

Waihoru
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

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

Date: **Wednesday 13 April 2022**

Time: **8am**

Venue: **Held by Audio/Visual Link**

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system), meeting attendance is only possible via an audio/visual link or by viewing a livestream of the meeting
<https://www.youtube.com/channel/UCGweLMco4E1iUpXZ7voUgA>

Please request access details from Marie.Byrne@ccc.govt.nz for the audio/visual link.

Membership

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

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

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

To view copies of Agendas and Minutes, visit:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāukiuki
Bind together the strands of each mat and join
together with the seams of respect and reciprocity

Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

<p>Being open, transparent and democratically accountable</p> <p>Promoting equity, valuing diversity and fostering inclusion</p>	<p>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</p>	<p>Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect</p>	<p>Actively collaborating and co-operating with other local, regional and national organisations</p> <p>Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making</p>
--	---	--	---

Community Outcomes

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

Strategic Priorities

<p>Enabling active and connected communities to own their future</p>	<p>Meeting the challenge of climate change through every means available</p>	<p>Ensuring a high quality drinking water supply that is safe and sustainable</p>	<p>Accelerating the momentum the city needs</p>	<p>Ensuring rates are affordable and sustainable</p>
---	---	--	--	---

Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
--	------------------------------------	--------------------------------	-------------------------------	--

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

TABLE OF CONTENTS

Karakia Tīmatanga	4
C 1. Apologies Ngā Whakapāha	4
B 2. Declarations of Interest Ngā Whakapuaki Aronga	4
C 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua	4
B 4. Public Forum Te Huinga Whānui	4
B 5. Deputations by Appointment Ngā Huinga Whakaritenga.....	4
B 6. Presentation of Petitions Ngā Pākikitanga	4
B 7. Correspondence - Howard / Simeon Street Intersection	11
B 8. Correspondence - Proposed Speed Limit Reduction in Addington	15

STAFF REPORTS

C 9. Proposed Bus Stop Markings - Bus Stop 22380 (Rose Street)	19
B 10. Waihoru Spreydon-Cashmere Community Board Area Report - April 2022	27
B 11. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi.....	39

Karakia Whakamutunga

Karakia Tīmatanga

1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

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

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on [Tuesday, 29 March 2022](#) 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 History of Marylands

Gareth Wright, resident, will speak regarding the history of the land where Marylands School was located.

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 Howard / Simeon Street Intersection

Rebecca Finch, resident, will speak about the Correspondence – Howard / Simeon Street Intersection report in this agenda.

6. Presentation of Petitions Ngā Pākikitanga

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

**Waihoru
Spreydon-Cashmere Community Board
OPEN MINUTES**

Date: Tuesday 29 March 2022
Time: 5pm
Venue: Audio/Visual Link

Present

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

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

To view copies of Agendas and Minutes, visit:
www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

-
- Part A** Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation
-

Secretarial Note:

It is noted that this meeting was held via audio/visual link on the Zoom platform due to the country being under the COVID-19 Protection Framework (Red Traffic Light) on the date the meeting was scheduled. The meeting was also livestreamed and recorded on the Board's YouTube channel. These minutes provide a written summary of the meeting proceedings.

Karakia Tīmatanga: Melanie Coker.

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

There were no apologies.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved SCCB/2022/00009

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on Wednesday, 16 March 2022 be confirmed.

Lee Sampson/Callum Ward

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Friends of Riverlaw Esplanade Reserve

Finn Jackson spoke on behalf of the recently established Friends of Riverlaw Esplanade Reserve regarding the group's activities. The group is working with the Ōpāwaho Heathcote River Network (OHRN), Council Parks staff and St Mark's School. The group is planning monthly working bees for weeding and planting. Longer term goals include increasing the number of trees and planting flax and other low plants along the river to stabilise the bank. Mr Jackson invited the Board to attend the first working bee in May 2022.

In response to a question about the history of the reserves, Mr Jackson noted that he understands they were established in the 1990s for various purposes, including water retention.

A Board member noted that OHRN currently connects more than twenty groups along the river and the more groups that join the network the better.

The Chairperson thanked Mr Jackson for his presentation.

Attachments

A Presentation - Friends of Riverlaw Esplanade Reserve

4.2 Arvida Good Friends

Vanessa Bottomley, Centre Manager, spoke on behalf of Arvida Good Friends regarding its activities. Good Friends provides services that give older adults choices and control to stay living in their own homes longer. Services include a rideshare programme for those who either cannot or do not want to drive themselves, home help, a gym and activities. Good Friends also provides space free-of-charge for community groups to use.

In response to a question about pricing, Ms Bottomley replied that access to the pool, gym and spa, including classes, costs \$20 per week.

A Board member suggested holding an off-site Board meeting at Good Friends after in-person meetings resume.

The Chairperson thanked Ms Bottomley for her presentation.

Attachments

A Presentation - Arvida Good Friends

4.3 Footbridge - Addington Railway

Chloe Ballantine, resident, spoke about her idea for a footbridge to be built from Bernard Street to Detroit Place over the railway in Addington to connect the suburb with Hagley Park. Ms Ballantine noted that since having a baby, she walks more around the suburb. A new footbridge would reduce the walk time for residents to Hagley Park by about ten minutes and also reduce the walk time to Riccarton. Access to Riccarton is currently via Whiteleigh Street, which is congested. Ms Ballantine noted a footbridge would increase the amenity of the Addington suburb, which is still in the process of rejuvenating from the earthquakes. She also asked what are the plans for the Court Theatre site and Walsall Street.

A Board member noted that the Council's Lincoln Road bus priority lanes project and Waka Kotahi's Brougham Street upgrade will both improve pedestrian safety and access in the wider area and suggested that the Council may not have significant budget for further improvements in the suburb at this time.

Board members noted that they like the idea as it is innovative and the area would benefit from improved amenity, but it could take significant effort to achieve.

Staff noted that part of Walsall Street is privately owned.

A Board member suggested asking staff for advice on the land ownership of Walsall Street and the area between Bernard Street and Detroit Place, including the Court Theatre site and railway line, and whether there are any pending development proposals in this area.

The Chairperson thanked Ms Ballantine for her presentation.

Part B

The Waihoru Spreydon-Cashmere Community Board agreed to request that:

1. Staff provide advice on the land ownership of Walsall Street and the area between Bernard Street and Detroit Place, including the Court Theatre site and railway line, and whether there are any pending development proposals in this area.

Attachments

- A Presentation - Footbridge – Addington Railway

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. Proposed Bus Passenger Shelter 131 Rose Street, Spreydon

Board Comment

The Board heard from the Deputy Chairperson, who chaired the hearings panel, and staff, who shared the key points from the report. Staff noted that the Board will consider a report about line markings for the bus stop at its next meeting.

In response to a question about the accessibility of the footpath in front of the bus shelter, staff advised that tactile pavers will be installed and, if the shelter is set back from the property boundary by 400 millimetres, the width of the footpath in front of the shelter will be approximately 1.7 metres.

