also caters to student learning placements, and attracts high volunteer participation including Christ's College garden volunteers twice a year. Since applying, the group has obtained a significant proportion of the original project budget, however renovation and equipment costs are continuing to rise in Christchurch, and a shortfall of \$4,100 now remains. Support for the project is recommended as a one-off opportunity to help expand the organisation's capacity to contribute to community development and participation in Spreydon-Cashmere.
<b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities</li> <li>Equity and Inclusion for People with Disabilities Policy</li> <li>Community Facilities Network Plan</li> <li>Community Board Plan Vision Statement</li> </ul>	
<b>CCC Funding History</b> 2017 Art Exhibition	

## 2020/21 DRF SPREYDON-CASHMERE DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> 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.

00063094	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Christchurch South Community Gardens Trust	<b>Waste Minimisation Project (70%SC / 30%LCH)</b> The garden is a community resource that provides opportunities for practical hands on learning and workshops. Part of this programmes includes a neighbourhood waste management service. A service that uses organic waste to create compost which is then used at the garden and is available to community. Inorganic waste is also utilised for garden projects.  <b>Other Sources of Funding</b> Fundraising market days and koha. Possibly Southern Trust for materials.	\$11,000  <b>Requested</b> \$ 8,000  (73% requested)	\$2,000 - Repairs ply/bolts/timber/paint \$7,200 - Waste Minimisation Project Assistant Wages \$500 - Administration	<b>\$ 3,000</b>  That the Waihoru/Spreydon-Cashmere Community Board approves a grant of \$3,000 from its 2020/21 Discretionary Response Fund to South Christchurch Community Gardens Trust towards wages for the Waste Minimisation Project Assistant.	<b>2</b>

### Organisation Details

Service Base: 188, Strickland Street  
Legal Status: Charitable Trust  
Established: 20/11/2006  
Target Groups: Community Development  
Annual Volunteer Hours: 4000  
Participants: 12,000

### Alignment with Council Strategies

- Strengthening Communities Policy
- Social Well-Being Policy
- Sustainability Policy
- Community Gardens Guidelines Policy

### CCC Funding History

2020/21 - \$5,000 (Riccanton Garden Development) - DRF H/H/R  
2020/21 - \$16,000 (Operating) - SCF S/C  
2020/21 - \$10,000 (Operating) - SCF L/C/H  
2019/20 - \$16,000 (Operating) - SCF S/C  
2019/20 - \$10,000 (Operating) - SCF L/C/H  
2018/19 - \$15,000 (Operating) - SCF S/C  
2018/19 - \$7,000 (Operating) - SCF L/CH

### Staff Assessment

The Christchurch South Community Gardens Trust has been operating for 21 years. The Trust developed the garden and they maintain it with significant input from a diverse range of local volunteers. It is a community resource that provides opportunities for practical hands on learning and workshops. A place where fresh garden produce and plants are available for koha and sale and there are regular events for the wider public and open days.

As part of the Trust commitment to waste management and recycling the garden provides and manages a neighbourhood waste management service. People bring their organic green waste to the garden where it is used to create compost. As no industrial processing or chemicals are used, the compost is full of healthy and helpful microorganisms for the maximum biological benefit, to enrich soil for growing flowers and vegetables. The compost is used in the garden and is available for purchase to the local community, which in turn is a useful fund raiser for the garden.

Around 100 families bring organic waste to the garden, diverting it away from rubbish to resource. The garden currently processes 2+ tonnes of residential food waste and 10+ tonnes of green waste a year. Through this local resource over 10 tonnes of compost are produced a year, for use in the garden and supply back to the community. This initiative has positive social, economic, and environmental impacts for participants.

With the steady increase in local population density the project is reaching capacity so people are encouraged to make their own compost at home. People can learn this at the garden and get involved in composting activities. There is also a composting advisory service which offers advice to people in their own home garden situation.

The garden also recycle around 20 streams of inorganic waste including, tyres, plastic, timber, bricks, glass etc. On average the garden processes around 24 tonnes of waste per year, of which approximately 60% is organic and 40% is non-organic.

This neighbourhood based approach to waste processing works for the benefit of people and the environment, complimenting centralised efforts to reduce the amount of waste to landfill.

The group feel this project meets the following aspects of Christchurch City Council (CCC) Long Term Plan (LTP) (.sustainable use of resources and minimising waste.). Draft Waste Management and Minimisation Plan (investment in local solutions) and the Spreydon-Cashmere and Linwood-Central-Heathcote Community Boards (active/connected communities, meeting the challenge of climate change, sustainable practices.)

This is a split application. The staff recommendation to Linwood-Central Heathcote Community Board is \$1,500.

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## 13. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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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.