Community Board Resolved SCCB/2022/00010 (Original officer recommendation accepted without change.)

Part C

That the Waihoru Spreydon-Cashmere Community Board:

1. Approve the installation of a bus shelter at 131 Rose Street and;
2. Note that staff will work with the owner of 131 Rose Street on the final placement of the bus shelter. The final placement is on the provision that the width of the footpath in front of the shelter meets accessibility standards, including gradients.

Keir Leslie/Callum Ward

Carried

8. Albert Tce / Roscoe St - Proposed Stop Control

Board Comment

The Board heard from staff, who shared the key points from the report. There were no questions from Board members.

Community Board Resolved SCCB/2022/00011 (Original officer recommendation accepted without change.)

Part C

That the Waihoru Spreydon-Cashmere Community Board:

1. Approves that a Stop control be placed against Roscoe Street on its approach to the intersection with Albert Terrace.
2. 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 resolution 1 above.
3. Approves that these resolutions take effect when signage and/or road markings that evidence the restrictions described in the staff report in the agenda for this meeting are in place (or removed in the case of revocations).

Keir Leslie/Lee Sampson

Carried

9. Waihoru Spreydon-Cashmere Community Board Discretionary Response Fund 2021/22 Rowley Resource Centre Shed Project

Board Comment

The Board heard from staff, who shared the key points from the report. In response to a question, staff noted that the grant requested by Rowley Resource Centre would include the purchase, delivery and installation of a shed.

Board members noted that the Rowley Resource Centre may need a larger section in future, but they indicated support for the installation of a shed on the existing section for immediate storage needs.

Community Board Resolved SCCB/2022/00012 (Original officer recommendation accepted without change.)

Part C

That the Waihoru Spreydon-Cashmere Community Board:

1. Approve a grant of \$5,500 from its 2021/2022 Discretionary Response Fund to Rowley Resource Centre towards the Shed Project.

Callum Ward/Melanie Coker

Carried

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

Board members shared the following information:

- A Board member noted that staff will relocate a plaque from Centennial Hall prior to the building's demolition. A photograph of a potential location is attached.

- A Board member attended a meeting of the Port Hills Park Trust Board.
- A Board member attended a meeting of the Hoon Hay Network.
- A Board member noted that a resident is concerned about leaves falling on their property from nearby trees in Centennial Park.
- A Board member attended a meeting of the Council's Youth Advisory Committee.
- A Board member noted that the Council will consult on proposed changes to bring the Christchurch District Plan in line with recent government legislation.
- A Board member noted that an ANZAC Day service at Victoria Park has been cancelled this year due to Covid-19 restrictions.
- A Board member noted that a resident is concerned that tree branches in Spreydon Domain may fall on his property. This has been referred to staff via a Request for Service for investigation.
- A Board member attended a meeting about the new multi-use arena's accessibility.
- A Board member was contacted by a resident about the possibility of changing the name of King George V Reserve. This was raised at a previous meeting and staff are investigating this request.

Attachments

- A Potential New Location - Centennial Hall Plaque

Karakia Whakamutunga: Melanie Coker.

Meeting concluded at 6.19pm.

CONFIRMED THIS 13th DAY OF APRIL 2022.

KAROLIN POTTER
CHAIRPERSON

7. Correspondence - Howard / Simeon Street Intersection

Reference / Te Tohutoro: 22/389215

Report of / Te Pou
Matua:

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

General Manager /
Pouwhakarae:

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

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Rebecca Finch, resident	Howard / Simeon Street Intersection

2. Officer Recommendations Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the correspondence from Rebecca Finch in relation to the Howard / Simeon Streets Intersection.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Correspondence - Howard / Simeon Street Intersection	12

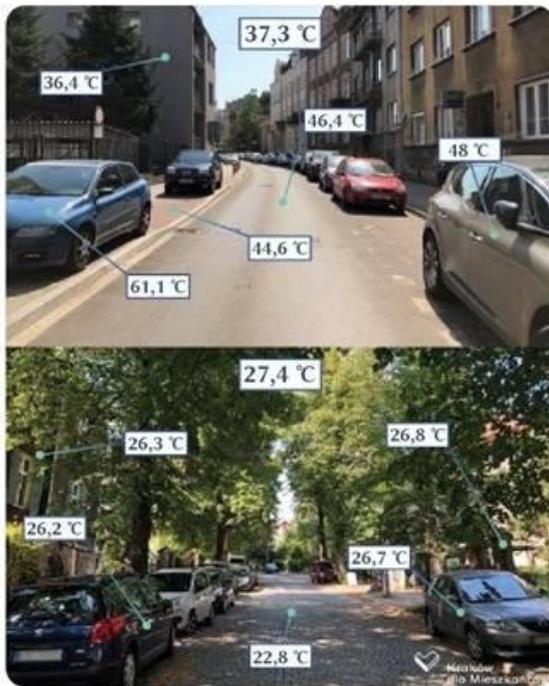
Mōrena,

I hope you are well.

As a climate activist, mental health professional and resident of Howard Street, I am writing to suggest we improve this intersection, and Howard Street in general.

My wish is to adapt Howard Street into a climate resilient space via the introduction of trees. This will benefit the whole community, most significantly tamariki, cyclists, residents and walkers who use it everyday in their commutes to school (I point out Addington Primary by Simeon Park) the CBD, as well as recreational users . There is no doubt as to the aesthetic beauty of tree lined streets, but foliage also serves to protect residents by providing of shade, reducing the temperature in local areas, increasing biodiversity, improving mental health and facilitating opportunities to connect with nature.

Same city, same day, same time: two different streets.



One particular point that I wanted to make in regards to my argument is the danger of the Howard Street and Simeon Street intersection. I note that there has been large concern about the crossing between Simeon Street and Brougham Street, to which I am very grateful and think that changes so far here, have been beneficial. I think that this discussion provides an opportunity to expand the realm of ‘safety’ (physical safety as well as protection of mental health and nature) into the immediate community.

I expect local residents would agree that said intersection is dangerous. The layout of this space is wide, open and exposed meaning that the distance to cross is large for pedestrians and encourages cars to speed and do wheelies... there is also a blind spot for pedestrians trying to cross at the shortest distance from the top of Howard st over to Simeon Park and vice versa (where there is a small footbridge) that means that you are easily caught in the middle of the road even if the coast was clear before crossing, as cars tend to hurtle around the corner coming from the Diamond Ave direction. Notably, at this dangerous intersection, there is not even a dedicated crossing- just sidewalk! This seems strange for a major school entry point.

Thinking more generally about how this area is used, many cars park on Simeon Street to pick up their children from school. The space therefore becomes clogged and dangerous for cyclists from car doors opening, children crossing the street etc. This is not ideal as Simeon Street is part of the main cycle way into the city for the lower Cashmere vicinity. It is well used. I can imagine that these factors make it very difficult for children (often walking home alone), people with disabilities and the elderly who likely find this intersection a nightmare because as an able-bodied person, I find it confusing and dangerous myself!

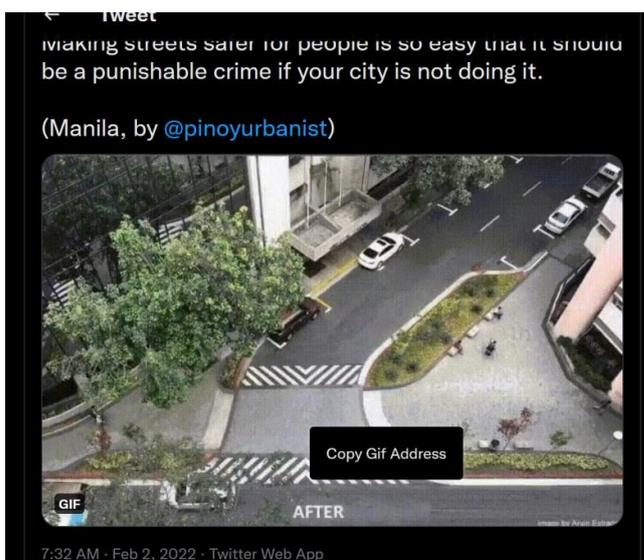
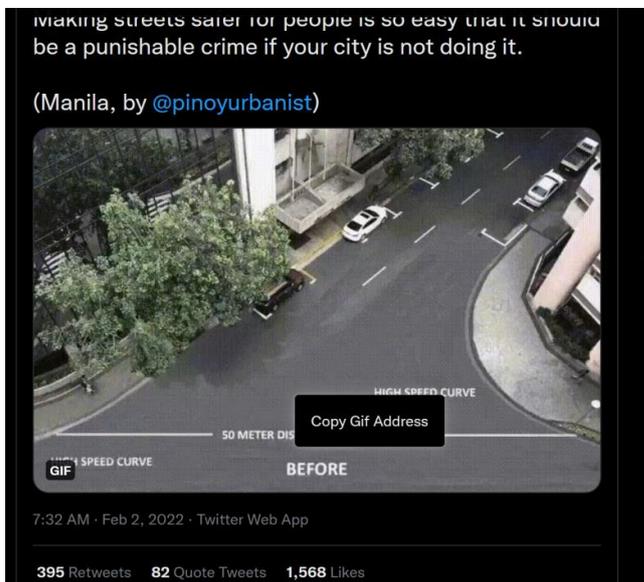
I see great potential for a friendly, safe and aesthetic space to be created, which is well designed (perhaps even with a chair) that enhances the local environment and helps people to feel cared for.

Here, I note that there is an opportunity for the city council to expand their central city initiative of reintroducing native plantings in order to encourage native birdlife to come back into the city. This could be a corridor to facilitate this goal.

To me this project fits all of my ideas of what a council's KPI's are when they act as responsible caretakers of its' people and environment.

The photo above was a post on fb. I haven't been able to find the data behind the picture and fact check it but I think you'll agree that the concept makes sense. As you can see an increase in foliage reduces the temperature in surrounding areas and provides shade.

It was a gif at on twitter that got me thinking how we could improve the intersection. <https://twitter.com/i/status/1488581073281994765>. There are some photos attached too. The physical dimensions in this gif are representative of our intersection and as this is on the bike trail and a main entrance to Addington primary school, it makes sense to my mind.



There is some history of complaints concerning traffic speeding down Howard and Simeon Street. The 'fix' of a small island at the end of Howard Street at the Barrington Street end never worked and has only been damaged by people cutting corners. Local residents don't want our street used as a short cut for people frustrated with Brougham Street. So, given the history of dis-satisfaction in the community, I thought this a good, practical and 'easy sell' for climate adaptation, especially given the fact that Waka Kotahi endeavours to do more work on Brougham Street.

So, I wanted to ask your help getting this project considered. Your thoughts and feedback welcome and I look forward to hearing from you.

Ngā mihi nui,
Kind regards,
Rebecca Finch

8. Correspondence - Proposed Speed Limit Reduction in Addington

Reference / Te Tohutoro: 22/421038

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

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

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Cathleen O'Malley, Chair, Addington Neighbourhood Association	Proposed Speed Limit Reduction in Addington

2. Officer Recommendations Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the correspondence from the Addington Neighbourhood Association in relation to a proposed speed limit reduction in Addington.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Correspondence - Proposed Speed Limit Reduction in Addington	16

Karolin Potter,
The Board Chair,
Spreydon -Cashmere Community Board

Dear Karolin,

A number of residents have contacted the Addington Neighbourhood Association regarding traffic speed in the residential streets of Addington .

I have attached an image of the Addington area boundaries, according to historian John Wilson, who wrote the book Local Lives; A History of Addington.

Currently, streets between Selwyn Street and Lincoln Road, from Brougham Street to Harman Street, are subject to a 40kph speed limit.

We are seeking a reduction of the speed limit to 30kph in all minor streets in Addington, if possible.. Speed marking should also be placed on the roadway surface, to make drivers more aware of the reduced speed.

We realise that streets like Selwyn Street, Antigua Street and parts of Lincoln road will probably remain at 50kph. Addington is a transit suburb, which motorists pass through to enter or leave the central city. Brougham Street Expressway speeds are currently under review by Waka Kotahi. The group of streets between Selwyn Street and Antigua Street are currently in the Central Ward, but are due to return to the Spreydon Ward later this year.

We have previously been told that a reduction to 30kph is unlikely, as it is too low a speed.

We argue that 30kph should be introduced in Addington streets for the following reasons:

1. Proposed Lincoln Road changes include a reduction in speed to 30kph for the section between Barrington Street and Moorhouse Avenue.
2. Some other Spreydon Ward streets have been reduced to 30kph, including Selwyn street , in front of the shops.
3. 30kph is a safer speed for areas trying to encourage more pedestrian and bicycle traffic.
4. Proposed changes to the Brougham Street Expressway and the related upgrades are likely to lead to more motorists “ rat-running “ through minor residential streets.

Higher density housing with insufficient off-street parking , compounded with reduced on-street parking, is causing competitive behaviour to get what on-street parking is still available. Some people are parking where they should not, making it difficult to negotiate the street..

We need a solution that will slow the traffic without reducing the number of car parks that are available for the rapidly increasing number of residents coming into our suburb.

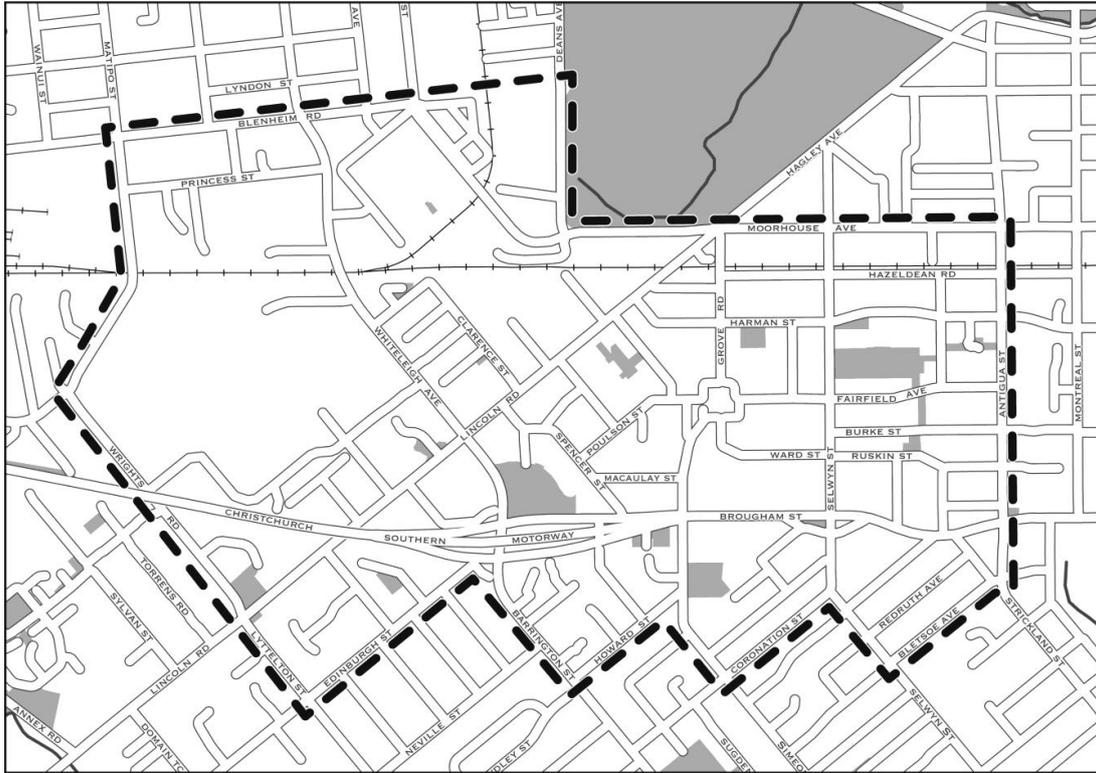
We need to discourage speed , but allow for a situation where an alternative route might be needed through minor streets, so cannot block entrances to streets. An example of this was during the Mosque Attack event, when a part of Brougham Street was closed and heavy traffic (including buses) was redirected down Burke Street, which is very narrow in parts.

Road humps are not always successful in getting cars to slow down.

We are , therefore, seeking the Board’s help in reducing the speed of traffic in minor streets in Addington.

Regards

Cathleen O’Malley , Chair, Addington Neighbourhood Association, 21 Church Square, Addington



9. Proposed Bus Stop Markings - Bus Stop 22380 (Rose Street)

Reference Te Tohutoro: 22/219618

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

General Manager Jane Davis, General Manager Infrastructure, Planning & Regulatory
Pouwhakarae: Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere Community Board to consider for approval the installation of a bus stop markings at an existing bus stop 22380 located beside 131 Rose Street (refer to Attachment A).
- 1.2 This report is staff generated in response to a concern raised by Cashmere High School that parked cars are impeding buses' access to the bus stop 22380. The bus stop is located opposite Cashmere High School Rose Street entrance and in particular during school drop off and pick up times, there is a high demand for parking in the area. With the existing un-marked bus stop, there is insufficient space for buses to pull into the stop.
- 1.3 Appropriate markings of bus stops, which includes the bus box and the associated no stopping restrictions in accordance with the Council's Construction Standard Specifications (CSS), provide the necessary space to enable buses to stop parallel to the kerb and to make it accessible for passengers to get on and off the bus. It also improves the operational performance of the bus service by allowing buses to pull into and out of the stop easily.
- 1.4 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport help the Council achieve its:
 - Strategic framework of providing a well-connected and accessible city promoting active public transport, as well as meeting the challenge of climate change through every means available.
 - Long Term Plan outcome of improved user satisfaction of public transport facilities, through providing improved quality of bus stops.
- 1.5 The decisions in this report are of a low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

[Bus stop / stopping restriction markings resolution](#)

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles is prohibited at all times on the north side of Rose Street commencing at a point approximately 30.5 metres north east of its intersection with Beechworth Avenue (measured from the eastern kerb line of Beechworth Avenue) and extending in a north-easterly direction for a distance of approximately 14.5 metres.

- b. That a marked bus stop be installed on the north side of Rose Street (mostly beside 131 Rose Street) commencing at a point 45 metres north east of its intersection with Beechworth Avenue (measured from the eastern kerb line of Beechworth Avenue), and extending in a north-easterly direction for a distance of 14 metres.
 - c. That the stopping of vehicles is prohibited at all times on the north side of Rose Street commencing at 59 metres north east of its intersection with Beechworth Avenue (measured from the eastern kerb line of Beechworth Avenue), and extending in a north-easterly direction for a distance of 5 metres.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 1 above are revoked.
 3. That these resolutions take effect when the traffic control devices that evidence the restrictions described in 1 are in place.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

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



Figure 1: Bus stop 22380 beside 131 Rose Street.

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

3.2.1 Operational issue:

- Section 12.4(5) of the Traffic Control Devices Rule 2004 provide that a marking is not required for a bus stop unless the space reserved for a bus extends more than 6m on either side of a single 'Bus Stop' sign. As buses are 12.5 meters long, the absence of bus stop markings, which includes the bus box and no stopping restrictions before and after the bus box, makes it difficult for buses to stop parallel to the kerb. This also creates difficulty for buses in manoeuvring into and out of the bus stop due to vehicles parking too close to the bus stop.

3.2.2 Accessibility issue:

- The absence of bus stop markings also has a negative impact on inclusive access as buses are not able to stop parallel to the kerb. If buses are stopped away from the kerb, it increases the step height for people boarding or alighting the buses. This results in an additional barrier to public transport for people with limited mobility.

- 3.3 The advantages of this recommended option include:
- Provides clear guidance to other motorists not to park their vehicles in the designated bus stop area.
 - Adherence to the recommended bus stop length improves access for people getting on and off the bus.
- 3.4 The disadvantages of this recommended option include:
- Removal of two unrestricted on-street parking spaces. There is sufficient on-street parking capacity in the general area for other motorists to continue to park on-street.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 Option 3 – Relocating the bus stop to outside 133 Rose Street was considered but was discarded as there is a similar parking loss to the preferred option and no operational benefit derived from moving the bus stop. Additional road maintenance would also need to be done if the bus stop was relocated due to poor road should condition outside 133 Rose Street.

4.2 Option 4 – Do nothing, no change to the existing unmarked bus stop.

This option does not assist the Council in achieving its Long Term Plan or Strategic Framework outcomes as indicated in section 6 of this report and does not address the concerns regarding parked cars impeding buses’ access to the bus stop.

5. Detail Te Whakamahuki

- 5.1 All new bus stop road markings are planned and implemented in accordance with the Christchurch Bus Stop Guidelines (2009) and the CSS (2018).
- 5.2 Consultation has been carried out with the affected properties (see Figure 2 for details), Environment of Canterbury, Go Bus and Cashmere High School. The consultation period for the proposed bus stop markings occurred from 22 October to 5 November 2021.



Figure 2: Consultation area of affected properties

- 5.3 During consultation, six submissions were received. It should be noted that the proposed bus box length has been changed from 15m in the consultation plan to 14m based on the feedback

of one of the submitter’s. A summary of the feedback received on the proposed bus stop markings are summarised in Table 1 and the detailed responses can be found in **Attachment B:**

	In favour	Not in favour
Proposed bus stop markings	5	1

Table 1: Consultation feedback – proposed bus stop markings for existing bus stop (22380) beside 131 Rose Street.

5.4 The concerns raised by the submitter objecting to the proposed bus stop markings are summarised in Table 2, along with a staff response.

Concerns raised	Staff response
Loss of car parking	The no stopping restrictions are required to provide the necessary entry and exit taper for buses to manoeuvre into and out of the bus stop.

Table 2: Concern raised by submitter

5.5 Concerns pertaining to the installation of a shelter is being addressed by a separate community board report following the 13 February 2022 hearing panel meeting for “131 Rose Street proposed shelter.”

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

5.6.1 Waihoru Spreydon-Cashmere Community Board.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

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

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

6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2.1 Activity: Transport

- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities (number and quality of shelters and quality of bus stop) - ≥71% resident satisfaction

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

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

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$3,500 for the installation of new line markings and associated improvements, plus \$1,000 for the planning, consultation and the preparation of this report.
- 7.2 Maintenance/Ongoing costs - Transport Unit Operational Expenditure budget, includes maintenance of bus stop infrastructure, which may cost approximately \$200 annually.
- 7.3 Funding Source – Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.
- 7.4 If approved, the recommendations will be implemented within three months, dependant on the contractor's availability.

8. Legal Implications Ngā Hīraunga ā-Ture

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

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

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.4 There is no legal context, issue or implication relevant to this decision.
- 8.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Should the Community Board proceed with the 'Do Nothing' option (Option 2 of this report), this means that the bus stop remains unmarked and only prevent vehicles to not stop/park within 6m of the bus stop sign. This total length of 12m does not allow buses to be able to park close to the kerb to pick up/drop off passengers.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Bus stop 22380 Rose St - Proposed bus stop markings for Board approval	25
B  	Consultation feedback - Proposed roadmarkings for bus stop 22380 Rose Street	26

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

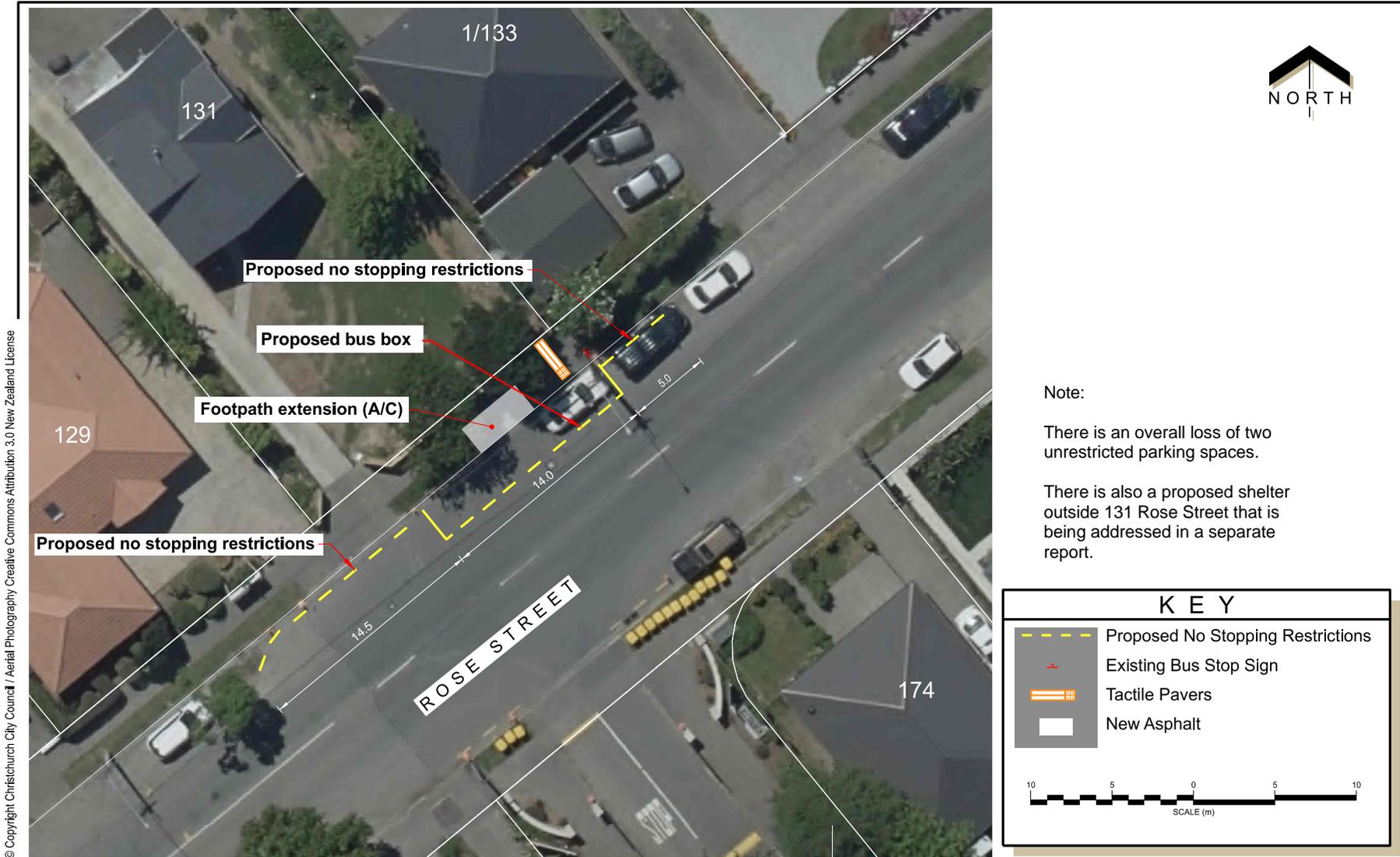
(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Authors	Sarah Thorne - Passenger Transport Engineer Patricia Su - Passenger Transport Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Note:
There is an overall loss of two unrestricted parking spaces.
There is also a proposed shelter outside 131 Rose Street that is being addressed in a separate report.

KEY	
	Proposed No Stopping Restrictions
	Existing Bus Stop Sign
	Tactile Pavers
	New Asphalt

10 5 0 5 10
SCALE (m)



131 Rose Street (Bus Stop 22380)
Proposed bus stop markings
Consultation Plan

Attachment A
Designed : PS Approved : __

Original Plan Size: A4
ISSUE.1 16/08/2021
TG135649 MJR

Proposed road markings at existing bus stop 22380

Consultation feedback

Submitter ID#	Submitters name	Proposed bus passenger shelter		Proposed bus stop linemarking		Submitters comments
		Support	Do not support	Support	Do not support	
1	ECan	1	-	1	-	<p>Thank you for giving us the opportunity to provide you with feedback regarding Bus stop 22380. This is a stop on route 44, a City Connector route with a 20 minute peak and 30 minute off-peak frequency. The stop is also serviced by School route 64. We strongly support improving this stop. Adding a shelter will protect the travelling public from the elements and will make catching a bus more appealing in a greater variety of weather conditions.</p> <p>We also support marking the road per your proposals which will allow buses to pull in and out more quickly and it will allow buses to park parallel to the kerb giving better access to both doors of the bus.</p>
2	Jennifer Russell	-	1	1	-	<p>Many thanks for your reply.</p> <p>Please find attached my letter in response to the proposed bus shelter and bus stop markings at [REDACTED] Rose Street (Bus Stop 22380)</p> <p>In Summary:</p> <ul style="list-style-type: none"> • I strongly object to the proposed bus shelter • I would welcome and encourage the road markings • I am requesting that you review the overall location of this bus stop from a safety perspective <p>I have outlined all of my objections to the bus shelter in my letter and I really do hope that they are read and taken into consideration when a decision is made about whether to proceed with this bus shelter or not. The biggest impact of this bus shelter will be felt by my family and I hope that we are given the consideration that we deserve and that our objections are listened to and actually taken into account.</p> <p>I would very much like to be kept informed on all proceedings that are taking place in relation to this bus shelter. I would like to be informed when a meeting or panel is scheduled, what is the process for requesting speaking rights and I would like to be advised as soon as a decision is reached.</p>
3	Joanne Mitchell	1	-	1	-	<p>Thanks for informing us of the proposed changes to this bus stop on Rose Street. I can confirm that the residents of [REDACTED] Rose Street are in favour of the changes.</p>
4	Holly Minehan & Jason Hunt	1	-	-	1	<p>I am writing as the owner/occupier of House [REDACTED] Rose Street following a letter that was delivered to us with the proposal for a bus shelter and extension of bus stop markings near our residence.</p> <p>We have no issues with the bus shelter itself, however to increase the no stopping restrictions will obviously reduce two car-park spaces. Rose street already has incredibly reduced parking capacity on the opposite side of the road meaning car-parks are of a rarity. We also already have issues particularly in and around school drop off times with parents parking over our driveway. We firmly believe this would only cause all residents living at this end of Rose Street further issues.</p> <p>If the bus area is marked as indicated on the image proposal, we cannot see any reason why there needs to be a further no stopping zone added. The flow on affect from this would be detrimental to all who live here. I note in your letter you stated:</p> <p>"I can confirm the proposed shelter will not prevent vehicular or pedestrian access to any land having a frontage to the road". While the shelter may not, the no stopping restrictions will with out a shadow of a doubt prevent us accessing our driveway.</p> <p>We would like to be informed when the hearing panel is please so that we can put forward our case again if necessary.</p>
5	Go Bus	1	-	1	-	<p>Thanks for including Go Bus in the consultation process Sarah.</p> <p>We do not see any issues form an operations perspective and support these improvements in infrastructure.</p>
6	Cashmere High School	1	-	1	-	<p>Cashmere High School is in support of this proposal for a bus stop shelter and line marking at Bus Stop 22380 outside 131 Rose St.</p>

10. Waihoru Spreydon-Cashmere Community Board Area Report - April 2022

Reference Te Tohutoro: 21/1756815
 Report of Te Pou Matua: Jo Wells, Community Governance Manager – Spreydon-Cashmere, jo.wells@ccc.govt.nz
 General Manager Pouwhakarae: Mary Richardson, General Manager Customer and Community, mary.richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

1. Receive the Waihoru Spreydon-Cashmere Community Board Area Report for April 2022.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Capacity Check	In response to the initiation of the Government’s COVID Protection Framework Red Traffic Light, over February and early March staff undertook an informal capacity check of local community groups, reaching currently funded and otherwise supported community organisations in the Waihoru area. A mix of residents’, recreation, facility management, safety, environmental and community development groups were contacted. Generally, the voluntary committees and staff were still operating, often through digital connection, and managing to keep pace with changing restrictions and the uncertainties the spread of the Omicron virus posed. The main impacts causing immediate and potential future challenges were: delays to committee meetings, especially AGMs where community	Completed	Resilient Communities Safe and healthy communities

	Cashmere Community Board web page under the heading “What’s happening in your area”.		
Community and Youth Service Awards	Nominations for the Board’s 2022 Community and Youth Service Awards are open from Friday 11 March to Thursday 14 April.	11 March to 14 April 2022	Resilient Communities
Lalaga Night Markets	The Lalaga takeaway food market has reopened for 2022. The market will be held again on 25 March and 29 April at the Rowley Resource Centre.	25 March and 29 April 2022	Strengthening Communities Strategy



3.2 Community Funding Summary

- 3.2.1 At its 3 August 2021 meeting, the Board granted \$85,500 to 11 community groups from its 2021/22 Strengthening Communities Fund.
- 3.2.2 The Board’s Discretionary Response Fund unallocated balance for 2021/22 is \$30,045 (refer to **Attachment A** for details).
- 3.2.3 The Board’s Youth Achievement and Development Fund unallocated balance for 2021/22 is \$2,300 (refer to **Attachment A** for details).
- 3.2.4 The Board’s Off the Ground Fund unallocated balance for 2021/22 is \$2,400 (refer to **Attachment A** for details).
- 3.2.5 The 2022-23 Strengthening Communities Fund application period is open from Monday 21 March 2022 and will close on Tuesday 26 April 2022.

3.3 Participation in and Contribution to Decision Making

3.3.1 Report Back on Other Activities Contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- **Adult Playground** – One of the priorities in the Community Board Plan is to explore the provision of an adult playground in the Spreydon-Cashmere area. In March

2022 the Board received the final report on a feasibility study. The Board will formally receive this at a future public meeting and will decide on next steps.

- **Innovating Streets** – One of the priorities in the Community Board Plan is to progress an integrated cycle network and other modes of active transport. In 2021, the Board approved the Innovating Streets – Selwyn Street project to improve traffic safety, particularly for cyclists and pedestrians. As part of this project, Addington School students worked with the Graeme Dingle Foundation and the Council to design flexi-posts to encourage slower vehicle speeds, which were installed in March 2022.



3.3.2 Council Engagement and Consultation.

- **Annual Plan** – The Council’s Draft Annual Plan 2022-23 was adopted on 24 February 2022, and consultation is open from 11 March to 18 April 2022. More information will be available in the near future on the Council’s website. For more information please visit: <https://ccc.govt.nz/the-council/haveyoursay/show/494>
- **Christchurch Gondola Top Terminal Building – New Lease** – Christchurch Gondola is applying for a new lease for its top terminal building in Mt Cavendish Reserve on the Port Hills. Consultation is open from 21 February to 27 April 2022. For more information please visit: <https://ccc.govt.nz/the-council/haveyoursay/show/485>
- **Opting Out of Kerbside Collection and Targeted Rate** – The Council is proposing to allow multi-unit residential developments that use an approved alternative to the Council’s three-bin kerbside collection service to not pay the Waste Minimisation Targeted Rate. Consultation is open from 11 March to 18 April 2022. For more information please visit: <https://ccc.govt.nz/the-council/haveyoursay/show/490>

- **Proposal to Increase Rates on Vacant Central City Land** – The Council is proposing to set higher rates on some vacant land, initially in the central city’s commercial area that has no active or consented use. A rates remission will be available where land is kept in an improved and maintained state. Consultation is open from 11 March to 18 April 2022. For more information please visit: <https://ccc.govt.nz/the-council/haveyoursay/show/495>
- **Proposal for New Policy on Māori Freehold Land** – The Council is proposing to adopt a new Policy on Remission and Postponement of Rates on Māori Freehold Land to comply with legislation. Consultation is open from 11 March to 18 April 2022. For more information please visit: <https://ccc.govt.nz/the-council/haveyoursay/show/496>
- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works>.

3.4 Governance Advice

3.4.1 **Public Forum** – The Board received public forum presentations at its 1 March and 16 March 2022 meetings on the following topics:

- The Port Hills Trust Board spoke about a recent increase in vehicle break-ins at the Mt Vernon Park carpark. The Board asked for staff advice on options to improve safety.
- The Age Friendly Spreydon-Cashmere Committee spoke about its transport priorities.
- St Martins Library spoke about installing internet at the Library and Community Centre. The Board asked for staff advice on whether wi-fi can be installed, and what other community facilities in the Board area do not have wi-fi.
- Environment Canterbury spoke about its Draft Annual Plan for 2022-23.

3.4.2 **Deputations** – The Board received no deputations at its 1 March and 16 March 2022 meetings.

3.4.3 **Correspondence** – The Board received no correspondence at its 1 March and 16 March 2022 meetings.

3.4.4 **Briefings** – The Board received briefings in February and March 2022 about the following issues:

- Transport capital and programme projects
- Trees near Ernle Clark Reserve
- Update on Development Contributions Policy
- Update on Centennial Hall
- Final report on adult playground feasibility study
- Slow speed neighbourhood – Opawa
- Cashmere Road / Dyers Pass Road / Colombo Street intersection
- Barrington Street / Cashmere Road intersection
- Submission on Council’s Draft Annual Plan 2022-23

- Input to Council’s submission on Environment Canterbury’s Draft Annual Plan 2022-23
- Community Governance Team update.

3.4.5 **Board Requests** – The Board made the following requests at its 1 March and 16 March 2022 meetings:

- The Board asked that staff trim vegetation to improve access to a seat in Ernle Clark Reserve.

4. Advice Provided to the Community Board

- 4.1 **Customer Service Requests Report** – Reports on customer service requests in the Board area from 1 February to 28 February 2022 is attached as **Attachment B**.
- 4.2 **Graffiti Snapshot** – Updates on graffiti in the Board area as of February 2022 is attached as **Attachment C**.
- 4.3 **Path from Kiteroa Place to Shalamar Drive** – At its 7 December 2021 meeting, the Board received correspondence from a resident about a proposed path from Kiteroa Place to Shalamar Drive through Tarata Reserve. The Board asked for staff advice on whether there is staff resource to complete a high level design and budget for construction. Staff provided the advice below:

Staff have started investigating a possible route from Kiteroa Place to Shalamar Drive, but defining the boundary in the unfenced forest block will require some work. However, staff have negotiated access through the drainage reserve at the bottom and propose to mark a likely route to enable planting to begin in winter 2022.

Unfortunately there is no budget available to spend on development work such as benching and gravelling for this and likely next financial year to construct a track.

Staff will arrange a site visit with the resident and the Board to review the route for the potential track.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Funding Balances	34
B  	Customer Service Requests Report - 1 February to 28 February 2022	36
C  	Graffiti Snapshot - February 2022	37

Signatories Ngā Kaiwaitohu

Authors	Amy Hart - Community Board Advisor Jo Wells - Manager Community Governance, Spreydon-Cashmere Heather Davies - Community Development Advisor Watene Hema - Community Recreation Advisor Wendy Gunther - Community Support Officer Jay Sepie - Community Development Advisor
Approved By	Jo Wells - Manager Community Governance, Spreydon-Cashmere Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Item 10

Waihoru Spreydon-Cashmere Community Board – Funding Balances

Discretionary Response Fund 2021-22	
Starting Balance	\$74,416
Community Board - Communicating With The Community	\$4,000.00
Community Board - Off The Ground Fund	\$3,000.00
Community Board - Youth Achievement and Development Fund	\$4,000.00
Cracroft Community Centre - TV	\$1,000
St Martins Bowls Incorporated - the Clubroom Redecoration project	\$2,000
Community Board - Community Events	\$8,500.00
Community Board - Summer With Your Neighbours	\$3,000.00
Community Board - Community Awards	\$7,000.00
Southern District Cricket Club	\$3,500
Cashmere Emergency Response Team (CREST)	\$836
Community Board - Summer With Your Neighbours (supplementary)	\$535
Southern United Hockey Club	\$1,500
St Martins Scouts Group	\$3,000
Sydenham Junior Cricket Club - Participation for Targeted Groups	\$2,500
Total Spent	\$44,371
Balance Remaining	\$30,045

Youth Development Fund 2021-22	
Starting Balance	\$4,000
Ruby Roy	\$250
Ella Wells	\$100
Sophie Wells	\$100
Malakai Bennett	\$450
John Laurie	\$200
Max Groer	\$200
Samuel Curtis	\$200

James Wright	\$200
Total Spent	\$1,700
Remaining Balance	\$2,300

Off the Ground Fund 2021-22	
Starting Balance	\$3,000
Somerfield Playcentre – Barking/New Planting around New Whare	\$300
Rowley Resource Centre – Rowley Vaccination Clinic	\$300
Total Spent	\$600
Balance Remaining	\$2,400

Ticket Report

01 Feb 2022 - 28 Feb 2022

Spreydon-Cashmere

Tickets Reported in February 2022

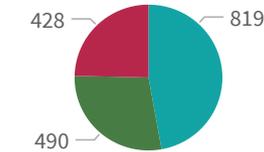
1,737

Tickets Reported

Status as of Report Date

1,277 Closed/Resolved
460 Open

Channels



- Phone/Email/Walk-in
- Snap, Send, Solve
- Website

Currently Open Tickets*

1,480

Open Tickets

117

Avg open ticket age (days)

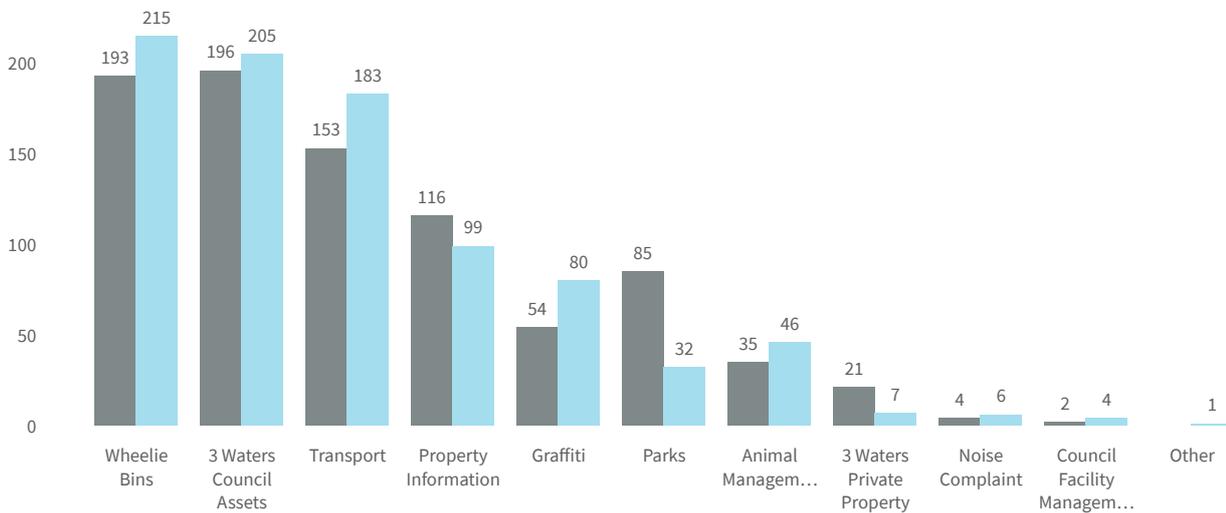
25% of open tickets are less than 7 days old

50% of open tickets are less than 35 days old

75% of open tickets are less than 121 days old

*Open as of report date, reported all time

Tickets Reported this Period by Incident Category



Top 10 Issues

# Tickets	Object Category (sub-categories of the above)
283	Leak (Water Supply)
152	Bin Not Collected
132	Damaged Bin
86	Graffiti
85	Residential LIM
74	Litter (Road)
69	Residential Property Files
46	Missing Bin
45	Road Asset (e.g.footpath,road,furniture)
44	Tree (Road)

Report date:
03 Mar 2022

GRAFFITI SNAPSHOT February 2022

Ward & Suburb Insights



Ward Reporting

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

Ward	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Central	495	5%	471
Linwood	126	-21%	159
Heathcote	121	25%	97
Spreydon	86	-33%	128
Coastal	84	-48%	160
Cashmere	57	21%	47
Riccarton	46	-51%	93
Papanui	44	7%	41
Burwood	36	-20%	45
Halswell	34	-45%	62
Harewood	34	10%	31
Fendalton	32	0%	32
Innes	32	-64%	90
Hornby	28	-53%	60
Banks	25	-34%	38
Peninsula			
Waimairi	11	-59%	27
Total	1,291	-18%	1,583

Ward Removal

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

Ward	Cleaned Graffiti	
	Latest Month	Previous Month
Banks	160	87
Peninsula		
Burwood	357	185
Cashmere	35	55
Central	1,710	2,377
Coastal	353	622
Fendalton	95	69
Halswell	166	300
Harewood	232	181
Heathcote	362	323
Hornby	139	97
Innes	118	340
Linwood	242	737
Papanui	175	168
Riccarton	118	124
Spreydon	153	429
Waimairi	37	97
Total	4,451	6,185

Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Colombo	56	409%	11
Stanmore	18	200%	6
Colombo Street	14	17%	12
Bealey	13	117%	6
Hansen Park	13	333%	3
Victoria Square	12		
Oxford	11	57%	7
Worcester	11	57%	7
Christchurch	10	150%	4
Southern			
Jellie Park	10	233%	3
Bishopdale Park	9	125%	4

Removal Hot Spots

Streets/Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Washington Way Reserve	325
Lismore Street \ Falsgrave Street	144
Tralee Reserve	144
Travis	144
Colombo	115
Thomson Park	107
St Davids Street \ Stevensons Steep	96
Victoria Square	96
Main South	90
Rawhiti Domain	86

GRAFFITI SNAPSHOT February 2022

Further Insights

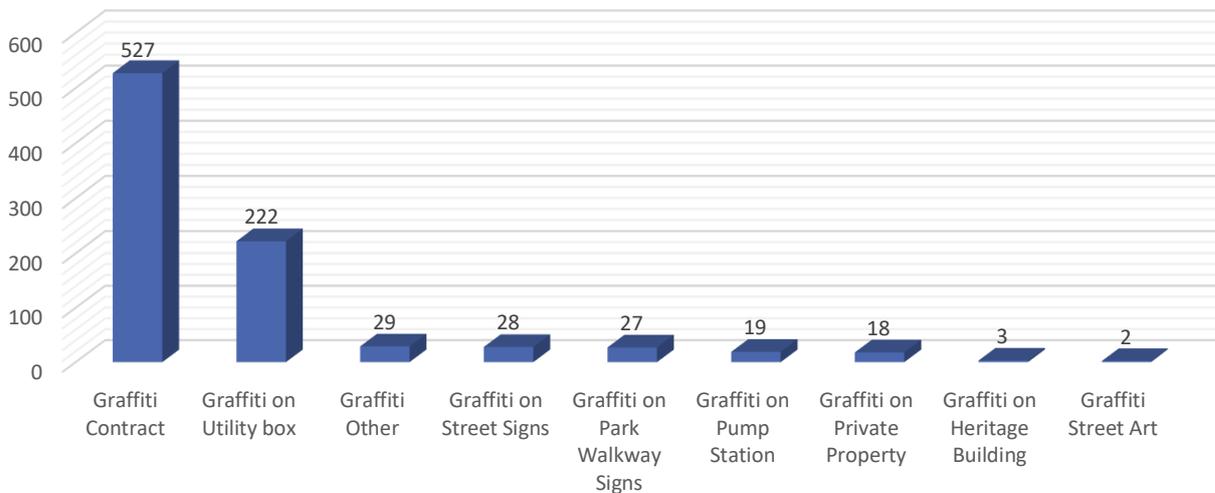
Reporting Activity

	Latest Month	Previous Month
Unique Reporters	299	364
Total reports	1291	1583
Highest # of reports by single reporter	257	86

Most reported TAG Locations and details of these TAGS are forward to the Police each month.



Reports by Asset Type



New Murals



Mikhail Lopez – Fencing Institute
Jack Hinton Drive

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

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Item 11

Karakia Whakamutunga